

Conrail Acquisition Web Site

Conrail Acquisition December 1997



SURFACE TRANSPORTATION BOARD Washington, DC 10423

Section of Environmental Analysis

July 28, 1997

Dear Interested Party:

The CSX Corporation and CSX Transportation, Inc. (CSX); Norfolk Southern Corporation and Norfolk Southern Railway Company (NS); Conrail Inc. and Consolidated Rail Corporation (Conrail) recently filed an application with the Surface Transportation Board (Board) jointly seeking authorization for CSX and NS to acquire control of Conrail and for the subsequent division of Conrail's assets by CSX and NS. The enclosed fact sheet is intended to assist you in understanding the proposed transaction and environmental review process. As part of the Board's review and decision-making process for the proposed transaction, the Board's Section of Environmental Analysis (SEA) will prepare an Environmental Impact Statement (EIS), which will address the potential environmental impacts of the proposed transaction.

The Board has adopted a 350-day procedural schedule for the proposed transaction. To conform to this schedule, SEA will complete EIS scoping by September 1997 and issue the Draft EIS in November 1997, which will be followed by a 45-day public comment period. A final EIS will be issued in late March or early April 1998 and the Board intends to issue a written decision addressing both environmental and transportation issues on June 8, 1998.

The Board encourages your participation in the environmental review process during the current scoping phase and during review of the Draft EIS. Federal, state, and regional agencies and county administrators for each affected county have received a detailed scoping packet outlining the planned operational changes in your area as well as a copy of the Environmental Report submitted by CSX, NS, and Conrail with their application.

The public is invited to call SEA's toll free Environmental Hotline at 1-888-869-1997 with any questions regarding environmental issues or the environmental review process for this case. Additional information about the proposed transaction is available on the Internet at July 28, 1997 Page 2

SEA's "Conrail Acquisition Web Page" at <u>www.conrailmerger.com</u>. At any time, you can request additional information or submit environmental comments on the proposed transaction by submitting an original plus 10 copies to the following address:

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

Attn: Elaine K. Kaiser Chief, Section of Environmental Analysis Environmental Filing

Sincerely yours,

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Elaine K.^JKaiser Chief Section of Environmental Analysis

Enclosure

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Surface Transportation Board Section of Environmental Analysis (STB/SEA) STB Finance Docket No. 33368





How It All Fits Together

Overview - On June 23, 1997, CSX Corporation and CSX Transportation, Inc. (CSX), Norfolk Southern Corporation and Norfolk Southern Railway Company (NS), and Conrail Inc. and Consolidated Rail Corporation (Conrail) filed an application with the Surface Transporation Board (Board) jointly seeking authority for NS and CSX to acquire control of Conrail and for the subsequent division of Conrail's assests. The Board has determined that its Section of Environmental Analysis (SEA) will preparate an EIS in this case.

Schedule - The Board has adopted a 350-day procedural schedule for the proposed transaction proceeding. The Board intends to serve a written decision in this case by June 8, 1998.

EIS Scope - The proposed transaction includes changes in railroad operations such as increases and decreases in train traffic on rail lines, changes in activity at rail yards and intermodal facilities and rail line abandonment and construction projects. Analysis in the EIS will address proposed rail activities and their potential environmental impacts, as appropriate. Environmental impacts relating to existing rail operations and existing railroad facilities will not be considered.

Comments - The SEA encourages broad participation in the EIS process during scoping and review of the Draft EIS. Written comments on the draft scope of the EIS may be submitted to the Board within the 30-day comment period, no later than August 6, 1997.

Information - Contact Mr. Michael Dalton, Project Manger, Conrail Control Transaction, at (202) 565-1530; or Ms. Dana White, Environmental Specialist, at (202)565-1552. (TDD for the hearing impaired: (202)565-1695). Or call the toll-free Environmental Hotline at (888) 869-1997.

Rail Activities - Information will be available in the near future at this site summarizing the proposed changes in Rail Line Segments, Rail Yards and Intermodal Facilities, Abandonments and Constructions. This information will be available by state.

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Proposed Action DEPARTMENT OF TRANSPORTATION

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.

On June 23, 1997, CSX Corporation and CSX Transportation, Inc. (CSX), Norfolk Southern Corporation, and Norfolk Southern Railway Company (NS), and Conrail Inc. and Consolidated Rail Corporation (Conrail) filed an application (primary application) with the Surface Transportation Board (Board) under 49 U.S.C. 11323-25. NS, CSX, and Conrail are jointly seeking authority for NS and CSX to acquire control of Conrail and for the subsequent division of Conrail's assets. The proposed transaction involves over 44,000 miles of rail lines and related facilities covering a large portion of the eastern United States To evaluate and consider the potential environmental impacts that may result from the proposed transaction, the Board's Section of Environmental Analysis (SEA) will prepare an environmental impact statement (EIS). The Board has determined that an EIS is warranted due to the nature and scope of environmental issues (e.g., intercity passenger service and commuter rail service) that may arise. As part of their primary application to the Board, CSX, NS, and Conrail (collectively, Applicants),

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have filed a detailed operating plan and prepared an Environmental Report (ER). The ER describes the physical and operational changes that would be associated with the proposed transaction and discusses the potential environmental impacts of those changes. 🛉 Home 🔍 Search 🖂 Comments 🖌 Links



Surface Transportation Board Section of Environmental Analysis (STB/SEA) STB Finance Docket No. 33388

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Background

The proposed transaction would result in certain existing Conrail facilities and operations being assigned individually to either CSX or NS through operating agreements or other mechanisms, and certain other existing Conrail facilities and operations being shared by, and operated for the benefit of, both CSX and NS. The result would be an expanded CSX rail system, an expanded NS rail system, and certain areas of joint ownership and operations. CSX and NS would continue to compete with each other in the provision of rail freigh. services and would expand their competition to areas in which Conrail is currently the only major rail carrier. Each of the two railroads would utilize its existing lines, would operate certain Conrail lines independent of the other, and would jointly operate certain Conrail lines.

Applicants anticipate that the proposed transaction would provide for benefits that include: reduced energy usage, enhanced safety, reduced highway congestion, reduced system-wide air pollutant emissions, expanded competition, and a more efficient rail transportation system. The proposed transaction, also referred to as the proposed action, is detailed in the primary application and in the operating plan and ER that accompanied it. The proposed transaction includes changes in railroad operations such as increases and decreases in train traffic, changes in activity at rail yards and intermodal facilities, and rail line abandonment and construction projects.

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Process

The National Environmental Policy Act (NEPA) process is intended to assist the Board and the public in identifying and assessing the potential environmental consequences of a proposed action before a decision on that proposed action is made.

Below is a discussion of how SEA plans to conduct the environmental review process in this case.

On June 23, 1997, Applicants filed an ER containing the information specified in the Board's environmental rules at 49 CFR 1105.7(e), as part of the primary application. The ER was concurrently served on the agencies listed in the Board's environmental rules at 49 CFR 1105.7(b), and other appropriate entities. The ER describes the physical and operational changes in the rail systems and facilities anticipated as a result of the proposed transaction. In the ER, Applicants also discuss the potential environmental impacts that would be associated with the anticipated changes.

The next step in the environmental review process is scoping. Scoping is an open process for determining the scope of environmental issues to be addressed in the EIS and their potential for significance. Based on the Council on Environmental Quality's (CEQ) regulations, the Board's environmental rules at 49 CFR 1105, the ER, and all other information available to date, SEA has prepared this draft scope of the EIS. Written public comments on the draft scope of the EIS are invited, and are due August 6, 1997. After

7/7/97

Applicants served the ER concurrently on appropriate federal, state, and local agencies. Federal agencies included: U.S. Army Corps of Engineers, U.S. Department of Agriculture (Forest Service and Natural Resources Conservation Service), U.S. Department of Interior (Bureau of Indian Affairs, Bureau of Land Management, National Park Service, Office of Environmental Project Review, Fish and Wildlife Service), U.S. Departr ent of Transportation (Federal Railroad Administration, Federal Highway Administration, Federal Transit Administration, U.S. Coast Guard), and U.S. Environmental Protection Agency (EPA). State agencies included clearinghouses, state departments of transportation, public service commissions, and historic preservation offices, in the States of AL, CT, DE, FL, GA, IL, IN, KY, LA, MA, MD, MI, MS, MO, NJ, NY, NC, OH, PA, RI, SC, TN, VA, WV, and the District of Columbia. Applicants also served the ER on cities with populations of over 50,000, as well as counties and regional planning organizations that could be affected.

SEA considers all comments submitted by the comment deadline, SEA will prepare a final scope of the EIS. SEA intends to issue the final scope of the EIS in September 1997. This final scope of the EIS will be distributed to all PORs, commenters, and appropriate agencies.

Based on SEA's independent environmental analysis, review of all information available to date, and consultations with appropriate agencies, SEA then will prepare a DEIS. The DEIS will address relevant environmental concerns, as described in the final scope of the EIS, and recommend appropriate environmental mitigation. In addition, the DEIS will address environmental impacts associated with any inconsistent or responsive applications or settlement agreements (See Footnote). SEA intends to serve the DEIS in November 1997, approximately 5 months after the primary application was filed in this proceeding. SEA will serve the DEIS on all Parties of Record to this proceeding, commenters who comply with the above-mentioned filing procedures, and appropriate federal, state, and local government agencies. Also, EPA will publish a notice of the availability of the DEIS in the Federal Register. The DEIS will have a comment period of 45 days, as required by CEQ regulations at 40 CFR 1506.10(c).

After considering comments on the DEIS, SEA will issue a FEIS. The FEIS will address comments to the DEIS and will include SEA's final recommendations, including appropriate environmental mitigation. SEA will serve the FEIS in late March or early April, prior to the Board's voting conference, which currently is scheduled to be held April 14, 1998. At the voting conference, the Board will announce whether it will grant the application, deny the application, or grant " with appropriate conditions, including environmental mitigation conditions. The Board intends to serve a written decision in this case by June 8, 1998. In that decision, the Board will address both environmental and transportation issues and

impose any conditions found to be appropriate.

Parties that wish to file an administrative appeal of the Board's written decision (including any environmental conditions that might be imposed) may do so within 20 days from the service date of the Board's decision, as provided in the Board's rules. Any interested party will have approximately 2 months to consider the FEIS prior to commencement of the aforementioned period for filing administrative appeals. The schedule will provide adequate time to pursue administrative review of the Board's June 1998 decision after it is issued. Any administrative appeals will be addressed in a subsequent decision. This process is consistent with CEQ rules (40 CFR 1506.10 (b)).

Footnote06

In addition, the DEIS will address environmental impacts associated with any inconsistent or responsive applications or settlement agreements.

Under the procedural schedule previously established for this proceeding (Decision No. 6), inconsistent and responsive applicants must provide a description of the proposed inconsistent or responsive application by day F + 60. Inconsistent and responsive applicants must file Responsive Environmental Reports or verified statements by day F + 100, indicating that there are no potentially significant environmental impacts. They must file inconsistent and responsive applications by day F+ 120. SEA anticipates that the issues addressed in the final scope of the EIS will be similar to issues that may be raised in any subsequent filing of inconsistent or responsive applications.

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Surface Transportation Board Section of Environmental Analysis (STE/SEA) STB Finance Docket No. 33388

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Alternatives

Existing rail operations are the baseline from which the potential environmental impacts of the proposed transaction will be evaluated. Under the NEPA process, SEA will evaluate only the potential environmental impacts of operational and physical changes that are directly related to the proposed transaction. SEA will not consider environmental impacts relating to existing rail operations and existing railroad facilities (See Footnote). In making its decision in this proceeding, the Board will consider the EIS, the public comments, and the environmental analysis and recommendations, including any environmental mitigation proposed by SEA. Alternatives to be considered in the EIS are (1) approval of the transaction as proposed; (2) disapproval of the proposed transaction in whole (No-Action alternative); or (3) approval of the proposed transaction with conditions, including environmental mitigation conditions (See Footnote). Other parties may file "inconsistent or responsive" applications requesting modifications to the proposed transaction, such as requests for trackage rights or the acquisition of particular rail lines. Potential environmental impacts and rail system changes proposed in the inconsistent and responsive applications will be evaluated in the EIS.

SEA will not consider environmental impacts relating to existing rail operations and existing reilroad facilities.

In merger and control cases, the Board's practice consistently has been to mitigate only those environmental impacts that result directly from the transaction. The Board, like its predecessor, the Interstate Commerce Commission, has not imposed mitigation to remedy preexisting conditions such as those that might make the quality of life in a particular community better, but are not a direct result of the merger (i.e., congestion associated with the existing rail line traffic, or the traffic of other railroads).

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Footnote02

Alternatives to be considered in the EIS are (1) approval of the transaction as proposed; (2) disapproval of the proposed transaction in whole (No-Action alternative); or (3) approval of the proposed transaction with conditions, including environmental mitigation conditions.

The Board has broad authority to impose conditions in railroad control transactions under 49 U.S.C. 11324 (c). However, the Board's power to impose conditions is not limitless. To survive judicial review, the record must support the imposition of the condition at issue. Moreover, there must be a sufficient nexus between the condition imposed and the transaction before the agency, and the condition imposed must be reasonable. See United States v. Chesapeake & O. Ry., 426 U.S. 500, 514-15 (1976); Consolidated Rail Corp. v. ICC, 29 F.3d 706, 714 (D.C. Cir. 1994).

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Surface Transportation Board Section of Environmental Analysis (STB/SEA) STB Finance Docket No. 33388



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Related Activities

NS and CSX requested, and the Board allowed, the proposed construction of seven small rail line connections (Seven Connections) totaling approximately 4 miles, to be filed and reviewed separately from the primary application. This separate environmental review process will address only the potential environmental impacts of the physical construction of these Seven Connections and Applicants' proposed operations over these lines. The operational implications of the transaction as a whole, including proposed operations over these Seven Connections, if authorized, will be examined in the context of the EIS that is being prepared for the proposed transaction (See Footnote).

The operational implications of the transaction as a whole, including proposed operations over these Seven Connections, if authorized, will be examined in the context of the EIS that is being prepared for the proposed transaction.

Board Decision No. 9 in this proceeding, issued June 12, 1997, granted Applicants' petition for waiver related to the Seven Connections and explained what the environmental review process for those projects would be. Specifically, SEA intends to prepare a separate Environmental Assessment for each of these small construction projects. However, if SEA determines that any one of the construction proposals could potentially cause, or contribute to, significant environmental impacts then the project will be incorporated into the EIS for the overall proposed transaction, and will not be separately considered. Also, no rail operations can begin over these Seven Connections until completion of the EIS process, and issuance of a further decision.

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Surface Transportation Board Section of Environmental Analysis (STB/SEA) STB Finance Docket No. 33388





Schedule Environmental Review Procedural Schedule

Environmental Review Schedule

The Board has adopted a 350-day procedural schedule for the proposed transaction proceeding (See Footnote), and has determined that preparation of an EIS is warranted in this case. The 350-day schedule will permit SEA to undertake an EIS that fully considers the environmental consequences of this proposed action. Footnote05

The Board has adopted a 350-day procedural schedule for the proposed transaction proceeding . . .

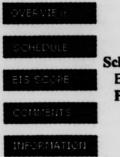
See Decision No. 6. This schedule is based on the filing date (F) of the primary application, which was June 23, 1997.

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urb ce Transportation Board Section of Environmental Analysis (STE/SEA) STB Finance Docket No. 33388

Conrail Acquisition



Schedule Environmental Review Procedural Schedule

Procedural Schedule

	(See Footnote)	
	Preliminary	
F-30 (See Footnote)	Environmental Report submitted to SEA (See Footnote).	May 16, 1997
	Primary Application	
F	and Environmental Report filed.	June 23, 1997
	Notice of Intent to	
	Prepare an	
	Environmental Impact	
	Statement and	
	Environmental Impact Statement	July 7, 1997
	Scoping Notice issued.	
	(Federal Register	
F + 60	Notice).	
	Comments on the	
	Draft Scope of the	
	Environmental Impact	
	Statement due (end of	1997
	30-day comment	
	period).	
	Descriptions of	
	Inconsistent and	August 22,
	Responsive	1997
	Applications filed.	
	Last day to file	
	Preliminary Draft	
	Environmental	
	Assessments for the	September 5,
	Seven Separate	1997
	Construction Projects	
	referenced in Decision No. 9.	
	Final Scope of the	Contemptor
	Environmental Import	September,

http://199.240.228.105/Schedule/ProceduralSchedule.htm

	Statement issued. Responsive	1997
F + 100	Environmental Reports and Verified Environmental Statements due.	October 1, 1997
F + 120	Inconsistent and	October 21, 1997
	Draft Environmental Impact Statement served.	November, 1997
	Draft Environmental Impact Statement comments due (end of 45-day comment period).	January, 1998
	Final Environmental Impact Statement served.	Late March or Early April, 1998
	Oral Argument. Voting Conference. Final Decision served. Administrative Appeals Filing Deadline	April 9, 1998 April 14, 1998 June 8, 1998 June 29, 1998

Actual dates may vary slightly. These are the dates that will apply if the Board accepts the primary application as filed on June 23, 1997.

Footnote09

"F" is the filing date of the primary application. The Board established the time periods related to the filing date in the procedural schedule set out in Decision No. 6 in this proceeding.

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EIS Scope Impact Analysis Impact Categories Safety Transportation System Land Use Energy Air Quality Noise Biological Resources Water Issues Socioeconomic Issues Environmental Justice Cultural & Historic

Definition of Alternatives

The proposed action is Applicants' proposed acquisition and control, jointly or individually, of Conrail's rail lines and facilities, as explained in the primary application's operating plan and ER. The proposed transaction includes changes in railroad operations such as increases and decreases in train traffic on rail lines, changes in activity at rail yards and intermodal facilities, and rail line abandonment and construction projects.

Reasonable or feasible alternatives that will be evaluated in the EIS are (1) the proposed action, (2) the no-action alternative, and (3) the proposed action with conditions, including environmental mitigation conditions. Proposed modifications to the proposed transaction as requested by other parties in their inconsistent or responsive applications will also be addressed in the EIS. Home Search Comments Links



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EIS Scope Impact Analysis Impact Categories Safety Transportation System Land Use Energy Air Quality Noise Biological Resources Water Issues Socioeconomic Issue. Environmental Justice Cultural & Historic

Impact Analysis

Analysis in the EIS will address proposed activities and their potential environmental impacts, as appropriate. The scope of the analysis will include the following types of activities:

 Anticipated changes in level of operations on rail lines (e.g., an increase in average trains per day) for those rail line segments which meet or exceed the Board's thresholds for environmental review in 49 CFR 1105.7.

In cases where the Board's environmental rules do not provide a threshold, the EIS generally will use increases of eight (8) trains per day or more as the threshold for addressing environmental impacts. Where appropriate, available system-wide data will be used.

- 2. Proposed rail line abandonments.
- 3. Proposed changes in activity at rail yards and intermodal facilities to the extent such changes may exceed the Board's thresholds for environmental analysis in 49 CFR 1105.7.
- Proposed requests for trackage rights or rail line acquisitions that may be included in inconsistent and responsive app¹; cations.
- Proposed physical construction of rail line segments other than the Seven Connections discussed above and in Decision No. 9 (See Footnote).

Conrail Acquisition - Proposed EIS Scope

Subsequent references to construction projects in this scoping document do not include these Seven Connections. Alternatives to construction could include feasible alternate alignments that may be environmentally preferable.

Footnote10

Proposed physical construction of rail line segments other than Seven Connections discussed above in Decision No. 9.

As noted in Decision No. 9, in reviewing the Seven Connections separately, the Board will consider the regulatory and environmental aspects of these proposed constructions and Applicants' proposed operations over these lines together in the context of whether to authorize each individual physical construction project. The operational implications of the proposed transaction as a whole, including operations over the 4 or so miles embraced in the Seven Connections will be examined in the context of the EIS for the overall control transaction.

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##Conrail Acquisition





EIS Scope Impact Analysis Impact Categories Safety Transportation System Land Use Energy Air Quality Noise Biological Resources Water Issues Socioeconomic Issues Environmental Justice Cultural & Historic

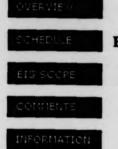
Impact Categories

The EIS will address potential impacts on the environment that will include the areas of safety, transportation systems, land use, energy, air quality, noise, biological resources, water resources, socioeconomic effects directly related to physical changes in the environment, environmental justice, and cultural and historic resources, as described below. 🕇 Home 🔍 Search 🖂 Comments 🥖 Links



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EIS Scope Impact Analysis Impact Categories Safety Transportation System Land Use Energy Air Quality Noise Biological Resources Water Issues Socioeconomic Issues Environmental Justice Cultural & Historic

Safety

The EIS will:

- A. Address rail highway grade crossing safety factors, as appropriate.
- B. Consider increased probability of train accidents, derailments, and other incidents, as appropriate.
- C. Address potential effects of increased freight traffic on commuter and intercity passenger service operations.
- D. Discuss the potential environmental impacts of the proposed transaction on public health and safety with respect to the transportation of hazardous materials, including:

1. Changes in the types of hazardous materials and quantities transported or re-routed;

 Nature of the hazardous materials being transported;
 Applicants' safety practices and protocols;

4. Applicants' safety record (to the extent available) on derailments, accidents and hazardous materials spills;

5. Any existing contingency plans to address accidental spills; 6. Probability of increased spills given railroad safety statistics and applicable Federal Railroad Administration requirements; and 7. Location and types of hazardous substances at hazardous waste sites or

hazardous materials spills on the right-of-way of any proposed construction or rail line abandonment site.

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ET3 SCOPE

EIS Scope Impact Analysis Impact Categories Safety Transportation System Land Use Energy

Biological Resources

Socioeconomic Issues

Environmental Justice

Cultural & Historic

Air Quality

Water Issues

Noise

Transportation System

The EIS will:

- A. Describe system-wide effects of the proposed operational changes, constructions, and rail line abandonments and evaluate potential environmental impacts on commuter rail service and interstate passenger service.
- B. Discuss potential diversions of freight traffic from trucks to rail and from rail to trucks, as appropriate.
- C. Address, as appropriate, vehicular delays at rail crossings and intermodal facilities due to increases in rail related operations. A range of typical rail operations and traffic conditions will be defined for purposes of evaluating the impacts of potential vehicular delays. Transportation impacts at grade crossings will be evaluated for those crossings having average daily vehicle trips of 5,000 or more (See Footnote).

http://199.240.228.105/EIS/Scope/TransportationSystem.htm

Footnote11

Transportation impacts at grade crossings will be evaluated for those crossings having average daily vehicle trips of 5,000 or more.

Crossings with average daily vehicle trips of fewer than 5,000 vehicles per day typically do not experience serious delays.

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EIS Scope Impact Analysis Impact Categories Safety Transportation System Land Use Energy Air Quality Noise Biological Resources Water Issues Socioeconomic Issues Environmental Justice Cultural & Historic

Land Use

The EIS will:

- A. Describe whether the proposed rail line construction and abandonment activities are consistent with existing land use plans.
- B. Describe environmental impacts associated with the proposed construction of new rail lines or expansion of facilities as to acres of prime farmland potentially removed from production.
- C. Discuss consistency of proposed rail line construction and abandonment activities with applicable coastal zone requirements.

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Surface Transportation Board Section of Environmental Analysis (STB/SEA) STB Finance Docket No. 33388

Connail Acquisition

OVERVIEW



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EIS Scope Impact Analysis Impact Categories Safety Transportation System Land Use Energy Air Quality Noise Biological Resources Water Issues Socioeconomic Issues Environmental Justice Cultural & Historic

Energy

The EIS will:

- A. Describe the potential environmental impact of the proposed transaction on transportation of energy resources and recyclable commodities to the extent such information is available.
- B. Discuss the overall increase or decrease in energy efficiency (fuel use) from truck-to-rail diversions, based on estimates of such diversions subject to the Board's thresholds in 49 CFR 1105.7 (e)(4)(iv), for diversions of 1,000 rail carloads per year, or fifty (50) rail carloads per mile per year for any line segment.
- C. Discuss estimated changes in energy efficiency of rail-to-truck diversions that exceed the Board's environmental thresholds in 49 CFR 1105.7 (e)(4)(iv).

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Surface Transportation Board Section of Environmental Analysis (STB/SEA) STB Finance Docket No. 33388







EIS Scope Impact Analysis Impact Categories Safety Transportation System Land Use Energy Air Quality Noise Biological Resources Water Issues Socioeconomic Issues Environmental Justice Cultural & Historic

Air Quality

The EIS will:

A. Evaluate air emissions increases that exceed the Board's environmental thresholds in 49 CFR 1105.7(e)(5)(i), in an air quality attainment or maintenance area as designated under the Clean Air Act as it existed on the date the primary application was filed (See Footnote). The thresholds are as follows:

> A 100 percent increase in rail traffic or an increase of eight (8) trains a day on any segment of rail line affected by the proposal; or
> An increase in rail yard activity of at least 100 percent or more; or
> An increase in truck traffic of more than ten
> percent of the average daily traffic or fifty (50) vehicles a day.

B. Evaluate emissions increases, if the proposed transaction affects a Class I or non-attainment area as designated under the Clean Air Act as of the date the application was filed. Thresholds for Class I and non-attainment areas are as follows:

> (1) An increase in rail traffic of at least fifty (50) percent or an increase of three (3) trains a day or more; or

(2) An increase in rail yard activity of at least twenty
(20) percent; or
(3) An increase in truck traffic of more than ten
(10) percent of the average daily traffic or fifty (50) vehicles a day.

- C. Discuss the net increase in emissions from increased railroad operations associated with the proposed transaction.
- D. Evaluate potential air quality benefits of system-wide emission reductions that would result from projected truck-to-rail diversions. Net increases, less any estimated reductions due to truck-to-rail diversions, will be compared to the entire emission inventory for affected non-attainment areas. This discussion will be based on emission inventory data provided by the appropriate state agency.
- E. Identify the following information for the anticipated transportation of ozone depleting materials (such as nitrogen oxide and freon):

 Materials and quantity;
 Applicants' safety practices;
 Applicants' safety record (to the extent available) on derailments, accidents, and spills;
 Contingency plans to address accidental spills; and
 Likelihood of an

accidental release of ozone depleting materials in the event of a collision or derailment.

F. Discuss potential air emissions increases from vehicle delays at rail crossings where the rail crossing is projected to experience an increase in rail traffic

over the thresholds described above in Section 5A for attainment and maintenance areas and in Section 5B for Class I and non-attainment areas, and which have an average daily vehicle traffic level above 5,000. Such increases will be factored into the net emissions estimates for the affected area.

The EIS will not:

A. Address ambient impacts of net increases or decreases of emissions related to rail operations changes, traffic delay analysis, and truck to rail diversions, due to the infeasibility of incorporating such analysis into local and regional air quality impacts analyses, emissions databases, and air quality modeling protocols for a project that involves over 44.000 miles of rail lines and related facilities covering a large portion of the eastern half of the United States. Given the broad geographical scope of the proposed transaction, it is not feasible to do in any reasonable amount of time the thousands of modeling analysis that would be required to assess such impacts.

Evaluate air emissions increases that exceed the Board's environmental thresholds in 49 CFR 1105.7(e)(5)(i), in an air quality attainment or maintenance area as designated under the Clean Air Act as it existed on the date the primary application was filed.

Air quality attainment areas are areas which comply with national ambient air quality standards for particulate matter, sulfur dioxide, nitrogen oxides, ozone, carbon monoxide, and lead. Non-attainment areas are areas which do not comply with one or more ambient air quality standards. Maintenance areas are areas which were non-attainment in the past but have air quality which complies with standards at present. These areas are designated by EPA.

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Surface Transportation Board Section of Environmental Analysis (STE/SEA) STB Finance Docket No. 33388

OVERVIEW



EIS Scope Impact Analysis Impact Categories Safety Transportation System Land Use Energy Air Quality Noise Biological Resources Water Issues Socioeconomic Issues Environmental Justice Cultural & Historic

Noise

The EIS will:

- A. Describe potential noise impacts of the proposed transaction for those areas that exceed the Board's environmental thresholds identified in Section 5A of the Air Quality discussion.
- B. Identify whether the proposed transaction will cause:

(1) An incremental increase in noise levels of three decibels Ldn or more; or

(2) An increase to a noise level of 65 decibels Ldn or greater. If so, an estimate of the number of sensitive receptors (e.g., schools, libraries, hospitals, residences) within such areas will be made based on census data or other available information. Such receptors will be estimated for the area that may increase to 65 decibels Ldn due to proposed transaction-related activities.

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Surface Transportation Board Section of Environmental Analysis (STB/SEA) STB Finance Docket No. 33388



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EIS Scope Impact Analysis Impact Categories Safety Transportation System Land Use Energy Air Quality Noise Biological Resources Water Issues Socioeconomic Issues Environmental Justice Cultural & Historic

Biological Resources

The EIS will:

- A. Discuss potential environmental impacts from proposed rail line construction and abandonment projects on federal endangered or threatened species or designated critical habitats.
- B. Discuss the effects of proposed rail line construction and abandonment projects on wildlife sanctuaries or refuges, and national or state parks or forests.

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Surface Transportation Board Section of Environmental Analysis (STE/SEA) STB Finance Docket No. 33388



OVERVIEW



EIS Scope Impact Analysis Impact Categories Safety Transportation System Land Use Energy Air Quality Noise Biological Resources Water Issues Socioeconomic Issues Environmental Justice Cultural & Historic

Water Issues

The EIS will:

- A. Discuss whether potential impacts from proposed rail line construction and abandonment projects may be inconsistent with applicable federal or state water quality standards.
- B. Discuss whether permits may be required under Sections 404 or 402 of the Clean Water Act (33 U.S.C. 1344) for any proposed rail line construction and abandonment projects and whether any such projects have the potential to encroach upon any designated wetlands or 100-year floodplains.

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surface Transportation Board Section of Environmental Analysis (STB/SEA) STB Finance Docket No. 33388



OVERVIEW



EIS Scope Impact Analysis Impact Categories Safety Transportation System Land Use Energy Air Quality Noise Biological Resources Water Issues Socioeconomic Issues Environmental Justice Cultural & Historic

Socioeconomic Issues

The EIS will address socioeconomic issues shown to be directly related to changes in the physical environment as a result of the proposed transaction. 🕇 Home 🔍 Search 🖂 Comments 💒 Links



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EIS Scope Impact Analysis Impact Categories Safety Transportation System Land Use Energy Air Quality Noise Biological Resources Water Issues Socioeconomic Issues Environmental Justice Cultural & Historic

Environmental Justice

The EIS will:

(1) Report on the demographics in the immediate vicinity of any area where major activity such as an abandonment or construction is proposed;

(2) Evaluate whether such activities potentially have a disproportionately high and adverse health effect or environmental impact on any minority or low-income group.

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OVERVIEW



EIS Scope Impact Analysis Impact Categories Safety Transportation System Land Use Energy Air Quality Noise Biological Resources Water Issues Socioeconomic Issues Environmental Justice Cultural & Historic

Cultural & Historic

The EIS will address potential impacts from proposed rail line construction and abandonment projects on cultural and historic resources that are on, or immediately adjacent to, a railroad right-of-way. 🕇 Home 🔍 Search 🖂 Comments 🖉 Links



Surface Transportation Board Section of Environmental Analysis (STE/SEA) STB Finance Docket No. 33388

##Conrail Acquisition



Comments Disclaimer Filing Comments Address Parties of Record Submit Comments

Disclaimer

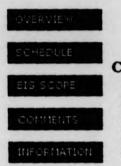
SEA will consider all comments regarding potential environmental impacts during its environmental review of the proposed acquisition. However, since electronic transmissions do not comply with certain STB filing requirements, comments received via this website will NOT be entered into STB's formal public record.

If you would like to have your comments entered into STB's formal public record, please refer to the procedures discussed in the Filing Environmental Comments section. Home 🔍 Search 🖂 Comments 🖉 Links



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"## Connail Acquisition



Comments Disclaimer Filing Comments Address Parties of Record Submit Comments

Filing Environmental Comments

SEA encourages broad participation in the EIS process during scoping and review of the Draft EIS (DEIS). Interested agencies and persons are invited to participate in the scoping phase by reviewing the draft scope of the EIS. Due to the broad geographic scope of the proposed transaction, SEA does not plan to conduct public scoping meetings. Written comments on the draft scope of the EIS may be submitted to the Board within the 30-day comment period, as described below, no later than August 6, 1997. It is not necessary to be a Party of Record (as detailed below) to file comments on the draft scope of the EIS and participate in the environmental review process. You need only submit a signed original and 10 cc pies of your comments.

(See Address)

By following this procedure, your comments will be placed in the formal Public Record for this case. In addition, SEA will add your name to its mailing list for distribution of the final scope of the EIS, the DEIS, and Final EIS (FEIS). However, as stated in Board Decision No. 6 (See Footnote) in this case, copies of Board decisions, orders, and notices will be served only on persons designated as Parties of Record, Members of Congress, and Governors on the official service list. All other interested persons who wish to receive copies of Board decisions, orders, and notices served in this proceeding are encouraged to make advance arrangements with the Board's copy contractor, DC News & Data, Inc., at (202) 289-4357.

However, as stated in Board Decision No. 6 ...

Board Decision No. 6 was issued May 30, 1997, and published at 62 FR 29387-29391.

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surface Transportation Board Section of Environmental Analysis (STB/SEA) STB Finance Docket No. 33388



OVERVIEW SCHEDULE EIS SCOPE COMMENTS INFORMATION

Comments Disclaimer Filing Comments Address Parties of Record Submit Comments

Address

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

To ensure proper handling of your comments, you must mark your submission:

Attention: Elaine K. Kaiser Chief, Section of Environmental Analysis Environmental Filing Home Cearch Comments & Links



Surface Transportation Board Section of Environmental Analysis (STE/SEA) STB Finance Docket No. 33388



Comments Disclaimer Filing Comments Address Parties of Record Submit Comments

Parties of Record

If you wish to become a Party of Record (POR) in this case, you must comply with the more rigorous filing and service requirements explained in Decision No. 6. Specifically, you must notify the Board by August 7, 1997, or 45 days after the primary application was filed, of your intent to participate actively in this proceeding by submitting to the Office of the Secretary, at the above address, an original plus 25 copies of a Notice of Intent to Participate accompanied by a certificate of service. The Notice must demonstrate compliance with the service requirements set forth in the section of Decision No. 6 entitled ADDRESSES. Thereafter, each POR will receive a copy of the official service list that contains the names and addresses of all PORs, upon whom all subsequent filings must be served.

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Surface Transportation Board Section of Eavironmental Analysis (STB/SEA) STB Finance Docket No. 33388



Comment Form

DISCLAIMER: SEA will consider all comments regarding potential environmental impacts during its environmental review of the proposed acquisition. However, since electronic transmissions do not comply with certain STB filing requirements, comments received via this website will <u>NOT</u> be entered into STB's formal public record.

If you would like to have your comments entered into STB's formal public record, please refer to the procedures discussed in the Filing Environmental Comments section.

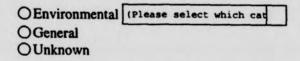
Please tell us how to get in touch with you:

Name	(required
Address	
Telephone	ł
E-mail	
FAX	

Which Railroad would you like to comment on? (required)

Conrail CSX Norfolk Southern

In what category does your comment fit?



Please enter your comments in the space provided below: (required)

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Send us your comments!

Submit Comments Clear Form

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Surface Transportation Board Section of Environmental Analysis (STE/SEA) STB Finance Docket No. 33388





Further Information

Contact Mr. Michael Dalton, SEA Project Manager, Conrail Control Transaction, (202) 565-1530; or Ms. Dana White, SEA Environmental Specialist, at (202) 565-1552 (TDD for the hearing impaired: (202) 565-1695). Requests for summary information on the control transaction and EIS scope can be made through SEA's toll-free Environmental Hotline at (888) 869-1997.

Footnote08

The Preliminary Environmental Report contained preliminary, descriptive information on the proposed transaction.

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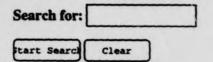


surface Transportation Board Section of Environmental Analysis (STB/SEA) STB Finance Docket No. 33381



Text Search

Search for documents in this web containing specific words or combinations of words. The text search engine will display a weighted list of matching documents, with better matches shown first. Each list item is a link to a matching document; if the document has a title it will be shown, otherwise only the document's file name is displayed. A brief explanation of the query language is available, along with examples.



Query Language

The text search engine allows queries to be formed from arbitrary Boolean expressions containing the keywords AND, OR, and NOT, and grouped with parentheses. For example:

information retrieval finds documents containing 'information' or 'retrieval'

information or retrieval

same as above

information and retrieval finds documents containing both 'information' and 'retrieval'

information not retrieval

finds documents containing 'information' but not 'retrieval'

(information not retrieval) and WAIS finds documents containing 'WAIS', plus 'information' but not 'retrieval' web*

finds documents containing words starting with 'web'

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Surface Transportation Board Section of Environmental Analysis (STB/SEA) STB Finance Docket No. 33388



Related Links

OVERVIEW
SCHEDULE
EIS SCOPE
COMMENTS

Railroads

Conrail CSX NS

Government Agencies

NEPA SEA Appendix O: Public Outreach Notices and Materials and List of Comments Received

Press Release and Distribution List

Conrail Acquisition December 1997

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Draft Environmental Impact Statement

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



NEWS

FOR RELEASE: Thursday, July 17, 1997 No. 97-56 Contact: Elaine K. Kaiser Mike Dalton (202) 565-1530 TDD (202) 565-1695

SURFACE TRANSPORTATION BOARD TO PREPARE ENVIRONMENTAL IMPACT STATEMENT ON "CSX-NS-CONRAIL" CONTROL APPLICATION

Surface Transportation Board (Board) Chairman Linda J. Morgan announced today that an Environmental Impact Statement (EIS) will be prepared as part of the Board's review of the June 23, 1997, application¹ filed with the Board by the CSX Corporation and CSX Transportation, Inc.²; the Norfolk Southern Corporation and the Norfolk Southern Railway Company³; and Conrail Inc. and the Consolidated Rail Corporation⁴ seeking authority for CSX and NS's acquisition of control of Conrail, and for the division of Conrail's assets by and between CSX and NS.

¹In the case entitled 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.

²Collectively referred to as "CSX". ³Collectively referred to as "NS". ⁴Collectively referred to as "Conrail". The proposed transaction involves over 44,000 miles of railroad lines and related facilities covering a large part of the eastern United States, and contemplates changes in railroad operations, such as increases and decreases in traffic on rail lines; changes in activity at rail yards and intermodal facilities; and rail line abandonment and construction projects. The Board's Section of Environmental Analysis (SEA) will prepare the EIS that will include an analysis of the proposal's possible environmental effects relative to safety; transportation systems; land and energy use; air quality; noise levels; biological, water, and historical/cultural resources; and socioeconomic factors directly related to possible physical changes in the environment, environmental justice, and historical/cultural resources.

The Board has adopted a 350-day procedural schedule for consideration of the proposal. The Board's July 7, 1997, <u>Federal</u> <u>Register</u> notice discussing the scope of the EIS invited public comments by **August 6, 1997**. The SEA intends to complete EIS scoping by September 1997 and to issue a Draft EIS in November 1997. Public comments on the Draft EIS will be accepted for a period of 45 days following its issuance.

The SEA will consider all comments received on the Draft EIS in its preparation of a Final EIS and in its presentation of final recommendations to the Board. The SEA will issue the Final EIS in late March or early April 1998, prior to the Board's

--MORE--

open voting conference scheduled for April 14, 1998. At that conference, the Board will announce whether it will grant the application, deny it, or grant it with conditions. The Board next will issue its written decision on June 8, 1998, in which the Board will address the relevant issues, including environmental issues, and impose any conditions found to be appropriate, including environmental conditions.

The public is invited to call the SEA's <u>toll-free</u> Environmental Hotline at 1-888-869-1997 with any questions regarding the Board's environmental review process, or to request a fact sheet about the proposed transaction. Additional information about the proposal is available on the Internet at the SEA's "Conrail Acquisition Web Page" at www.conrailmerger.com.

The public may submit comments regarding potential environmental effects of the proposal by sending an original plus 10 copies to the Board at the following address:

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

Attn: Elaine K. Kaiser, Chief Section of Environmental Analysis "Environmental Filing, F.D. 33388"

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Wilmington News Journal PO Box 15505 Wilmington, DE 19850-5505

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Alton Telegraph 111 E. Broadway Alton, IL 62002-6273

Chicago Sun-Times 401 N. Wabash Ave. Chicago, IL 60611-3532

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Ottawa Times 110 W. Jefferson St. Cttawa, IL 61350-5018

Taylorville Breeze-Courier 212 S. Main St. Taylorville, IL 62568-0440

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595 E. Riverview Ave. Napoleon, OH 43545-1865	22 N. First St. Newark, OH 43055-5624	61 E. Monroe St. Norwalk, OH 44857-1532
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Toledo Blade	Troy News	Van Wert Times-Bulletin
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hluhhluhhluhhluhhluhhluhhluhhluh Warren Tribune Chronicle PO Box 1431 Warren. OH 44482-1431	hluhhullluhhululluhluhluhluhhuluh Willoughby News-Herald 7085 Mentor Ave. Willoughby, OH 44094-7900	Wilmington News-Journal (OH) 47 S. South St. Wilmington, OH 45177-2213
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հոհեհեհուսուհենուսեննուսուննուներենու Huntington Herald-Dispatch 946 Fifth Ave. Huntington, WV 25720-2017

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Petersburg Progress-Index 15 Franklin St. Petersburg, VA 23803-4514 Prince William County Potomac News 14010 Smoketown Rd. Woodbridge, VA 22193

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Winchester Star Two N. Kent St. Winchester, VA 22601-5098

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hald Handland and Handland hand all had a land Washington Post (*VA,MD) 1150 15th St., N.W. Washington, DC 20071-0002

Appendix O: Public Outreach Notices and Materials and List of Comments Received

Legal Notice and Newspaper Listing

Conrail Acquisition December 1997

Draft Environmental Impact Statement

LEGAL NOTICE

Environmental impact Study for Proposed Conrail Acquisition

The Surface Transportation Board (Board) is preparing an Environmental Impact Statement (EIS) to evaluate and consider the potential environmental impacts that may result from the proposed acquisition of Conrail by CSX and Norfolk and Southern and subsequent division of Conrail's assets. The EIS will include analysis of possible environmental effects of the proposed transaction on safety, transportation systems, land use, energy, air quality, noise, biological resources, water resources, socioeconomic effects directly related to physical changes in the environment, environmental justice, and historical/cultural resources.

The proposed transaction would include changes in railroad operations such as increases and decreases in train traffic on rail lines, changes in activity at rail yards and intermodal facilities, and rail line abandonment and construction projects. States potentially affected include: AL, CT, DE, GA, IL, IN, KY, LA, MA, MD, MJ, MO, NJ, NY, OH, PA, TN, VA, WV, and the District of Columbia.

If you have questions regarding environmental issues of the Board's environmental review process, or would like a Fact Sheet, please contact SEA through its toll free Environmental Hotline at 1-888-869-1997 or on the Internet at www.conrailmerger.com. The public can submit comments regarding potential environmental effects of the proposed transaction by submitting an original plus 10 copies to the Board at the following address:

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

Attn: Elaine K. Kaiser Chief, Section of Environmental Analysis

Environmental Filing

July 25, 1997

Administratively Confidential Publication List - Legal Notice

State City of Publicati	on Name of Non-paperselling the Start	- C.18724		An and the second s	-
Alabama			Michigan (cont.)	and the second s	1.000
Birmingham	Birmingham News, Post-Herald	07/25/97	Bay City	Bay City Times	
Gadsden	Gadsden Times	07/25/97	Detroit		07/25/
Delaware			Flint	Detroit Free Press. News	07/25/
Dover	Dover Delaware State News	07/25/97		Flint Journal	07/25/
Wilmington	Wilmington News Journal	07/25/97	Grand Rapids	Grand Rapids Press	07/25/
District of Columbia		0/120/9/	Midland	Midland News	07/25/
Washington	Washington Post		Monroe	Monroe News	07/25/
Georgia	The starting of the st	07/25/97	Muskegon	Muskegon Chronicle	07/25/
Atlanta	Atlanta Journal, Constitution		Port Huron	Port Huron Times-Herald	07/28/
Columbus		07/25/97	Saginaw	Saginaw News	07/25/5
Convers	Columbus Ledger-Enquirer	07/25/97	Missouri		uneu.
Douglasville	Convers Rockdale Citizen	07/24/97	Kansas City	Kansas City Star	07/25/
	Douglasville Douglas County Sentinel	07/25/97	St. Louis	St. Louis Post-Dispatch	07/25/
Macon	Macon Telegraph	07/26/97	New Jersey		0/123
linois			Cherry Hill	Camden Couner-Post	
Alton	Alton Telegraph	07/25/97	East Brunswick		07/25/
Belleville	Belleville News Democrat	07/25/97	Easton	New Brunswick Home News & Tribune	07/25/
Champaign	Champaign News-Gazette	07/25/97		Easton Express-Times	07/25/
Chicago	Chicago Sun-Times	07/25/97	Hackensack	Bergen County Record	07/25/
Chicago	Chicago Tribune		Jersey City	Jersey City Jersey Journal	07/25/
Danville	Danville Commercial News	07/25/97	Neptune	Neptune Asbury Park Press	07/25/
Decatur	Decatur Herald & Review	07/25/97	Newark	Newark Star-Ledger	07/25/
Kankakee		07/25/97	Passaic	Passaic North Jersey Herald & News	07/25/
Morns	Kankakee Journal	07/25/97	Pleasantville	Atlantic City Press	07/254
	Morns Herald	07/25/97	Salem	Salem Today's Sunbeam	
Ottawa	Ottawa Times	07/25/97	Trenton	Trenton Times	07/25/
Paris	Pans Beacon-News	07/25/97	Vineland	Vineland Journal	07/25/
Springfield	Spring field State Journal-Register	07/25/97	New York	Autorand Donural	07/25/
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Anderson	Anderson Herald Bulletin		Amsterdam	Amsterdam Recorder	07/25/9
Aubum	Auburn Evening Star	07/25/97	Buttalo	Buffalo News	07/25/9
Clinton	Clinton Clintonian	07/25/97	Catsiuli	Catskill Mail	07/25/9
Elkhart	Elkhart Truth	07/25/97	Coming	Coming Leader	07/25/9
Evansville		07/25/97	Elmira	Elmira Star-Gazette	07/25/9
	Evansville Couner, Press	07/25/97	Geneva	Geneva Finger Lakes Times	07/25/9
Fort Wayne	Fort Wayne Journal-Gazette, News-Sentinel	07/25/97	Jamestown	Jamestown Post-Journal	
Gary	Gary Post-Tribune	07/25/97	Middletown	Middletown Times Herald-Record	07/25/9
Huntington	Huntington Herald-Press	07/25/97	New York		07/25/9
Indianapolis	Indianapolis Star. News	07/25/97	Niagara Falis	New York Times	07/25/9
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Michigan City	Michigan City News-Dispatch	07/25/97	Troy	Troy Record	U7/25/9
Muncie		07/25/97	Watertown	Watertown Times	07/25/9
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Plymouth	Plymouth Pilot-News	07/25/97	Akron	Akron Beacon-Journal	
Princeton	Princeton Clanon	07/25/97	Ashtabula		07/25/9
Richmond	Richmond Palladium-Item	07/25/97		Ashtabula Star-Beacon	07/25/9
South Bend	South Bend Tribune	07/25/97	Bucyrus	Bucyrus Telegraph-Forum	07/25/9
Terre Haute	Terre Haute Tribune-Star		Canton	Canton Repository	07/25/9
Vincennes	Vincennes Sun-Commercial	07/25/97	Cincinnati	Cincinnati Enquirer. Post	07/25/9
Wabash	Wabash Plain Dealer	07/25/97	Columbus	Columbus Dispatch	07/25/9
Warsaw		07/25/97	Coshocton	Coshocton Tribune	07/25/9
ntucky	Warsaw Times-Union	07/25/97	Dayton	Dayton News	07/25/9
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Ashland	Ashland Independent	07/25/97	Findley	Findiay Counter	
Henderson	Henderson Gleaner	07/25/97	Fremont	Fremont News-Messenger	07/25/9
Hopkinsville	Hopkinsville Kentucky New Era	07/25/97	Gallipolis	Gallipolis Tribune	07/25/9
Lexington	Lexington Herald-Leader	07/25/97	Kenton		07/25/9
Louisville	Louisville Couner Journal	07/25/97	Lima	Kenton Times	07/25/9
Madisonville	Madisonville Messenger	07/25/97		Lima News	07/25/9
Owensboro	Owensboro Messenger-Inquirer	07/25/97	Lisbon	Lisbon Journal	07/25/9
Paducah	Paducah Sun		Lorain	Lorain Journal	07/25/91
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New Orleans	New Orleans Times-Picayune		Manetta	Manetta Times	07/25/97
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Annapolis	Annapolis Capital	07/25/97	Napoleon	Napoleon Northwest Signal	
Baltimore	Baltimore Sun	07/25/97	Newark	Newark Advocate	07/25/97
Elkton	Elkton Cecil Whig	07/25/97	Norwalk		07/25/97
Frederick	Frederick News, Post	07/25/97	Port Clinton	Norwalk Reflector	07/25/97
Hagerstown	Hagerstown Herald, Mail	07/25.97		Port Clinton News-Heraid	07/25/97
Westminster	Westminster Carroll County Times		Ravenna	Kent-Ravenna Record-Couner	07/25/97
higan	Contraction County Linios	07/25/97	Sandusky	Sandusky Register	07/2_/97
Ann Arbor	Ann Arbor News		Sidney	Sidney News	07/25/97
		07/25/97	Springfield	Springfield News-Sun	07/25/97

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Administratively Confidential Publication List - Legal Notice

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Steubenville	Steubenville Herald-Star	07/25/97	Pennsylvania (cont.)		
Tiffin	Tiffin Advertiser-Tribune	07/25/97	Stroudsburg	Stroudsburg Pocono Record	07/25/9
Toledo	Toledo Biade	07/25/97	Sunbury	Sunbury Item	07/25/
Troy	Troy News		Uniontown	Uniontown Herald-Standard	07/25/5
Van Wert	Van Wert Times-Bulletin	07/25/97 07/25/97	Vestal	Binghamton Press & Sun-Bulletin	07/25/
Warren	Warren Tribune Chronicle		Warren	Warren Times Observer	07/25/
Willoughby	Willoughby News-Herald	07/25/97	Washington	Washington Observer-Reporter	07/25/
Wilmington	Wilmington News-Journal	07/25/97	West Chester	West Chester Local News	07/25/5
Youngstown	Youngstown Vindicator	07/25/97	York	York Dispatch	07/25/9
Zanesville	Zanesville Times Recorder	07/25/97	Tennessee		
ennsylvania	Cancestine times recorder	07/25/97	Clarksville	Clarksville Leaf-Chronicle	07/25/9
Allentown	Allentown Morning Call		Cleveland	Cleveland Banner	07/25/9
Beaver	Beaver County Times	07/24/97	Jackson	Jackson Sun	07/25/9
Butler	Butter Eagle	07/25/97	Memphis	Memphis Commercial Appeal	07/25/9
Carlisle	Carlisle Sentinel	07/25/97	Murtreesboro	Murtreesboro News-Journal	07/25/9
Chambersburg		07/25/97	Nashvile	Nashville Banner, Tennessean	07/25/9
Erie	Chambersburg Public Opinion	07/25/97	Virginia		0/123/9
Greensburg	Erie Daily Times	07/25/97	Harrisonburg	Harrisonburg News-Record	07/25/9
Harrisburg	Greensburg Tribune-Review	07/25/97	Newport News	Newport News Press	07/25/9
Hazieton	Harrisburg News, Patriot	07/25/97	Norfolk	Norfolk Virginian-Pilot	
Johnstown	Hazleton Standard-Speaker	07/25/97	Petersburg	Petersburg Progress-Index	07/25/9
	Johnstown Tribune-Democrat	07/25/97	Richmond	Richmond Times-Dispatch	07/25/9
Kittanning	Kittanning Leader Times	07/25/97	Roanoke	Roanoke Times	07/25/9
Lancaster	Lancaster New Era. Intelligencer Journal	07/25/97	Staunton	Staunton News Leader	07/25/9
Lebanon	Lebanon News	07/25/97	Strasburg		07/25/9
Lehighton	Lehighton Times-News	07/25/97	Winchester	Strasburg Northern Virginia Daily Winchester Star	07/25/9
Lewistown	Lewistown Sentinel	07/25/97	Woodbridge		07/25/9
Meadville	Meadville Tribune	07/25/97	West Virginia	Prince William County Potomac News	07/25/9
New Castle	New Castle News	07/25/97	Beckley	Banton Banton II.	
Philadelphia	Philadelphia Inquirer, News	07/25/97	Charleston	Beckley Register-Herald	07/25/9
Pittsburgh	Pittsburgh Post-Gazette	07/25/97	Fairmont	Charleston Gazette, Mail	07/25/9
Scranton	Scranton Times, Tribune	01/25/97		Fairmont Times-West Virginian	07/25/9
Shamokin	Shamokin-Mount Carmel News-Item	07/25/97	Huntington	Huntington Herald-Dispatch	07/25/9
Sharon	Sharon Herald	07/25/97	Lewisburg	Lewisburg West Virginia News	07/25/91
State College	State College Centre Times	07/25/97	Martinsburg	Martinsburg Journal	07/25/97
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Appendix O: Public Outreach Notices and Materials and List of Comments Received

Fact Sheet and Distribution Summary and Revised Fact Sheet

Conrail Acquisition December 1997 Draft Environmental Impact Statement

""(Conrail Acquisition

Conrail Acquisition by CSX and Norfolk Southern

n June 23, 1997, CSX Corporation (CSX)¹, Norfolk Southern Corporation (NS)2, and Conrail Inc. (Conrail)³ filed a joint application with the Surface Transportation Board (Board) seeking authority for CSX and NS to acquire control of Conrail and for the subsequent division of Conrail's assets by CSX and NS. The proposed transaction involves over 44,000 miles of rail lines and related facilities covering a large portion of the eastern United States. CSX and NS have stated that the transaction would increase service capabilities, improve operating efficiency, and promote competition. The railroads also state that the proposed transaction would provide for benefits that include reduced highway congestion, reduced system-wide air pollutant emissions, reduced energy usage, enhanced safety, expanded competition, and a more efficient rail transportation system.

To evaluate and consider the potential environmental impacts that may result from the proposed transaction, the Board's Section of Environmental Analysis (SEA) will prepare an Environmental Impact Statement (EIS). The proposed transaction includes changes in railroad operations such as increases and decreases in train traffic on rail lines, changes in activity at rail yards and intermodal facilities, and rail line abandonment and construction projects. The EIS will include an analysis of potential impacts of the proposed transaction on safety, transportation systems, land use, energy, air quality, noise, biological resources, water resources, socioeconomic effects directly related to physical changes in the environment, environmental justice, and historic/cultural resources.

The Board has adopted a 350-day procedural schedule for the proposed transaction. SEA plans to complete the EIS scoping process by September 1997 and serve the Draft EIS in November 1997, which will be followed by a 45-day public comment period. SEA will consider all comments received in response to the Draft EIS in preparing a Final EIS and making its final recommendations to the Board. SEA plans to serve the Final EIS in



late March/early April 1998 prior to the Board's voting conference. At the voting conference, the Board will announce whether it will grant the application, deny the application, or grant it with appropriate conditions, including environmental mitigation conditions. The Board intends to issue a decision on the merits of the proposed transaction on June 8, 1998. In its decision, the Board will address both environmental and transportation issues and impose any conditions found to be appropriate, including environmental conditions. Parties that wish to file an administrative appeal of the Board's written decision (including any environmental conditions that might be imposed), may do so within 20 days of the issuance of the Board's decision. Any administrative appeals will be addressed in a subsequent decision. Interested parties may request a copy of the Draft EIS for review and comment.

"CSX Corporation" denotes CSX Corporation and CSX Transportation, Inc.

² "Norfolk Southern Corporation" denotes Norfolk Southern Corporation and Norfolk Southern Railway Company.

* "Conrail Inc." denotes Conrail Inc. and Consolidated Rail Corporation.

PROPOSED SCHEDULE'

- Preliminary Environmental Report submitted to SEA: May 16, 1997
- Primary Application and Environmental Report filed: June 23, 1997
- Notice of Intent to Prepare an Environmental Impact Statement and Scoping Notice issued: 62 Federal Register 36332, July 7, 1997
- Comments on the Draft Scope of the Environmental Impact Statement due on August 6, 1997
- Descriptions of Inconsistent and Responsive Applications filed: August 22, 1997
- Preliminary Draft Environmental Assessments for the Seven Separate Construction Projects referenced in Decision No. 9 due no later than September 5, 1997
- Final Scope of the Environmental Impact Statement issued: September, 1997
- Responsive Environmental Reports and Verified Environmental Statements for any inconsistent and responsive applications: October 1, 1997
- Inconsistent and Responsive Applications: October 21, 1997
- Service of Draft Environmental Impact Statement: November, 1997
- Comments due on Draft Environmental Impact Statement: January, 1998
- Service of Final Environmental Impact Statement: Late March or Early April, 1998
- Oral Argument: April 9, 1998
- Voting Conference: April 14, 1998
- Final Decision served. June 8, 1998
- Administrative Appeals Filing Deadline June 29, 1998

Actual dates may vary slightly.

CONRAIL ACQUISITION FACT SHEET

OVERVIEW OF THE PROPOSED TRANSACTION

At the present time, CSX operates on approximately 18,504 route miles of rail line in 20 states and the Province of Ontario (see the map of the proposed CSX system on page 4). The CSX system extends from Chicago, St. Louis, Memphis and New Orleans in the west to Philadelphia in the east, and from Michigan and Ontario to the Gulf Coast. Under the proposed transaction, CSX would acquire approximately 4,669 route miles of the Conrail system in ten states (IL, IN, MD, MA, MI, NJ, NY, OH, PA, and WV), the District of Columbia, and the Province of Quebec. The expanded CSX system would have approximately 23,173 route miles.

NS presently operates on 14,282 route miles of rail line in 20 states and the Province of Ontario (see map of the NS system on page 5). The NS system extends from Chicago, Kansas City, St. Louis, Memphis, and New Orleans to Norfolk, VA and southeastern ports on the Atlantic Coast; and from Michigan and Ontario to the Gulf Coast. Under the proposed transaction, NS would acquire approximately 6,787 route miles of the Conrail system in ten states (DE, IL, IN, MD, MI, NJ, NY, OH, PA, and WV) and the District of Columbia. The expanded NS system would comprise approximately 21,069 route miles.

The proposed transaction would result in a rerouting of train traffic that would generate increases and decreases in traffic along some rail line segments and in some rail yards. The proposed diversion of highway truck shipments to the expanded CSX and NS systems could result in increased local truck traffic in and around intermodal facilities and a corresponding

decrease in long-haul truck traffic. The rail line segments, yards and intermodal facilities that SEA plans to analyze during the course of the environmental review process are listed at the end of this Fact Sheet.

The rerouting and consolidation activities associated with the proposed transaction would involve some rail line abandonment and construction projects and expansion of some rail yards and intermodal facilities. Proposed abandonments and construction projects are also listed at the end of this Fact Sheet.

How To Receive Information and Comment On the Environmental Issues for the Proposed Transaction

The public can call SEA's toll free Environmental Hotline at 1-888-869-1997 with any questions regarding environmental issues or the environmental review process for the proposed transaction. Additional information is available on the Internet at SEA's "Conrail Acquisition Web Page" at www.conrailmerger.com. The public can submit comments regarding the potential environmental impacts of the proposed transaction at anytime by submitting an original plus 10 copies to the Board at:

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

Attn: Elaine K. Kaiser Chief, Section of Environmental Analysis Environmental Filing

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THE NATURE OF SEA'S ENVIRONMENTAL REVIEW

In the EIS, SEA will analyze the rail line segments, rail yards, and intermodal facilities that will experience increases that trigger the thresholds for environmental review set out in the Board's environmental rules at 49 CFR 1105.7(e). (See air quality and noise threshold outlined in the tables on this page.) SEA will also analyze the proposed rail line abandonments and constructions.

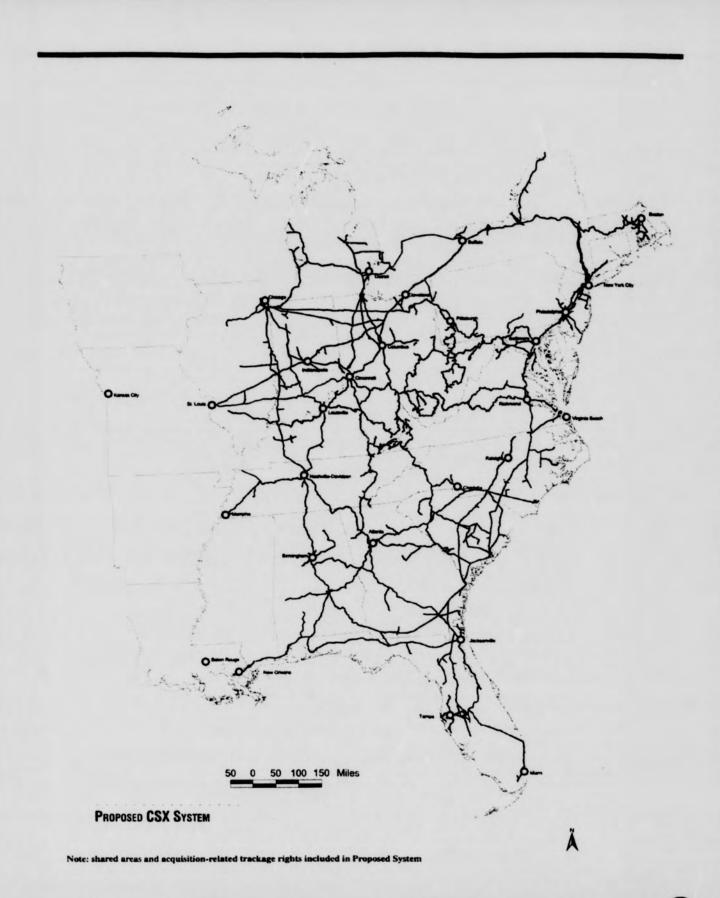
The rail line segments, rail yards, and intermodal facilities that trigger the Board's thresholds for environmental analyses as well as the proposed rail line abandonments and constructions have been identified in the Operating Plan and Environmental Report filed by CSX, NS and Conrail with their joint application on June 23, 1997. They are listed beginning on page 6.

SURFACE TRANSPROTATION BOARD'S AIR QUALITY THRESHOLD FOR IMAPACT ANALYSIS

Activity Site	Threshold ft 7 Att ainment Areas: (49 CFR 1105.7(e)(5)(l))	Threshold for Nonattainment Areas: (49 CFR1105.7(e)(5)(ii))
Rail Line Segments	Increase of 8 trains per day or 100% increase in annual gross ton miles.	Increase of 3 trains per day or 50% increase in annual gross ton miles.
Rail Yards	Increase of 100% in carload activity per day.	Increase of 20% in carload activity per day.
Intermodal Facilities	Increase of 50 trucks per day or 10% increase in average daily traffic volume on any affected road segment.	Increase of S0 trucks per day or 10% increase in average daily traffic volume on any affected road segment.

SURFACE TRANSPROTATION BOARD'S NOISE THRESHOLD FOR IMAPACT ANALYSIS

Activity Site	Threshold for (49 CFR 1105.7(e)(6))
Rail Line Segments	Increase of 8 trains per day or 100% increase in annual gross ton miles.
Rail Yards	Increase of 100% in carload activity per day.
Intermodal Facilities	Increase of 50 trucks per day of 10% increase in average daily traffic volume on any affected road segment



CONRAIL ACQUISITION FACT SHEET



CONRAIL ACQUISITION FACT SHEET

RAIL LINE SEGMENTS'

SEA plans to analyze the following rail line segments during the environmental review of the proposed transaction. The numbers in parentheses after each rail line segment show the pre-acquisition average number of trains and the projected number of trains that would be operated daily over the rail line, if the transaction were approved by the Board.

DISTRICT OF COLUMBIA

- Anacostia to Virginia Ave. (19.3/28.6) (Conrail)
- Virginia Ave. to Potomac Yard (17.9/ 28.6) (Conrail)
- Washington to Point of Rocks, MD (23.8/30.78) (CSX)

ALABA!

 Norris Yard to Attalla (7.42/12.58) (NS)

DELAWARE

- Edgemoor to Bell (5.00/11.84) (Conrail)
- Davis to Perryville, MD (4.5/12.41) (NEC)

GEORGIA

- Howell to Spring (33.28/40.42) (NS)
 Industry Yard to Spring (7.43/12.28)
- (NS) • South Yard to Sama (26 71/28 14)
- South Yard to Spring (26.71/38.14) (NS)
- South Yard to McDonough (26.71/ 32.14) (NS)

LLINOIS

- Barr Yard to Blue Island inction (17.00/32.86) (CSX)
- Blue Island Junction to 59th ret (19.5/22.93) (CSX)
- IC 95 St, Chicago to Pullman Jct. (2.00/5.86) (NS)

- Landers to Forest Hill (12.86/12.13) (NS)
- Taylorsville to ALS Mitchell (9.28/ 14.72) (NS)
- Tilton to Decatur (22.74/39.13) (NS)

INDIANA

- Adams to Fort Wayne (5.9/13.9) (Conrail)
- Alexandria to Muncie (2.57/11.84) (NS)
- Butler to Fort Wayne (13.57/22.43) (NS)
- Control Pt. 501 to Colehour, IL (41.35/51.86) (Conrail)
- Evansville to Amqui (23.4/32.71) (CSX)
- Fort Wayne TC to Fort Wayne Yard (6.57/9.57) (NS)
- Fort Wayne to Peru (18.99/34.86) (NS)
- Fort Wayne to Warsaw (2.4/6.4) (NS)
- Lafayette to Tilton, IL (23.58/40.99) (NS)
- Peru to Lafayette (18.38/40.20) (NS)
- Pine Junction to Barr Yard, IL (37.6/ 43.29) (CSX)
- Tolleston to Clark Junction (0.0/5.0) (Conrail)
- Vincennes to Evansville (22.3/30.81) (CSX)
- · Warsaw to Tolleston (1.0/5.0) (NS)
- Willow Creek to Pine Junction (22.1/ 38.59) (CSX)

MARYLAND

- Alexandria Junction to Benning, DC (18.7/24.34) (CSX)
- Alexandria Junction to Washington, DC (23.9/30.78) (CSX)
- Baltimore to Bowie (2.4/7.70) (NEC)
- · Baltimore to Relay (39.6/42.67) (CSX)
- Bowie to Landover (3.2/9.3) (NEC)
- Cumberland to Sinns, PA (27.7/32.77) (CSX)
- Jessup to Alexandria Junction (33.4/ 37.06) (CSX)
- Landover to Anacostia, DC (3.4/9.11) (CR)
- Point of Rocks to Harpers Ferry, WV (33.3/41.64) (CSX)
- Relay to Jessup (33.1/36.96) (CSX)

MICHIGAN

- Carleton to Toledo, OH (21.9/33.12) (CSX)
- · Carleton to Ecorse (2.0/11.2) (Conrail)
- West Detroit to North Yard (7.9/13.24) (Conrail)
- West Detroit to Delray (12.7/16.5) (Conrail)

NEW JERSEY

- Ridgewood Junction to Croxton (4.71/7.92) (Conrail)
- Lane to Union (3.4/11.01) (NEC)
- Midway to Morrisville, PA (3.4/11.01) (NEC)
- PN to Bay Way (10.9/16.22) (Conrail)
- Union to Midway (3.4/11.01) (NEC)

NEW YORK

- Buffalo to CP Sycamore (13.5/18.5) (Conrail)
- Chili to Frontier (40.6/45.86) (Conrail)
- Corning to Geneva (0.21/1.63) (Conrail)
- CP Sycamore to Black Rock (21.5/ 26.5) (Conrail)
- Ebenezer Junction To Buffalo (0.0/ 3.57) (Conrail)
- Hoffmans to Utica (38.3/44.76) (Conrail)
- Selkirk to Hoffmans (38.7/45.16) (Conrail)
- Suffern to Port Jervis (8.32/12.36) (Conrail)

OHIO

- Ashtabula to Buffalo, NY(13.0/25.18) (NS)
- Ashtabula to Quaker (48.3/54.24) (Conrail)
- Bellevue to Bucyrus (25.99/34.55) (NS)
- Bellevue to Vermilion (15.52/31.83) (NS)
- Berea to Greenwich (14.5/54.16) (Conrail)
- Bucyrus to Adams, IN (5.9/13.9) (Conrail)

³ "CSX Corporation" denotes CSX Corporation and CSX Transportation, Inc.

"Norfolk Southern Corporation" denotes Norfolk Southern Corporation and Norfolk Southern Railway Company.

"Conrail Inc." denotes Conrail Inc. and Consolidated Rail Corporation.

"NEC" denotes North East Corridor.

CONRAIL ACQUISITION FACT SHEET



- Bucyrus to Fairground Col (25.99/ 34.29) (NS)
- Cincinnati to Hamilton (28.2/31.21) (CSX)
- Cleveland to Ashtabula (13.0/35.46) (NS)
- Cleveland to Shortline Jct. (2.0/2.0) (Conrail)
- Crestline to Bucyrus (6.5/14.5) (Conrail)
- Deshler to Toledo (0.6/14.17) (CSX)
- Deshler to Willow Creek, IN (21.4/ 47.69) (CSX)
- Greenwich to Crestline (14.5/31.34) (Conrail)
- Greenwich to Willard (32.5/55.18) (CSX)
- Ivorydale to Cincinnati (33.85/38.61) (NS)
- Marcy to Short (16.4/45.82) (Conrail)
- Marion to Fostoria (17.8/27.4) (CSX)
- Marion to Ridgeway (16.1/31.83) (Conrail)
- Martin to Miami (51.0/60.69) (Conrail)
- Mayfield to Marcy (3.4/43.82) (Conrail)
- Mill to Dayton (10.95/18.99) (Conrail)
- Oak Harbor to Bellevue (7.69/27.2) (NS)
- Quaker to Mayfield (6.8/43.82) (Conrail)
- Short to Berea (13.4/47.25) (Conrail)
- Vermilion to Cleveland (13.46/37.79) (NS)
- White to Cleveland (12.49/26.75) (Conrail)
- Willard to Fostoria (32.5/54.04) (CSX)
- Youngstown to Ashtabula (11.7/ 24.87) (Conrail)

PENNSYLVANIA

- Arsenal to Davis, DE (2.3/10.51) (NEC)
- Field to Belmont (8.2/15.78) (Conrail)
- Harrisburg to Rutherford (44.28/
- 57.85) (Conrail) • Harrisburg to Riverton Junction, VA (11.06/19.62) (NS)
- Harrisburg to Rockville (41.36/47.71) (Conrail)
- Morrisville to Zoo (3.4/7.11) (NEC)
- New Castle to Youngstown, OH (32.6/ 39.61) (CSX)
- Rankin Junction to New Castle (28.9/ 38.31) (CSX)
- RG to Wilsmere, DE (22.9/26.37) (CSX)

- RG to Field (0.0/16.0) (Conrail)
- Sinns to Rankin Junction (30.8/40.21) (CSX)
- Sinns to Brownsville (1.5/10.76) (CSX)
- South Philadelphia to Field (8.2/ 21.08) (Conrail)
- Steelton to Shocks (1.86/5.71) (Conrail)

TENNESSEE

 Amqui to Nashville (40.8/48.41) (CSX)

VIRGINIA

- Doswell to Fredericksburg (16.2/ 22.79) (CSX)
- Fredericksburg to Potomac Yard (16.3/ 23.39) (CSX)
- Richmond to Doswell (17.8/24.79) (CSX)
- Riverton Junction to Roanoke (3.87/ 12.10) (NS)
- South Richmond to Weldon, NC (18.4/23.02) (CSX)

WEST VIRGINIA

- Elmore to Deepwater (0.3/2.3) (NS) • Fola Mine to Deepwater (0.6/2.0)
- (Conrail)
- WD Tower to Rivesville (1.5/3.36) (CSX)

CHANGES TO RAIL YARDS

SEA intends to evaluate the following rail yards during the environmental review of the proposed transaction:

ALABAMA

• Birmingham

- Boyles (Increased Traffic to Existing CSX Rail Yard)

GEORGIA

 Doraville (Increased Traffic to Existing NS Rail Yard)

ILLINOIS

 Colehour (Increased Traffic to Existing NS Rail Yard)

INDIANA

Curtis (Increased Traffic to Existing CSX Rail Yard)
Ft. Wayne (Increased Traffic to Existing NS Rail Yard)

.

MICHIGAN

• Detroit

- Rougemere (Increased Traffic to Existing CSX Rail Yard)

MISSOURI

 St Louis (Increased Traffic to Existing NS Rail Yard)

NEW YORK

 Buffalo (Increased Traffic to Existing NS Rail Yard)

OHIO

• Conneaut (Increased Traffic to Existing NS Rail Yard)

- Toledo
 - Airline Junction (Increased Traffic to Existing Conrail Rail Yard)
 - Homestead (Increased Traffic to Existing NS Rail Yard)
 - Stanley (Increased Traffic to Existing Conrail Rail Yard)

PENNSYLVANIA

- Harrisburg (Increased Traffic to Existing Conrail Rail Yard)
- Philadelphia
- -Greenwich (Increased Traffic to Existing Conrail Rail Yard)

TENNESSEE

• Memphis

- Leewood (Increased Traffic to Existing CSX Rail Yard)

CONRAIL ACQUISITION FACT SHEET

CHANGES TO INTERMODAL FACILITIES

SEA intends to evaluate the following intermodal facilities during the environmental review of the proposed transaction:

GEORGIA

• Atlanta

- Hulsey (Increased Traffic to CSX Facility)
- Inman (Increased Traffic to NS Facility)

ILLINOIS

TLUNUIS

- Chicago

 Landers (Increased Traffic to NS
 - Facility)
 - 47th Street (Increased Traffic to Conrail Facility)
 - S9th Street (Increased Traffic to a New Facility to Be Built on Conrail Property)

KENTUCKY

• Louisville

-Buechel (Increased Traffic to NS Facility)

LOUISIANA

 New Orleans (Increased Traffic to NS Facility)

MARYLAND

 Baltimore (Increased Traffic to Conrail Facility)

MICHIGAN

• Detroit

- Melvindale (Increased Traffic to NS, TCS Facility, This is a New Facility to Be Built on Conrail Property)

MISSOURI

- Kansas City
 Voltz (Increased Traffic to NS, TCS
- Facility)
- St. Louis
- -Luther (Increased Traffic to NS TCS Facility)

NEW JERSEY

• Elizabeth

- E-Rail (Increased Traffic to Conrail, TCS Facility)
- Portside (Increased Traffic to Conrail, TCS Facility)
- Little Ferry (Increased Traffic to CSX Facility)
- South Kearny (Increased Traffic to Conrail Facility)

OHIO

- Bellevue (Increased Traffic to TCS Facility to Be Built on Property Owned by Conrail)
- Columbus
 Discovery Park (Increased Traffic to NS
- Facility)
- Toledo (Increased Traffic to Conrail Facility)

PENNSYLVANIA

- Allentown/Bethlehem (Increased Traffic to Conrail Facility)
- Harrisburg
 Rutherford (Increased Traffic to Conrail, TCS Facility)
- Philadelphia (Increased Traffic to NS, TCS Facility to Be Built on Property Owned by Conrail)
 - Greenwich (Increased Traffic to Conrail Facility)
- Pittsburgh
- Pitcairn (Increased Traffic to NS Facility)

TENNESSEE

 Memphis (Increased Traffic to NS Facility)

PROPOSED ABANDONMENTS

The railroads have proposed abandoning five rail lines and one railroad bridge, totaling 79.7 miles of track. The proposed abandonments include the following:

LLINOIS

Paris to Danville (Conrail) 29.0 miles

INDIANA

- Dillon Junction to Michigan City (NS) 21.5 miles
- South Bend to Dillon Junction (NS) 21.5 miles

OHIO

- Toledo to Maumee (NS) 7.5 miles
- Toledo to Pivot Bridge (NS) 0.2 miles

PROPOSED RAIL LINE CONSTRUCTION PROJECTS

The railroads plan twenty-six construction projects in seven states, totaling 51,964 feet (9.84 miles) of new rail line. Some of these would be built on existing railroad right-of-way, while others would require the acquisition of additional right-ofway. NS and CSX requested, and the Board allowed, the proposed construction of seven small rail line connections (Seven Connections) totaling approximately 4 miles to be filed and reviewed separately and in advance of the primary application with a separate environmental review process as cited in STB Decision No. 9. Specifically, SEA intends to prepare a separate Environmental Assessment for each of these small construction projects. However, if SEA determines that any one of the construction proposals could potentially cause, or contribute to, significant environmental impacts then the project will be incorporated into the EIS for the overall proposed transaction, and will not be considered separately from the primary application. No rail operations will begin over these Seven **Connections until completion** of the EIS process, and issuance of a further decision. The Seven



Connections are included in the proposed rail line construction projects listed below, and are noted with an asterisk (*).

LLINOIS

- · Chicago:
 - 75th Street SW: New connection between Belt Railway and B & OCT lines to permit eastbound trains from Bedford Park, IL to proceed south to Blue Island, IL; approximately 1,640 feet of new track on existing right-ofway.
 - Lincoln Ano: New connection between the Indiana Another Belt and the B&OCT lines to allow trains to move from the IHB to CS¹,'s Barr Yard; approximately 846 feet of new track construction on existing right-of-way.
- Exermont: New connection between parallel Conrail and CSX lines to allow trains from East St. Louis, IL to proceed onto CSX's mainline; approximately 3,590 feet of new track construction, requiring acquisition of 5.3 acres of land.
- Kankakee: Connecting track to permit movements from Chicago Terminal area to Kansas City, MO and St. Louis, MO; 1,000 feet of new track, occupying 2.3 acres.
- *Sidney: Connecting track with Union Pacific to permit movements between Pine Bluff, AR and Fort Wayne, IN, bypassing St. Louis; 3,200 feet of new track, occupying 7.3 acres.
- Tolono: Connecting track with IC to permit movement between
 Effingham, IL and Lafayette, IN; 1,600 feet of new track, occupying 3.7 acres.

NDIANA

- *Alexandria: Connecting track to permit creation of consolidated through-route from Chicago to Cincinnati, OH, Atlanta, GA and the Southeast via Alexandria, VA and Muncie, IN; 1,000 feet of new track, occupying 2.3 acres.
- Butler: Connecting track for direct through-movement of traffic from NS Detroit line to Conrail Chicago line creating a new route; 1,700 feet of new track, occupying 3.9 acres.
- Tolleston: Connecting track to serve NS industry at Gary, IN from former

Conrail line; 900 feet of new track, occupying 2.0 acres.

 *Willow Creek: New connection between CSX and Conrail lines to facilitate movements between Porter, IN and Chicago, IL; approximately 2,800 feet of new track construction; requires acquisition of 0.2 acres of right-of-way.

MARYLAND

 Hagerstown: Connecting track to permit efficient movement between Front Royal, VA and Harrisburg, PA; 800 feet of new track, occupying 1.8 acres.

MICHIGAN

 Ecorse Junction: Upgrade existing Conrail track, lower track under Fort Street and construct a crossover to permit movements between Rouge River Yard to Oakwood Yard; 400 feet of new track, occupying 1.0 acre of newly acquired right-of-way.

NEW JERSEY

 Little Ferry: Two new connections between Conrail and NYS & W tracks to allow movement of trains between Conrail lines and Little Ferry Intermodal Facility; approximately 1,080 feet of new track construction on existing right-of-way.

NEW YORK

- · Buffalo:
 - Blasdell: Connecting track to permit movement between Erie, PA and Binghampton, NY; 5,200 feet of new track, occupying 11.9 acres.
 - Gardenville Junction: Connecting track to permit efficient movement between Erie, PA and Binghamton, NY; 5,200 feet of new track, occupying 11.9 acres.

OHIO

- *Bucyrus: Connecting track to help create a new route from Columbus, OH to Pittsburgh; PA requires 2,400 feet of new track, occupying 5.5 acres.
- Cleveland: Construction of new intermodal facility at Collinwood Yard; requires the acquisition of approximately 23 acres of land adjacent to the existing yard.

- Columbus: Connecting track to permit movement between Bellevue, OH and Buckeye Yard; requires 1,400 feet of new track, occupying 3.2 acres.
- *Crestline: New connection between two Conrail lines, allowing train movement between Ft. Wayne, IN and Cleveland, OH; requires approximately 1,507 feet of new track construction on existing right-of-way.
- *Greenwich: Two new connections tracks between CSX and Conrail to enable eastbound 'rains from Chicago, IL to proceed northeast to Cleveland, OH and to enable northeast bound trains to proceed east to Akron, OH; one connection will be approximately 4,600 feet, the other 1,044 feet; requires acquisition of 0.5 acres of right-of-way.
- Oak Harbor: Connecting track to create access from Detroit, MI area to NS Bellevue Yard; requires 5,000 feet of new track, occupying 11.5 acres.
- *Sidney: New connection between CSX to Conrail tracks to enable northbound trains to proceed east to Columbus, OH; requires approximately 3,263 feet of new track construction; requires acquisition of 2.6 acres of right-of-way.
- Vermillion: New connection from Conrail's Chicago mainline to NS mainline to route traffic between Cleveland, OH and Buffalo, NY; requires approximately 5,400 feet of new track, occupying 12.4 acres.
- Willard: Expansion of Willard Yard to accommodate increased traffic; requires acquisition of approximately 50 acres of right-of-way.
- Willard: Construction of a fueling facility and associated track adjacent to an existing rail yard; requires approximately ten acres of new property.

Administratively Confidential

Conrail Acquisition Environmental Document

Surface Transportation Board - Section of Environmental Analysis

Fact Sheet

III. Agencies and Organizations

A public notification Fact Sheet was distributed to the following agencies and organizations:

Federal (All 24 affected states)

U.S. Senators U.S. House of Representatives U.S. Housing and Urban Development

State

(All 24 affected states)

Governors State Senators State Representatives Attorney Generals Treasurers Chief Justices Modal administrations with the Departments of Transportation Air Quality Divisions

County

(All counties which have Conrail, CSX or NS rail lines)

Chief County Elected Officials (Commission Chair or Chief Commissioner, except in Counties where the chief elected official is receiving Agency Consultation) Public Information Officers County Planning Directors County Public Works Directors County Engineers

City

(All cities which have been identified on rail line segments as meeting STB thresholds for environmental analysis)

City or Town Managers or Administrators Mayors

*Please note that these cities were identified manually on maps, as well as by GIS software, based on the rail line segments that were listed in the ER.

7/21/97

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Conrail Acquisition Environmental Document

Surface Transportation Board - Section of Environmental Analysis

Entity Type	No.	
Applicant	31	
Business: Local	19	
Business: Non-U.S.	2	
Business: U.S.	153	
Citizens	12	
Citizen's Groups	7	
Congress	547	
Environmental Justice Network	166	
Environmental Organizations	1	
Federal Agencies	77	
Law Firms	1	
Local Elected - County/City Level	626	
local Government - County/City Level	1650	
Other	3	
Rail Unions	27	
Railroads	47	
Regional Agencies	71	
Shippers	36	
special Interests Group	7	

Fact Sheet Distribution List

Distribution of Scoping & Notification

7/21/97

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Surface Transportation Board - Section of Environmental Analysis		rsis
Entity Type	No.	
State Agencies	85	
State Legislators (includes Governors)	4243	
Utilities	24	
TOTAL LISTING	7841	

Conrail Acquisition Environmental Document

Distribution of Scoping & Notification

7/21/9

Conrail Acquisition

Conrail Acquisition by CSX and Norfolk Southern

n June 23, 1997, CSX Corporation (CSX)'. Norfolk Southern Corporation (NS)2, and Conrail Inc. (Conrail)3 filed a joint application with the Surface Transportation Board (Board) seeking authority for CSX and NS to acquire control of Conrail and for the subsequent division of Conrail's assets by CSX and NS. The proposed transaction involves over 44,000 miles of rail lines and related facilities covering a large portion of the eastern United States. CSX and NS have stated that the transaction would increase service capabilities, improve operating efficiency, and promote competition. The railroads also state that the proposed transaction would provide for benefits that include reduced highway congestion, reduced system-wide air pollutant emissions, reduced energy usage, enhanced safety, expanded competition, and a more efficient rail transportation system.

To evaluate and consider the potential environmental impacts that may result from the proposed transaction, the Board's Section of Environmental Analysis (SEA) will

prepare an Environmental Impact Statement (EIS). The proposed transaction includes changes in railroad operations such as increases and decreases in train traffic on rail lines, changes in activity at rail vards and intermodal facilities. and rail line abandonment and construct in projects. The EIS will include an analysis of potential impacts of the proposed transaction on safety, transportation systems, land use, energy, air quality, noise, biological resources, water resources, socioeconomic effects directly related to physical changes in the environment, environmental justice, and historic/cultural resources.

The Board implemented an extensive public outreach program to notify the public that SEA was preparing an EIS. The Board published the scope of the EIS in September 1997 and will serve the Draft EIS in November 1997. It will be followed by a 45-day public comment period. SEA will consider all comments received in response to the Draft EIS in preparing a Final EIS and making its final recommendations to the Board.



SEA plans to serve the Final EIS in late March/early April 1998 prior to the Board's voting conference. At the voting conference, the Board will announce whether it will grant the application, deny the application, or grant it with appropriate conditions, including environmental mitigation conditions. The Board intends to issue a decision on the merits of the proposed transaction on June 8, 1998. In its decision, the Board will address both environmental and transportation issues and impose any conditions found to be appropriate, including environmental conditions. Parties that wish to file an administrative appeal of the Board's written decision (including any environmental conditions that might be imposed), may do so within 20 days of the issuance of the Board's decision. Any administrative appeals will be addressed in a subsequent decision. Interested parties may request a copy of the Draft EIS for review and comment.

"Conrail Inc." denotes Conrail Inc. and Consolidated Rail Corporation.

[&]quot;CSX Corporation" denotes CSX Corporation and CSX Transportation, Inc.

[&]quot;Norfolk Southern Corporation" denotes Norfolk Southern Corporation and Norfolk Southern Railway Company.

PROPOSED SCHEDULE

- Preliminary Environmental Report submitted to SEA: May 16, 1997
- Primary Application and Environmental Report filed: June 23, 1997
- Notice of Intent to Prepare an Environmental Impact Statement and Scoping Notice issued: 62 Federal Register 36332, July 7, 1997
- Comments on the Draft Scope of the Environmental Impact Statement filed: August 6, 1997
- Descriptions of Inconsistent and Responsive Applications filed: August 22, 1997
- Preliminary Draft Environmental Assessments for the Seven Separate Construction Projects referenced in Decision No. 9 filed: September 5, 1997
- Final Scope of the Environmental Impact Statement issued: September, 1997
- Responsive Environmental Reports and Verified Environmental Statements for any inconsistent and responsive applications: October 1, 1997
- Inconsistent and Responsive Applications: October 21, 1997
- Service of Draft Environmental Impact Statement: November, 1997
- Comments due on Draft Environmental Impact Statement: January, 1998
- Service of Final Environmental Impact Statement: Late March or Early April, 1998
- Oral Argument: April 9, 1998
- Voting Conference: April 14, 1998
- Final Decision served. June 8, 1998
- Administrative Appeals Filing Deadline June 29, 1998

*Actual dates may vary slightly.

CONRAIL ACOUISITION FACT SHEET

Overview of the Proposed Transaction

At the present time, CSX operates on approximately 18,504 route miles of rail line in 20 states and the Province of Ontario (see the map of the proposed CSX system on page 4). The CSX system extends from Chicago, St. Louis, Memphis and New Orleans in the west to Philadelphia in the east, and from Michigan and Ontario to the Gulf Coast. Under the proposed transaction, CSX would acquire approximately 4,669 route miles of the Conrail system in ten states (IL. IN, MD, MA, MI, NJ, NY, OH, PA, and WV), the District of Columbia, and the Province of Quebec. The expanded CSX system would have approximately 23,173 route miles.

NS presently operates on 14,282 route miles of rail line in 20 states and the Province of Ontario (see map of the NS system on page 5). The NS system extends from Chicago, Kansas City, St. Louis. Memphis, and New Orleans to Norfolk, VA and southeastern ports on the Atlantic Coast; and from Michigan and Ontario to the Gulf Coast. Under the proposed transaction, NS would acquire approximately 6,787 route miles of the Conrail system in ten states (DE, IL, IN, MD, MI, NI, NY, OH, PA, and WV) and the District of Columbia. The expanded NS system would comprise approximately 21,069 route miles.

The proposed transaction would result in a rerouting of train traffic that would generate increases and decreases in traffic along some rail line segments and in some rail yards. The proposed diversion of highway truck shipments to the expanded CSX and NS systems could result in increased local truck traffic in and around intermodal facilities and a corresponding decrease in long-haul truck traffic. The rail line segments, yards and intermodal facilities that SEA plans to analyze during the course of the environmental review process are listed at the end of this Fact Sheet.

The rerouting and consolidation activities associated with the proposed transaction would involve some rail line abandonment and construction projects and expansion of some rail yards and intermodal facilities. Proposed abandonments and construction projects are also listed at the end of this Fact Sheet.

How To Receive Information and Comment On the Environmental Issues for the Proposed Transaction

The public can call SEA's toll free Environmental Hotline at 1-888-869-1997 with any questions regarding environmental issues or the environmental review process for the proposed transaction. Additional information is available on the Internet at SEA's "Conrail Acquisition Web Page" at www.conrailmerger.com. The public can submit comments regarding the potential environmental impacts of the proposed transaction at anytime by submitting an original plus 10 copies to the Board at:

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

Attn: Elaine K. Kaiser Chief, Section of Environmental Analysis Environmental Filing

THE NATURE OF SEA'S ENVIRONMENTAL REVIEW

In the EIS, SEA will analyze the rail line segments, rail yards, and intermodal facilities that will experience increases that trigger the thresholds for environmental review set out in the Board's environmental rules at 49 CFR 1105.7(e). (See air quality and noise threshold outlined in the tables on this page.) SEA will also analyze the proposed rail line abandonments and constructions.

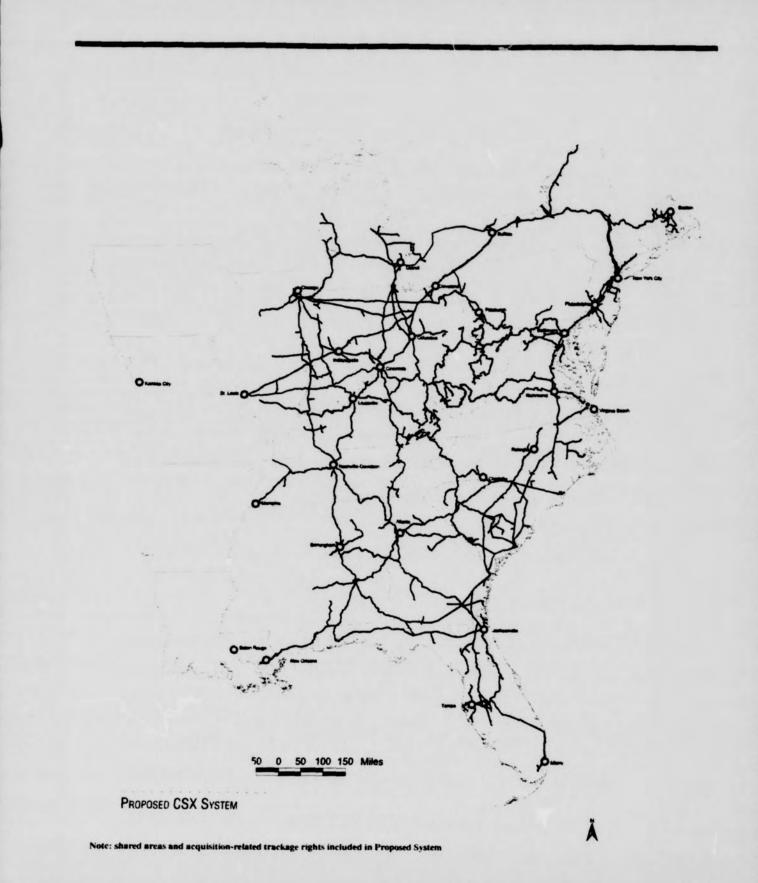
The rail line segments, rail yards, and intermodal facilities that trigger the Board's thresholds for environmental analyses as well as the proposed rail line abandonments and constructions have been identified in the Operating Plan and Environmental Report filed by CSX, NS and Conrail with their joint application on June 23, 1997. This information has been subsequently updated by the Errata and Supplemental Environmental Report to the Environmental Report filed by CSX and NS on August 15, 1997. They are listed beginning on page 6.

SURFACE TRANSPORTATION BOARD'S AIR QUALITY THRESHOLD FOR IMPACT ANALYSIS

Activity Site	Threshold for Attainment or Maintenance Areas: (49 CFR 1105.7(e)(5)(i))	Threshold for Nonattainment Areas: (49 CFR1105.7(e)(5)(ii))
Rail Line Segments	Increase of 8 trains per day or 100% increase in annual gross ton miles.	Increase of 3 trains per day or 50% increase in annual gross ton miles.
Rail Yards	Increase of 100% in carload activity per day.	Increase of 20% in carload activity per day.
Intermodal Facilities	Increase of 50 trucks per day or 10% increase in average daily traffic volume.	Increase of 50 trucks per day or 10% increase in average daily traffic volume.

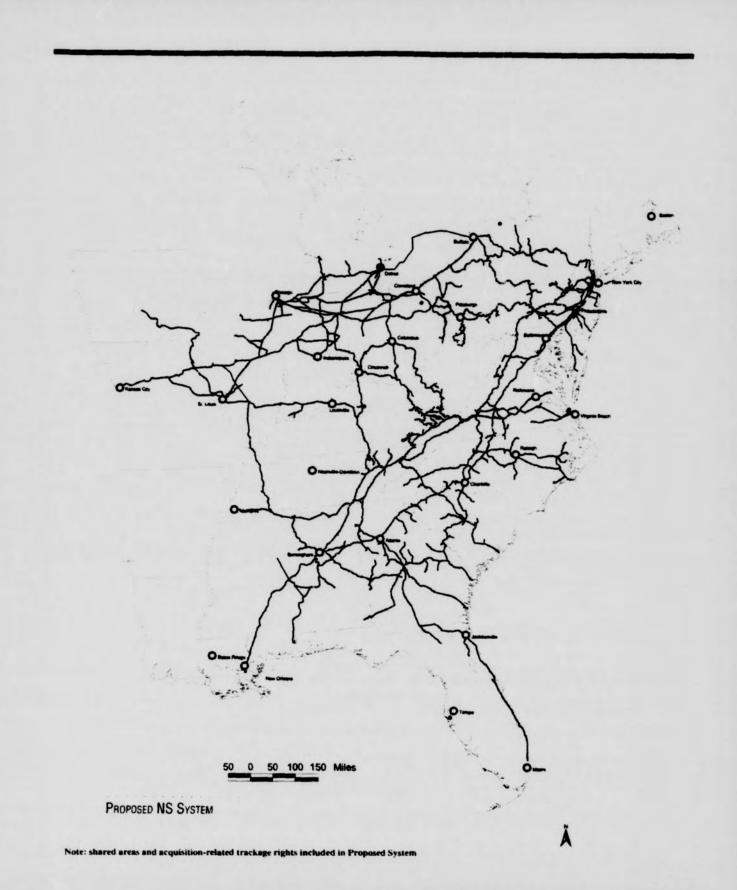
SURFACE TRANSPORTATION BOARD'S NOISE THRESHOLD FOR IMPACT ANALYSIS

Activity Site	Threshold (49 CFR 1105.7(e)(6))
Rail Line Segments	Increase of 8 trains per day or 100% increase in annual gross ton miles.
Rail Yards	Increase of 100% in carload activity per day.
Intermodal Facilities	Increase of 50 trucks per day or 10% increase in average daily traffic volume.



CONRAIL ACOUISITION FACT SHEET

4



CONARIL ACOUISITION FACT SHEET

5

RAIL LINE SEGMENTS[®]

SEA plans to analyze the following rail line segments during the environmental review of the proposed transaction. The numbers in parentheses after each rail line segment show the pre-acquisition average number of trains and the projected number of trains that would be operated daily over the rail line, if the transaction were approved by the Board.

DISTRICT OF COLUMBIA

- Anacostia to Virginia Ave. (19.3/28.6) (Conrail)**
- Virginia Ave. to Potomac Yard (17.9/ 28.6) (Conrail)**
- Washington to Point of Rocks, MD (23.8/30.8) (CSX)

ALABAMA

Norris Yard to Attalla (7.4/12.5) (NS)

DELAWARE

- Edgemoor to Bell (5.0/11.8) (Conrail)*
- · Davis to Perryville, MD (4.5/12.4) (NEC)

GEORGIA

- Howell to Spring (33.3/40.4) (NS)
- Springto Scherer Coal (27.2/32.9) (NS)

ILLINOIS

- Barr Yard to Blue Island Junction (17.0/32.9) (CSX)
- Blue Island Junction to 59th Street (19.5/22.9) (CSX)
- Colehour to Calumet Park (1.1/2.5) (Conrail)*
- IC 95 St, Chicago to Pullman Jct. (2.00/5.9) (NS)

- Taylorsville to Granite City (10.0/ 15.0) (NS)
- Tilton to Decatur (22.7/39.1) (NS)

INDIANA

- Adams to Fort Wayne (5.9/13.9) (Conrail)**
- Alexandria to Muncie (2.6/11.8) (NS)
- Butler to Fort Wayne (13.6/27.3) (NS)
- Control Pt. 501 to Indiana Harbor (43.4/60.3) (Conrail)*
- Evansville to Amqui (23.4/32.7) (CSX)
- Fort Wayne TC to Fort Wayne Yard (6.6/9.6) (NS)
- Fort Wayne to Peru (19.0/34.9) (NS)
- Fort Wayne to Warsaw (2.4/6.4) (NS)**
 Indiana Harbor to S. Chicago (57.1/
- 61.2) (Conrail)**
- · Lafayette to Tilton, IL (23.6/41.0) (NS)
- Peru to Lafayette (18.4/40.2) (NS)
- Pine Junction to Barr Yard, IL (38.0/ 43.3) (CSX)
- Tolleston to Clark Junction (0.0/5.0) (Conrail)**
- Vincennes to Evansville (22.3/30.8) (CSX)
- · Warsaw to Tolleston (1.0/5.0) (NS)**
- Willow Creek to Pine Junction (22.1/ 38.6) (CSX)

MARYLAND

- Alexandria Junction to Benning, DC (18.7/24.3) (CSX)
- Alexandria Junction to Washington, DC (23.9/30.8) (CSX)
- Baltimore to Bowie (2.4/7.70) (NEC)
- Baltimore to Relay (39.6/42.7) (CSX)
- Bowie to Landover (3.2/9.3) (NEC)
- Cumberland to Sinns, PA (27.7/32.8) (CSX)
- Jessup to Alexandria Junction (33.4/ 37.1) (CSX)
- Landover to Anacostia, DC (3.4/9.1) (CR)
- Point of Rocks to Harpers Ferry, WV (33.3/41.6) (CSX)
- Relay to Jessup (33.1/37.0) (CSX)

MICHIGAN

- Carleton to Toledo, OH (21.9/33.1) (CSX)
- Carleton to Ecorse (2.0/11.2) (Conrail)***
- Jackson to Kalamazoo (5.4)/12.0) (Conrail)*
- West Detroit to North Yard (7.9/13.2) (Conrail)***
- West Detroit to Delray (12.7/16.5) (Conrail)***
- West Detroit to Jackson (2.9/12.1) (Conrail)*

NEW JERSEY

- Ridgewood Junction to Croxton (4.71/7.9) (NJT)
- Lane to Union (3.4/11.0) (NEC)
- Midway to Morrisville, PA (3.4/11.0) (NEC)
- PN to Bay Way (10.9/16.2) (Conrail)***
- Union to Midway (3.4/11.0) (NEC)

NEW YORK

- Buffalo to CP Sycamore (13.5/18.5) (Conrail)**
- Campbell Hall to Port Jervis (7.9/12.0) (Conrail)*
- Chili to Frontier (40.6/45.9) (Conrail)**
- Corning to Geneva (0.21/1.6) (Conrail)*
- CP Sycamore to Black Rock (21.5/ 26.5) (Conrail)**
- Ebenezer Junction To Buffalo (0.0/ 11.4) (Conrail)*
- Hoffmans to Utica (38.3/44.8) (Conrail)**
- Selkirk to Hoffmans (38.7/45.2) (Conrail)**
- Suffern to Campbell Hall (4.7/7/7) (Conrail)*
- Suffern to Ridgewood Jct., NJ (7.6/ 10.6) (NJT)

"CSX" denotes CSX Corporation and CSX Transportation, Inc. "NS" denotes Norfolk Southern Corporation and Norfolk Southern Railway Company. "Conrail" denotes Conrail Inc. and Consolidated Rail Corporation. "NEC" denotes North East Corridor. "NJT" denotes New Jersey Transit.

- Proposed NS
- ** Proposed CSX
- *** Proposed shared NS/CSX

CONRAIL ACOUISITION FACT SHEET

OHIO

- Ashtabula to Cleveland (13.0/36.6) (NS)
 Alliance to White (26.4/30.1)
- (Conrail)*
- Ashtabula to Buffalo, NY(13.0/25.2) (NS)
- Ashtabula to Quaker (48.3/54.2) (Conrail)**
- · Bellevue to Bucyrus (26.0/34.5) (NS)
- Bellevue to Sandusky Dock (1.4/11.7) (NS)
- Berea to Greenwich (14.5/54.2) (Conrail)**
- Bucyrus to Adams, IN (5.9/13.9) (Conrail)**
- Bucyrus to Fairground Col (26.0/34.3) (NS)
- Cincinnati to Hamilton (28.2/31.2) (CSX)
- · Cleveland to Vermilion (13.5/34.1) (NS)
- Cleveland to Shortline Jct. (2.0/4.2) (Conrail)*
- Crestline to Bucyrus (6.5/14.5) (Conrail)**
- * Dayton to Ivorydale (6.9/14.9) (Conrail)*
- · Deshler to Toledo (0.6/14.2) (CSX)
- Deshler to Willow Creek, IN (21.4/ 47.7) (CSX)
- Greenwich to Crestline (14.5/31.3) (Conrail)**
- Greenwich to Willard (32.5/55.2) (CSX)
- Ivorydale to Cincinnati (33.9/38.6) (NS)
- Marcy to Short (16.4/45.8) (Conrail)**
- Marion to Fostoria (17.8/27.4) (CSX)
 Marion to Ridgeway (16.1/31.8)
- (Conrail)** • Mayfield to Marcy (3.4/43.8) (Conrail)**
- Miami to Airline (55.4/64.0) (Conrail)*
- Oak Harbor to Bellevue (7.7/27.2) (NS)
- Oak Harbor to Miami (48.0/61.5) (Conrail)*
- Quaker to Mayfield (6.8/43.8) (Conrail)**

- Short to Berea (13.4/47.3) (Conrail)**
- Vermilion to Bellevue (15.6/27.0) (NS)
- White to Cleveland (12.5/29.7) (Conrail)*
- Willard to Fostoria (32.5/54.0) (CSX)
- Youngstown to Ashtabula (11.7/30.8) (Conrail)*

PENNSYLVANIA

- Arsenal to Davis, DE (2.3/10.5) (NEC)
 Field to Belmont (8.2/15.8) (Conrail)**
- Harrisburg to Rutherford (44.3/57.9) (Conrail)*
- Harrisburg to Riverton Junction, VA (11.1/19.6) (NS)
- Harrisburg to Marysville (42.4/49.1) (Conrail)*
- Harrisburg to Shocks (2.2/6.0) (Conrail)*
- Morrisville to Zoo (3.4/7.1) (NEC)
- New Castle to Youngstown, OH (32.6/ 39.6) (CSX)
- Rankin Junction to New Castle (28.9/ 38.3) (CSX)
- * RG to Wilsmere, DE (22.9/26.4) (CSX)
- RG to Field (0.0/16.0) (Conrail)**
- Rochester to Youngstown, OH (12.6/ 17.7) (Conrail)*
- Sinns to Rankin Junction (30.8/40.2) (CSX)
- Sinns to Brownsville (1.5/10.8) (CSX)
- South Philadelphia to Field (8.2/21.1) (Conrail)***
- WM Jct. to Rutherford (42.4/49.7) (Conrail)*

TENNESSEE

· Amqui to Nashville (40.8/48.4) (CSX)

VIRGINIA

- Doswell to Fredericksburg (16.2/22.8) (CSX)
- Fredericksburg to Potomac Yard (16.3/ 23.4) (CSX)
- Richmond to Doswell (17.8/24.8) (CSX)

"CSX" denotes CSX Corporation and CSX Transportation, Inc. "NS" denotes Norfolk Southern Corporation and Norfolk Southern Railway Company. "Conrail" denotes Conrail Inc. and Consolidated Rail Corporation. "NEC" denotes North East Corridor. "NIT" denotes New Jersey Transit.

Proposed NS

- Proposed CSX
- *** Proposed shared NS/CSX

CONRAIL ACOUISITION FACT SHEET

• South Richmond to Weldon, NC (18.4/23.0) (CSX)

• Riverton Junction to Roanoke (3.9/

WEST VIRGINIA

12.1) (NS)

- · Elmore to Deepwater (0.3/2.3) (NS)
- Fola Mine to Deepwater (0.6/2.0) (Conrail)*
- WD Tower to Rivesville (1.5/3.4) (CSX)

CHANGES TO RAIL YARDS

SEA intends to evaluate the following rail yards during the environmental review of the proposed transaction:

ALABAMA

- Birmingham
 - Boyles (Increased Traffic to Existing CSX Rail Yard)

GEORGIA

 Doraville (Increased Traffic to Existing NS Rail Yard)

ILLINOIS

 Colehour (Increased Traffic to Existing NS Rail Yard)

INDIANA

- Curtis (Increased Traffic to Existing CSX Rail Yard)
- Ft. Wayne (Increased Traffic to Existing NS Rail Yard)

MICHIGAN

- · Detroit
- Rougemere (Increased Traffic to Existing CSX Rail Yard)

MISSOURI

 St Louis (Increased Traffic to Existing) NS Rail Yard)

NEW YORK

 Buffalo (Increased Traffic to Existing) NS Rail Yard)

OHIO

- · Conneaut (Increased Traffic to Existing NS Rail Yard)
- Toledo
 - Airline Junction (Increased Traffic to Existing Conrail Rail Yard)
 - Homestead (Increased Traffic to Existing NS Rail Yard)
 - Stanley (Increased Traffic to Existing Conrail Rail Yard)

PENNSYLVANIA

- · Harrisburg (Increased Traffic to Existing Conrail Rail Yard)
- Philadelphia
- -Greenwich (Increased Traffic to Existing Conrail Rail Yard)

TENNESSEE

- Memphis
- Leewood (Increased Traffic to Existing CSX Rail Yard)

GEORGIA

- Atlanta
 - Hulsey (Increased Traffic to CSX Facility)
 - Imman (Increased Traffic to NS Facility)

LLINOIS

- Chicago
 - Landers (Increased Traffic to NS Facility)
 - 47th Street (Increased Traffic to **Conrail Facility**)
 - 59th Street Ancreased Traffic to a New Facility to Be Built on Conrail Property)

KENTUCKY

- Louisville
 - -Buechel (Increased Traffic to NS Facility)

LOUISIANA

 New Orleans 'Increased Traffic to NS Facility)

MARYLAND

· Baltimore (Increased Traffic to Conrail Facility)

MICHIGAN

- Detroit
 - Melvindale (Increased Traffic to NS. TCS Facility, This is a New Facility to Be Built on Conrail Property)

MISSOURI

Kansas City

- Voltz (Increased Traffic to NS, TCS Facility)
- St. Louis -Luther (Increased Traffic to NS intermodal and TCS Facility)

NEW JERSEY

- Elizabeth
 - E-Rail (Increased Traffic to Conrail, TCS Facility)
 - Portside (Increased Traffic to Conrail, TCS Facility)
- Little Ferry (Increased Traffic to CSX Facility)
- · South Kearny (Increased Traffic to Conrail Facility)

OHIO

- Columbus
- Discovery Park (Increased Traffic to NS Facility)
- Toledo (Increased Traffic to Conrail Facility)

PENNSYLVANIA

- Allentown/Bethlehem (Increased) Traffic to Conrail Facility)
- Harrisburg
 - Rutherford (Increased Traffic to Conrail, TCS Facility)
- Philadelphia
 - Morrisville (Increased Traffic to NS, TCS Facility to Be Built on Property Owned by Conrail)
- Pittsburgh
 - Pitcairn (Increased Traffic to Conrail Facility)

TENNESSEE

· Memphis (Increased Traffic to NS Facility)

PROPOSED ABANDONMENTS

The railroads have proposed abandoning five rail lines and one railroad bridge, totaling 79.7 miles of track. The proposed abandonments include the following:

ILLINOIS

· Paris to Danville (Conrail) 29.0 miles

INDIANA

 South Bend to Dillon Junction (NS) 21.5 miles

OHIO

- Toledo to Maumee (NS) 7.5 miles
- · Toledo to Pivot Bridge (NS) 0.2 miles

PROPOSED RAIL LINE CONSTRUCTION PROJECTS

The railroads plan twenty-six construction projects in seven states, totaling 51,964 feet (9.84 miles) of new rail line. Some of these would be built on existing railroad right-of-way, while others would require the acquisition of additional right-of-way. NS and CSX requested, and the Board allowed, the proposed construction of seven small rail line connections (Seven Connections) totaling approximately 4 miles to be filed and reviewed separately and in advance of the primary application with a separate environmental review process as cited in STB Decision No. 9. Specifically, SEA intends to prepare a separate Environmental Assessment for each of these small construction projects. However, if SEA determines that any one of the construction proposals could potentially cause, or contribute

to, significant environmental impacts then the project will be incorporated into the EIS for the overall proposed transaction, and will not be considered separately from the primary application. No rail operations will begin over these Seven Connections until completion of the EIS process, and issuance of a further decision. The Seven Connections are included in the proposed rail line construction projects listed below, and are noted with an asterisk (*).

ILLINOIS

- Chicago:
 - 75th Street SW: New connection between Belt Railway and B & OCT lines to permit eastbound trains from Bedford Park, IL to proceed south to Blue Island, IL: approximately 1.640 feet of new track on existing right-ofway.
- Lincoln Ave.: New connection between the Indiana Harbor Belt and the B&CCT lines to allow trains to move from the IHB to CSX's Barr Yard; approximately 840 feet of new track construction on existing right-of-way.
- * Exermont: New connection between parallel Conrail and CSX lines to allow trains from East St. Louis, IL to proceed onto CSX's mainline; approximately 3,590 feet of new track construction, requiring acquisition of 5.3 acres of land.
- Kankakee: Connecting track to permit movements from Chicago Terminal area to Kansas City, MO and St. Louis, MO; 1,000 feet of new track, occupying 2.3 acres.
- *Sidney: Connecting track with Union Pacific to permit movements between Pine Bluff, AR and Fort Wayne, IN, bypassing St. Louis; 3,200 feet of new track, occupying 7.3 acres.
- Tolono: Connecting track with IC to permit movement between
 Effingham, IL and Lafayette, IN: 1,600 feet of new track, occupying 3.7 acres.

INDIANA

 *Alexandria: Connecting track to permit creation of consolidated through-route from Chicago to Cincinnati, OH, Atlanta, GA and the Southeast via Alexandria, VA and Muncie, IN: 1.000 feet of new track, occupying 2.3 acres.

- Butler: Connecting track for direct through-movement of traffic from NS Detroit line to Conrail Chicago line creating a new route; 1,700 feet of new track, occupying 3.9 acres.
- Tolleston: Connecting track to serve NS industry at Gary, IN from former Conrail line; 900 feet of new track, occupying 2.0 acres.
- Willow Creek: New connection between CSX and Conrail lines to facilitate movements between Porter, IN and Chicago, IL; approximately 2.800 feet of new track construction; requires acquisition of 0.2 acres of right-of-way.

MARYLAND

 Hagerstown: Connecting track to permit efficient movement between Front Royal, VA and Harrisburg, PA: 800 feet of new track, occupying 1.8 acres.

MICHIGAN

 Ecorse Junction: Upgrade existing Conrail track, lower track under Fort Street and construct a crossover to permit movements between Rouge River Yard to Oakwood Yard; 400 feet of new track, occupying 1.0 acre of newly acquired right-of-way.

NEW JERSEY

 Little Ferry: Two new connections between Conrail and NYS & W tracks to allow movement of trains between Conrail lines and Little Ferry Intermodal Facility; approximately 1,080 feet of new track construction on existing right-of-way.

NEW YORK

- · Buffalo:
 - Blasdell: Connecting track to permit movement between Erie, PA and Binghampton, NY; 5,200 feet of new track, occupying 11.9 acres.
 - Gardenville Junction: Connecting track to permit efficient movement between Erie, PA and Binghamton, NY; 5,200 feet of new track, occupying 11.9 acres.

OHIO

- Bucyrus: Connecting track to help create a new route from Columbus, OH to Pittsburgh; PA requires 2,400 feet of new track, occupying 5.5 acres.
- Cleveland: Construction of new intermodal facility at Collinwood Yard; requires the acquisition of approximately 23 acres of land adjacent to the existing yard.
- Columbus: Connecting track to permit movement between Bellevue, OH and Buckeye Yard; requires 1,400 feet of new track, occupying 3.2 acres.
- *Crestline: New connection between two Conrail lines, allowing train movement between Ft. Wayne, IN and Cleveland, OH; requires approximately 1,507 feet of new track construction on existing right-of-way.
- *Greenwich: Two new connections tracks between CSX and Conrail to enable eastbound trains from Chicago. IL to proceed northeast to Cleveland, OH and to enable northeast bound trains to proceed east to Akron, OH; one connection will be approximately 4,600 feet, the other 1,044 feet; requires acquisition of 0.5 acres of right-of-way.
- Oak Harbor: Connecting track to create access from Detroit, MI area to NS Bellevue Yard; requires 5,000 feet of new track, occupying 11.5 acres.
- *Sidney: New connection between CSX to Conrail tracks to enable northbound trains to proceed east to Columbus, OH; requires approximately 3,263 feet of new track construction; requires acquisition of 2.6 acres of right-of-way.
- Vermillion: New connection from Conrail's Chicago mainline to NS mainline to route traffic between Cleveland, OH and Buffalo, NY; requires approximately 5,400 feet of new track, occupying 12.4 acres.
- Willard: Expansion of Willard Yard to accommodate increased traffic; requires acquisition of approximately 50 acres of right-of-way.
- Willard: Construction of a fueling facility and associated track adjacent to an existing rail yard; requires approximately ten acres of new property.

Frequently Asked Questions Publication

Conrail Acquisition December 1997 Draft Environmental Impact Statement

Conrail Acquisition

Frequently Asked Questions

1. What is the proposed project?

On June 23, 1997, CSX and Norfolk Southern (NS) railroads jointly applied to the Surface Transportation Board for authority to acquire certain properties of Conrail.

2. What changes are anticipated as a result of the proposed project?

CSX and NS plan to acquire and operate various Conrail rail lines as well as other properties such as rail yards and intermodal facilities. Operating changes may include increased freight traffic over rail lines, construction of new rail lines and intermodal facilities, and abandonment of rail lines.

3. What is the role of the Surface Transportation Board?

The Surface Transportation Board (Board) is the federal agency that has authority to review and license (i.e. approve, deny, or approve in part) projects like the proposed Conrail acquisition. Typically, when the Board licenses a project, it imposes environmental protective conditions.

4. What is the role of the Section of Environmental Analysis?

The Board's Section of Environmental Analysis (SEA) is the office that evaluates and considers, on behalf of the Board, the potential environmental impacts related to proposed acquisitions and mergers. SEA is conducting an independent environmental review and will make final environmental recommendations, which the Board will consider in making its decision in this case.

5. What type of environmental review will the Board conduct?

The Board has determined that an Environmental Impact Statement (EIS) is warranted for this project due to the nature and scope of potential environmental issues associated with the proposed Conrail acquisition.

6. What kind of activities will be considered in the Board's environmental analysis?

The Board will analyze the potential environmental impacts (including safety) of increased rail traffic over rail line segments, rail yards, and intermodal facilities; rail line abandonments; and rail line constructions.

QUESTIONS & ANSWERS

7. What is the process for environmental review?



SEA will issue a Draft Environmental Impact Statement (DEIS) in November 1997. The public will have 45 days to review and comment on the DEIS. After considering all public comments, consulting with federal, state and local agencies, and conducting further independent analysis, SEA will prepare a Final EIS (FEIS). SEA plans to distribute the FEIS, which will include its final environmental recommendations to the Board, in late March or early April 1998.

8. When will the Board issue its final decision?

After the Board considers the entire public record, including your environmental comments, it will issue its final decision on June 8, 1998.

9. Who do I contact with environmental questions regarding the proposed project?

SEA has established a toll-free environmental hotline (888-869-1997) and a SEA Conrail Acquisition Web site (www.conrailmerger.com) to accommodate environmental inquiries.

10. How do I review a copy of the DEIS or FEIS?

SEA will distribute copies of the DEIS and FEIS to interested parties and also make them available through your state and local governments. You may write to the address below to specifically request that you be placed on the distribution list.

11. How do I ensure that SEA considers my environmental concerns?

To ensure that SEA considers your environmental concerns, send your written comments, including a signed original and 10 copies, to the following address:

Office of the Secretary Case Control Unit <u>Finance Docket No. 33388</u> Surface Transportation Board 1925 K Street, NW, Room 500 Washington, DC 20423-0001

In the lower left-hand corner of the envelope, indicate: Attn: Elaine K. Kaiser Chief, Section of Environmental Analysis Environmental Filing List of Comments Received

Conrail Acquisition December 1997

Draft Environmental Impact Statement

Federal Agencies

Document Date	Commenter: Subject of Comment
6/4/97	U.S. Department of Commerce, OH, E. J. McKay: Verification of Geodetic Markers
6/19/97	U.S. Department of Commerce, OH, E. J. McKay: Review of Proposed Crestline, OH, Connection
7/3/97	U.S. Department of Commerce, OH, E. J. McKay: Geodetic station markers
7/8/97	USDA Natural Resources Cons. Service, D. Sawyer: Comments on proposed EIS scope
7/15/97	U.S. DOI, Fish and Wildlife Service, D. Densmore: Comments on proposed EIS scope
7/16/97	USDA Natural Resources Cons. Service, D. Potter: Comments on proposed EIS scope
7/18/97	U.S. Army Corps of Engineers, A. H. Rogalla: Comments on proposed EtS scope
7/23/97	U.S. Army Corps of Engineers, Chicago District, M. Jewell: No Comment
7/25/97	U.S. Coast Guard, N. E. Mpras: Comments on proposed EIS scope
7/28/97	U.S. Army Corps of Engineers, F. J. Cianfrani: Comments on proposed EIS scope
7/29/97	U.S. Army Corps of Engineers, D. Shelton: Comments on proposed EIS scope
7/30/97	USDA Natural Resources Cons. Service, W. J. Gradle: Comments on proposed EIS scope
8/1/97	U.S. Army Corps of Engineers, DC: D. Sanford, Jr.: Comments on proposed EIS scope
8/1/97	U.S. DOI, Fish and Wildlife Service, C. G. Day: Comments on proposed EIS scope
8/4/97	U.S. Coast Guard, S. G. Moritz: Comments on proposed EIS scope
8/5/97	USDA Natural Resources Cons. Service, J. Bramblett: Comments on proposed EIS scope
8/6/97	U.S. Coast Guard, G. Kassof: Comments on proposed EIS scope
8/6/97	U.S. Dept. of Transportation, N. E. McFadden: Comments on proposed EIS scope
8/6/97	U.S. DOC, Nat'l Manne Fisheries Service, N. Chu: Comments on proposed EIS scope
8/6/97	U.S. Environmental Protection Agency, R. E. Sanderson: Comments on proposed EIS scope
8/8/97	U.S. Department of HUD, R. F. Solomon: Comments on proposed EIS scope
8/11/97	U.S. Army Corps of Eng., Vicksburg Dist., K. P. Mosley: Comments on proposed EIS scope
8/12/97	U.S. Army Corps of Eng., Nashville Dist., T. W. Waters: Comment on proposed EIS scope
8/13/97	U.S. DOI, Fish and Wildlife Service, NC, B. P. Cole: Comments on proposed EIS scope
8/15/97	U.S. Army Corps of Engineers, Detroit District, MI, G. Mannesto, Agency Consultation
8/25/97	U.S. Army Corps of Engineers, MI, R. Tucker. Comments on proposed EIS scope
9/11/97	USDA Natural Resources Cons. Service, J. E. Hardisty: Comments on proposed EIS scope
9/17/97	USDA Natural Resources Cons. Service, P DeArman Agency Consultation
9/18/97	USDA Natural Resources Cons. Service, W. J. Gradle: Agency Consultation
10/2/97	U.S. Environmental Protection Agency, Region 5 - Chicago, N. Mugavero: Agency Consultation
10/7/97	U.S. Environmental Protection Agency, Region 5 - Chicago, M. MacMullen: Agency Consultation
10/17/97	U.S. DOI. Fish and Wildlife Service, K. E. Kroonemeyer: Comments on Four of the Seven Connections
10/20/97	U.S. Environmental Protection Agency, Region 5 - Chicago, M. MacMullen: Response to Proposed
10/21/97	U.S. Department of Transportation, R. A. Knapp. Comments on Safety
10/22/97	USDA Natural Resources Cons. Service, P DeArman: Seven Connections Consultation
10/27/97	U.S. DOI, National Park Services, W.W. Schenk: No Comment on Seven Connections

Alabama

Document Date	Commenter: Subject of Comment	
7/24/97	West Alabama Planning & Development Council, R. B. Lake. Clearinghouse Review	
8/4/97	Baldwin County Planning Dept., AL, E. Polasek. No Comment	
	Alabama Historic Commission, A L Oaks: Comments on proposed EIS scope	

Connecticut

Document Date	Commenter: Subject of Comment
7/31/97	South Western Reg. Ping. Agency, NY/NJ, R. Carpenter. Comments on proposed EIS scope
8/5/97	Connecticut DOT, J. F. Sullivan: Environmental Concern and Notice of Intent
	Connecticut Public Transportation Commission, P. A. Ehrhardt: Environmental Concerns

Delaware

Document Date	Commenter: Subject of Comment
2/11/97	U.S. House of Representatives, DE, M. N. Castle: Environmental Concerns
2/19/97	U.S. House of Representatives, DE, T. U. Boulden: Environmental Concerns
2/26/97	City of Newark, DE, R. Lopata: Letter to C. F. Luft - City Planner on environmental issues
7/10/97	Wilmington Area Ping. Council, DE, G. A. Taft: Comments on proposed EIS scope
7/11/97	Dept. of Nat. Res. & Env. Control, DE, G. L. Esposito. Comments on proposed EIS scope
7/14/97	Downtown Newark, DE, G. N. Danneman: Comments on proposed EIS scope
7/15/97	City of Newark Planning Dept., DE, R. H. Lopata: Comments on proposed EIS scope
7/21/97	City of Newark, DE, R. M. Lapointe: Comments on proposed EIS scope
7/22/97	City of Newark, DE, Electric Department, R. Vitelli: Comments on Acquisition
7/23/97	Water Resources Agency for New Castle County, DE, G. J. Kauffman: Comments
7/25/97	Delaware Senate, L. Sorenson: Non-support of Acquisition
7/28/97	L. A. Marinucci, DE: Environmental Concerns
7/28/97	Mayor and Council, City of Newark, DE, N. H. Turner: Comment on proposed EIS scope
7/29/97	Newark Center for Creative Learning, DE, R. Cohen: Comments on proposed EIS scope
7/30/97	U.S. House of Representatives, DE, T. U. Boulden: Comments on proposed EIS scope
8/1/97	City of Newark, DE, Police Dept, W. A. Hogan: Comments on proposed EIS scope
8/1/97	Main Towers, L. Makowski, DE: Environmental Concerns
8/1/97	Mayor and Council, City of Newark, DE, R. L. Gardner: Comments on proposed EIS
8/2/97	Shirley M. Tarrant, DE: Environmental Concerns
8/4/97	City of Newark, DE, C. F. Luft: Comments on proposed EIS scope
8/4/97	League of Women Voters of New Castle County, DE, A. M. Puglisi, et al.: Environmental Concerns
8/4/97	Rebecca Y. Herman, DE: Environmental Concerns
8/4/97	University of Delaware, DE, J. R. Armitage: Comments on proposed EIS scope
8/4/97	William D. Starnes, DE: Environmental Concerns
8/5/97	Newark Day Nursery, D. Sampson-Levin: Environmental Concerns
8/7/97	City of Newark, DE, Thomas P. Wampler, Councilmember, 4th District. Environmental Concerns
9/9/97	Mr. & Mrs. Albert B. Root 3rd, Newark, DE: Environmental Concerns
9/12/97	Robert S. Smith, Newark, DE: Environmental Concerns
10/15/97	Citizens Advisory Committee, J. F. Wing: Support with Conditions
10/16/97	Delaware Division of Historical and Cultural Affairs, J. N. Larrivee: Agency Consultation
10/17/97	Delaware Dept. of State, Div. of Historical & Cultural Affairs, G. Davis: Agency Consultation

District of Columbia

Document Date	Commenter: Subject of Comment
8/1/97	U.S. Army Corps of Engineers, DC, D. Sanford, Jr. Comments on proposed EIS scope
8/4/97	Wash. Metro. Area Transit Auth., DC, J. C. Elkins: Comments on proposed EIS scope
8/4/97	Women Like Us, DC, B. L. Richardson: Environmental Concerns
8/6/97	American Public Transit Assn., DC, W, W, Millar Comments on proposed EIS scope
8/12/97	Dept. of Consumer & Regulatory Affairs, DC, G. Swindell. No Comment on proposed EIS scope
10/21/97	American Public Transit Assn., DC, W. W. Millar, Commuter Rail Concerns
10/24/97	DC Historic Preservation Division, H. Cross: No Effect on Historic Resources

Florida

Document Date	Commenter: Subject of Comment
6/30/97	Broward County Legislative Delegation, FL, S. Harris: Question concerning ER
8/1/97	Board of County Comm. of Citrus County, FL, G. Maidhof: Comments on proposed EIS scope
8/6/97	Broward County Transportation Planning Division, FL, B, B, Wilson: Agency Consultation
7/29/97	Hillsborough County Planning Comm., FL, R. Hunter. Comments on proposed EIS scope
7/29/97	Jacksonville Port Authority, FL, F. R. Ferrin. Comments on proposed EIS scope
7/25/97	Treasure Coast Regional Planning Council, FL, J. Patsko: Agency Consultation

Florida -- continued

Document Date	Con.menter: Subject of Comment
8/6/97	Sarasota/Manatee Metro Plan. Org., FL, M. Shbeib: Comments on proposed EIS scope
8/7/97	Florida Dept. of State, Division of Historical Resources, G. W. Percy. Agency Consultation
8/10/97	Florida State Clearinghouse, K. Akers: Forwarding proposed EIS scope
8/21/97	Dept. of Community Affairs, Florida Coastal Mgmt. Program, R. Cantral: Clearinghouse
9/17/97	Florida Dept. of State, Division of Historical Resources, G. W. Percy. Agency Consultation
10/22/97	Florida Dept. of State, Division of Historical Resources, G. W. Percy: No Effect on Historic Resources
10/27/97	Southwest Florida Regional Planning Council, W. E. Daltry No Impact

Georgia

Document Date	Commenter: Subject of Comment
7/16/97	Office of the Administrator, Augusta-Richmond County, GA, C. R. Oliver: Comments
7/23/97	Chatham County, GA. M. L. Newton, Jr.: Comments on proposed EIS Scope
7/24/97	Georgia State Cleaninghouse. Office of Planning and Budget, D. S. Stephens: Cleaninghouse
8/3/97	Icie Hood, GA: Environmental Concerns
8/5/97	Metro. Atlanta Rapid Transit Auth., R. J. Simonetta. Comments on proposed EIS scope
8/7/97	Georgia DNR, Historic Preservation Division, J. L. Durbin: Agency Consultation
9/9/97	Georgia DNR, Historic Preservation Division, J. L. Durbin: Agency Consultation
9/24/97	John B. and Gale Skinner, Powder Springs, GA. Environmental Concerns
9/26/97	Patty Davids, Powder Springs, GA: Environmental Concerns
10/10/97	Georgia State Clearinghouse, Office of Planning and Budget, D. S. Stephens: Clearinghouse Comment
10/14/97	Tina Holt-Brown, Powder Springs, GA. Environmental Concerns

Illinois

Document Date	Commenter: Subject of Comment
1/28/97	Pike County Bd., IL. A. A. Seiler: Agency Consultation Letter
7/16/97	Illinois Historic Preservation Agency, A. E. Haaker: Comments on proposed EIS scope
7/30/97	Illinois Department of Natural Resources, T. Flattery: Comments on proposed EIS scope
8/3/97	City of Chicago, IL, Dept. of Streets and Sanitation, E. Carey Agency Consultation
8/4/97	Illinois Environmental Protection Agency, B Killian Comments on proposed EIS scope
8/6/97	Barry Community Unit School District No. 1, IL, S. L. Marshall: Environmental Concerns
8/14/97	Area Plan Commission of Tippecanoe County, IN, J. D. Hawley: Agency Consultation
8/19/97	Champaign County Department of Planning & Housing, IL, F. DiNovo: Agency Consultation
9/4/97	Village of Tolono, IL, C. McCormick. Response to 8/28/97 Letter
9/6/97	City of Georgetown, IL, D. L. Acord. Opposes Proposed Abandonment
9/11/97	County Board, Vermilion County, IL, M. Call. Agency Consultation
9/15/97	City of Georgetown, IL, D. L. Acord. Agency Consultation
9/18/97	City of Kankakee, IL, D. A. Schaeffer Agency Consultation
9/18/97	City of Paris, IL, N. Jenison: Agency Consultation
9/19/97	U.S. Trackworks, IL, B. Tameling: Support Letter
9/22/97	City of Chrisman, IL, H. R. Wolfe: Agency Consultation
9/26/97	Village of Westville, IL, M. Weese Agency Consultation
10/1/97	Illinois Environmental Protection Agency, B. P. Killian. Environmental Comments
10/20/97	Environmental Law & Policy Center, IL, K. Brubaker: Midwest High Speed Rail

Indiana

Document Date	Commenter: Subject of Comment	
6/4/97	Indiana DNR, L. D. Macklin: Letter In Response to Applicants' Agency Consultation	
7/18/97	Ohio-Kentucky-Indiana Regional COG, R. Victor. Comments on proposed EIS scope	
7/24/97	Evansville Urban Trans Study, IN, KR. M. Zigenfus. Comments on proposed EIS scope	

Indiana -- continued

Document Date	Commenter: Subject of Comment
8/4/97	Bd. of Comms. of the Cnty. of Allen, IN, E. J. Rousseau: Comments on proposed EIS scope
8/4/97	Marvin & Mary Breitung, IN: Noise, Pollution & Safety Concerns
8/6/97	Indianapolis Power & Light Company, IN. M. F. McBride, et al.: Comments on proposed EIS scope
8/14/97	Area Plan Commission of Tippecanoe County, IN, J. D. Hawley: Agency Consultation
8/20/97	Indiana Department of Transportation, J. E. Junicic: Agency Consultation
8/22/97	The Four Cities Consortium, C. M. Loftus, et al.: Comments on Petition of Exemption
8/25/97	County of Porter, Plan Commission, IN, R. W. Thompson, Jr.: Agency Consultation
8/25/97	DeKalb County Plan Commission, IN, B. Stump: Agency Consultation
8/27/97	City of Gary, Planning and Economic Dev., IN, J. D. Craig: Agency Consultation
8/29/97	Area Plan Commission of St. Joseph County, IN, J. W. Byorni: Agency Consultation
8/29/97	Michiana Area Council of Gov'ts., IN, S. M. Seanor: Agency Consultation
9/3/97	City of Butler, IN, J. Iliff. Agency Consultation
9/11/97	City of Portage, IN, J. K. Barkowski: Agency Consultation
9/25/97	Laporte County Plan Commission, IN, R. Hamilton: Agency Consultation
9/26/97	Indiana Dept. of Natural Resources, L. D. Macklin: Agency Consultation
9/30/97	Indiana Dept. of Natural Resources, Division of Water, D. M. Deady: Agency Consultation
10/1/97	City of Alexandria, IN, J. R. Wehsollek: Agency Consultation
10/3/97	Community and Economic Development, IN, L. Magliozzi: Agency Consultation
10/21/97	U.S. Senate, R. Lugar, D. Coats and P. Visclosky: Environmental Concerns

Kentucky

Document Date	Commenter: Subject of Comment	
7/18/97	Ohio-Kentucky-Indiana Regional COG, R. Victor: Comments on proposed EIS scope	
7/24/97	Evansville Urban Trans. Study, IN, KY, M. Zigenfus. Comments on proposed EIS scope	
8/4/97	Kentucky Heritage Council, D. L. Morgan: Comments on proposed EIS scope	
8/5/97	Kentucky Transportation Cabinet, J. C. Codell III: Comments on proposed EIS scope	
9/3/97	Natural Resources and Environmental Protection Cabinet, KY, A. Barber: Agency Consultation	

Louisiana

Document Date	Commenter: Subject of Comment
7/3/97	Southern Rapid Rail Transit Commission, LA, J. W. McFarland. Comments on proposed EIS scope
7/14/97	Office of Cultural Development, LA, G. J. Hobdy: Comments on proposed EIS scope
8/1/97	Louisiana DNR, Coastal Management Div., T. W. Howey: Comments on proposed EIS scope

Maryland

Document Date	Comme iter: Subject of Comment
7/1/97	House of Delegates, Annapolis, MD, George C, Edwards, Competitive Concerns
7/10/97	Wilmington Area Planning Council, MD, G. A. Taft. Comments on proposed EIS scope
7/16/97	Dept. of Env. Protection, Montgomery County, MD, E. Scavia: Comments on proposed EIS scope
8/5/97	Baltimore Metropolitan Council, MD, P. Farragut: Comments on proposed EIS scope
8/6/97	Maryland Dept. of Transportation, H. L. Flechner. Comments on proposed EIS scope
8/7/97	City of Laurel MD, E. J. Zaccanelli. Comments on proposed EIS scope
8/8/97	Mayor and Council, City of Brunswick, MD, T. Smith: Environmental Concerns
8/11/97	Harford County Government, MD, Department of Law, J. L. Blomquist: Agency Consultation
8/15/97	City of Bowie, MD. J. Meinert: Environmental Concerns
8/26/97	Prince George's County Government, W. K. Curry: Comments on proposed EIS Scope
8/28/97	Maryland Office of Planning, S. H. Sheafor: Environmental Concerns
9/12/97	City of Bowie, MD, D. J. Deutsch: Comments on proposed EIS scope
9/18/97	Maryland Office of Planning, L C Janey. Clearinghouse Acknowledges Receipt

Maryland -- continued

Document Date	Commenter: Subject of Comment
9/25/97	City of Hagerstown, Dept. of Planning, MD, R. L. Kautz: Agency Consultation
9/25/97	Maryland Office of Planning, L. C. Janey. Comments on ER
10/1/97	Edward N. Shearin, Ellicott City, MD: Concern with Commuter Service
10/15/97	Baltimore Area Transit Association, MD, J. Hoy: Comments on Passenger Rail Service
10/15/97	Citizens Advisory Committee, MD, J. F. Wing Support with Conditions

Massachusetts

Document Date	Commenter: Subject of Comment
8/1/97	State of Massachusetts, Transit Rail System, B. Rekola: Comments on proposed EIS scope
8/4/97	Waterfront Historic Area League, MA, A. Souza, Jr.: Comments on proposed EIS scope
8/5/97	Berkshire Regional Planning Comm., MA, N.W. Karns: Comments on proposed EIS scope
8/5/97	Exec. Off of Transportation and Construction, MA. P. J. Moynihan: Comments on proposed EIS scope
8/7/97	Montachusett Regional Planning Commission, MA, D. Jarvenpaa: Comments on proposed EIS scope
10/20/97	Conservation Law Foundation, MD, R. B. Kennelly, Jr.: Two Conditions and Environmental Benefits

Michigan

Document Date	Commenter: Subject of Comment
2/20/97	City of Melvindale, MI, E. W. Witte: Environmental Concerns
2/25/97	Wayne County, MI, A. A. Bogdan: Environmental Concerns
2/26/97	City of Melvindale, MI, J. J. Brophy, Sr.: Environmental Concerns
5/4/97	City of Gibraltar, MI, Paul A Lehr. Complaint RR crossing excessively blocking main artery
7/17/97	Michigan Dept. of Transportation, L. B. Karnes. Comments on proposed EIS scope
7/24/97	Michigan Dept. of Environmental Quality, J. Henderson: Comments on proposed EIS scope
8/5/97	City of Dearborn, MI, M. A. Guido: Comments on proposed EIS scope
8/8/97	U.S. Department of HUD, R. F. Solomon. Comments on proposed EIS scope
8/25/97	U.S. Army Corps of Engineers, MI, R. Tucker: Comments on proposed EIS scope
9/11/97	USDA Natural Resources Cons. Service, J. E. Hardisty: Comments on proposed EIS scope
9/29/97	City of Detroit, Planning and Dev. Dept., MI, J. J. Vassallo: Agency Consultation
9/29/97	City of River Rouge, MI, K. M. Armos: Agency Consultation
10/16/97	Michigan State Historic Preservation Office, J. R. Halsey: No Effect
10/20/97	Environmental Law & Policy Center, MI, K. Brubaker: Midwest High Speed Rail

Mississippi

Document Date	Commenter. Subject of Comment
7/2/97	Mississippi State Clearinghouse. Acknowledgment & Information on Requirements
7/9/97	Mississippi Department of Wildlife, Fisheries and Parks, W. S. Watts: Concurrence
9/4/97	Mississippi Department of Archives and History, R. G. Walker: Agency Consultation

Missouri

Document Date	Commenter: Subject of Comment	
7/14/97	Missouri Public Service Commission, K. Zobrist: Forwarding scope	
7/21/97	Missouri Office of Admin., Clearinghouse, L. Pohl: Comments on proposed EIS scope	
8/4/97	Missouri State Legislature, Rep. R. H. Relford. Concerns with Loss of Trackage	
8/14/97	Department of Natural Resources, MO, D. A. Shorr. Comments on proposed EIS scope	

New Jersey

Document Date	Commenter: Subject of Comment
7/30/97	Bd of Chosen Freeholders of Cnty. of Burlington, NJ, W. S. Haines, Jr.: Comments on proposed EIS scope
7/31/97	South Western Reg. Ping. Agency, NY/NJ, R. Carpenter: Comments on proposed EIS scope
8/4/97	New Jersey Transit, R. A. Randall: Comments on proposed EIS scope
9/5/97	Village of Ridgefield Park, NJ, M. T. Durkin: Agency Consultation
9/5/97	Village of Ridgefield Park, NJ, M. T. Durkin: Agency Consultation
9/15/97	New Jersey Department of Environmental Protection, L. Schmidt: Comments on ER
10/3/97	Village of Ridgefield Park, NJ, M. T. Durkin: Agency Consultation
10/14/97	South Jersey Transportation Planning Org., NJ, T. G. Chelius: Support with Recommendations
10/16/97	Village of Ridgefield Park, NJ, M. T. Durkin: Comments on Little Ferry
10/20/97	Tri-State Transportation Campaign, NJ, E. Lloyd: Conditions for NY/NJ Harbor
10/22/97	Ridgefield Bd. of Adjustment, NJ, D. L. Greene: Agency Consultation

New York

Document Date	Commenter: Subject of Comment
7/29/97	City of Dunkirk, NY, S. M. Hyde: Comments on proposed EIS scope
7/31/97	South Western Reg. Ping. Agency, NY/NJ, R. Carpenter: Comments on proposed EIS scope
8/1/97	Capital Dist. Trans. Comm., NY, F. G. Field, Jr.: Comments on proposed EIS scope
8/1/97	Orange County, NY, J. G. Rampe: Comments on proposed EIS scope
8/6/97	County of Rockland, NY, C. S. Vanderhoef: Comments on proposed EIS scope
8/6/97	Metro-North Railroad, NY. D. N. Nelson: Comments on proposed EIS scope
8/6/97	NY Dept. of State, Coastal Resources & Waterfront Revitalization, W. Barton: Agency Consultation
8/6/97	NY DOT, W. L. Slover, et al.: Comments on proposed EIS scope
8/6/97	Rutgers, The State University of New Jersey School of Law, T. Langer, Environmental Concerns
8/13/97	Orange Cnty. Gov't. Center, NY, J. Rampe: Comments on proposed EIS scope
8/21/97	Metropolitan Dev. Assn. of Syracuse & Central NY, I. L. Davis: Agency Consultation
9/2/97	County of Erie, Dept. of Env. and Planning, NY, M. J. Krasner: Agency Consultation
9/19/97	Town of West Seneca, NY, G. D. Montz: Agency Consultation
9/26/97	Albany Port Dist Commission, NY, F W Keane Favors Economic Advantages of Transaction
10/15/97	Village of Blasdell, NY, E. J. Jewett: Agency Consultation
10/20/97	Tri-State Transportation Campaign, E. Lloyd: Conditions for NY/NJ Harbor

North Carolina

Document Date	Commenter: Subject of Comment
7/2/97	Dept. of Environment, Health and Natural Resources, NC, S. B. Benton: Comments
7/15/97	North Carolina Department of Cultural Resources, D. Brook. Comments on ER
7/18/97	Mitchell County, NC. M. L. Robinson: Comments on proposed EIS scope
8/4/97	Bd. of Comms. of Buncombe County, NC, M. Colbert. Comments on proposed EIS scope
8/5/97	North Carolina Dept of Transportation, P. B. Simmons: Comments on proposed EIS scope
8/15/97	U.S. House of Representatives, NC, C.F. Buchanan: Comments on proposed EIS Scope
10/17/97	North Carolina Department of Cultural Resources, D. Brook: No Effect

Ohio

Document Date	Commenter: Subject of Comment
6/10/97	Ohio Historic Preservation Office, M. J. Raymond: Comments on proposed EIS scope
6/19/97	U.S. Department of Commerce, Ohio, Edward J. McKay, Review of Proposed Crestline, OH, Connection
6/23/97	Ohio Department of Natural Resources, Wayne R. Warren: Ohio Coastal Management Program
7/1/97	Ohio Department of Natural Resources, K. A. Baker: Comments on ER
7/17/97	Ohio Historic Preservation Office, D. Snyder: Agency Consultation
7/18/97	Ohio-Kentucky-Indiana Regional COG, R. Victor: Comments on proposed EIS scope

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Document Date	Commenter: Subject of Comment
7/22/97	Shupe Agency Consultation
7/22/97	Northeast Ohio Four County Regional Planning & Development Organization, S. R. Chinn-Levy
7/25/97	a suber
7/28/97	Northeast OH Four County Regional Plan. & Dev. Org., OH, S. Chinn-Levy: Agency Consultation
8/1/97	Mid-Ohio Regional Planning Commission, OH, M. Ismail: Comments on proposed EIS scope
8/2/97	Joseph and Susan Dean, Oak Harbor, Ohio: Environmental Concerns
8/4/97	Metro Regional Transit Auth., OH, R. K. Pfaff. Comments on proposed EIS scope
8/4/97	Village of Oak Harbor, OH, P. J. Macko, T. Wilkins: Comments on proposed EIS scope
8/5/97	Akron Metro. Area Trans. Study, OH, K. A. Hanson: Comments on proposed EIS scope
8/5/97	City of Cincinnati, OH, J. F. Shirey: Comments on proposed EIS scope
8/5/97	Greater Cleveland RTA, OH, R. Covington: Comments on proposed EIS scope
8/15/97	Alice Alexander, Ohio: Environmental Concerns
8/20/97	Butler County Engineer's Office, OH, D. C. Foster: Comments on proposed EIS scope
8/20/97	Molly Regan: Rocky River, Ohio: Environmental Concerns
8/21/97	Barbara L. Mackovich: Bay Village, Ohio: Environmental Concerns
8/21/97	Lorain Port Authority, OH, R. M. Novak: Comments on proposed EIS scope
8/26/97	City of Sidney, OH, J. Crusey: Agency Consultation
8/26/97	Ottawa Reg. Planning Commission, OH, W. C. Wehenkel Agency Consultation
8/26/97	Ottawa Reg. Planning Commission, OH, W. C. Wehenkel: Response to Agency Consultation on Land Use
8/26/97	Sandra L. Rotaru, Bay Village, Ohio: Environmental Concerns
8/27/97	Virginia Gill Fitzgerald, Lakewood, Ohio. Environmental Concerns
8/28/97	Isabella H. Jalics, Lakewood, Ohio: Environmental Concerns
8/28/97	Northeast OH Four County Regional Plan. & Dev. Org., OH, S. Chinn-Levy: Agency Consultation
8/28/97	Teresa S. Petrilla, Lakewood, Ohio. Environmental Concerns
8/29/97	Nan McIntyre, Lakewood, Ohio: Environmental Concerns
8/29/97	Peggy M. Joyce, Bay Village, Ohio: Environmental Concerns
9/1/97	Karen Kelly Kraus, Rocky River, Ohio: Environmental Concerns
9/2/97	Angela Kerrigan, Lakewood, Ohio: Environmental Concerns
9/2/97	Anna Fasko, Lakewood, Ohio: Environmental Concerns
9/2/97	
9/2/97	Anthony Dadente, Lakewood, Ohio: Environmental Concerns Bernice Herbert, Lakewood, Ohio: Environmental Concerns
9/2/97	
9/2/97	Beth A. Kapes, Bay Village, Ohio: Environmental Concerns
9/2/97	Bill Ormonde, Lakewood, Ohio: Environmental Concerns
9/2/97	C. H., Lakewood, Ohio. Environmental Concerns
9/2/97	Citizen, Lakewood, Ohio: Environmental Concerns
	Deborah A. Yonok, Lakewood, Ohio: Environmental Concerns
9/2/97	Dee E., Lakewood, Ohio: Environmental Concerns
9/2/97	Dianna F., Lakewood, Ohio: Environmental Concerns
9/2/97	Dolores C. Budner, Lakewood, Ohio: Environmental Concerns
9/2/97	Donald G Vassil, Lakewood, Ohio Environmental Concerns
9/2/97	Donald Harrington, Lakewood, Ohio: Environmental Concerns
9/2/97	E. S. Milovan, Lakewood, Ohio: Environmental Concerns
9/2/97	Eilis L. Wagner, Lakewood, Ohio. Environmental Concerns
9/2/97	Eleanore L. Utrata, Lakewood, Ohio: Environmentai Concerns
9/2/97	J. S., Lakewood, Ohio: Environmental Concerns
9/2/97	Janet C. Tighe, Lakewood, Ohio: Environmental Concerns
9/2/97	Jay Lastillo, Lakewood, Ohio: Environmental Concerns
9/2/97	Jeff Weety, Lakewood, Ohio: Environmental Concerns
9/2/97	Judy Hudak, Lakewood, Ohio: Environmental Concerns
9/2/97	Lance L. Polen, Lakewood, Ohio: Environmental Concerns
9/2/97	Linda Doerschuk, Lakewood, Ohio: Environmental Concerns
9/2/97	Marcia Marrie, Lakewood, Ohio, Environmental Concerns
9/2/97	Margaret I. Krach, Lakewood, Ohio, Environmental Concerns

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9/2/97	Commenter: Subject of Comment
9/2/97	Mary Ptaceh, Lakewood, Ohio: Environmental Concerns
9/2/97	Mary S. Broadhert, Lakewood, Ohio. Environmental Concerns
9/2/97	Mary S. Kiley, Lakewood, Ohio: Environmental Concerns
9/2/97	Paul and Patricia Blese, Lakewood, Ohio: Environmental Concerns
	Peter A. Grog, Lakewood, Ohio. Environmental Concerns
9/2/97	Peter A. Meler, Lakewood, Ohio: Environmental Concerns
9/2/97	R. Geisen Lainer, Lakewood, Ohio: Environmental Concerns
9/2/97	Rob Stuart: Lakewood, Ohio: Environmental Concerns
9/2/97	Rose Slavik, Lakewood, Ohio: Environmental Concerns
9/2/97	Shirley M. Tremblay, Bay Village, Ohio: Environmental Concerns
9/2/97	Steve Starster, Lakewood, Ohio: Environmental Concerns
9/2/97	Tim Jamieson, Lakewood, Ohio: Environmental Concerns
9/2/97	Vance Gof, Lakewood, Ohio: Environmental Concerns
9/3/97	A. M. Caito, Bay Village, Ohio: Environmental Concerns
9/3/97	Carolyn Steigman, Bay Village, Ohio: Environmental Concerns
9/3/97	David W. Jones, Lakewood, Ohio: Environmental Concerns
9/3/97	Lynne M. Greer: Bay Village, Ohio: Environmental Concerns
9/4/97	Alice M. Gorby, Bay Village, Ohio: Environmental Concerns
9/4/97	City of Columbus, Dept. of Trade and Dev., OH, D. M. DeRodes: Agency Consultation
9/4/97	Esther H. Keisling, Bay Village, Ohio: Environmental Concerns
9/4/97	Geraldine Nelson, Lakewood, Ohio: Environmental Concerns
9/4/97	Gloria Scheid, Bay Village, Ohio: Environmental Concerns
9/5/97	City of Westlake, Ohio, S. J. Prenoda: Letter of Resolution and Opposition
9/5/97	Elaine M. Ries, Bay Village, Ohio: Environmental Concerns
9/5/97	George A. Randt, M.D., Westlake, Ohio: Environmental Concerns
9/5/97	Karyn and Gerald Farina, Bay Village Ohio: Environ Mental Concerns
9/6/97	Denise Wencil, Bay Village, Ohio: Environmental Concerns
9/6/97	Linda and William Burgess, Lakewood, Ohio: Environmental Concerns
9/6/97	Mr. M., Bay Village, Ohio: Environmental Concerns
9/6/97	Patricia L. Johnson, Lakewood, Ohio: Environmental Concerns
9/6/97	R. Andrew Johnson, Lakewood, Ohio. Environmental Concerns
9/6/97	Scott & Antoinette Rudge: Bay Village, Ohio: Environmental Concerns
9/8/97	Bonnie Nagel, Bay Village, Ohio: Environmental Concerns
9/8/97	Carne W Engelbrecht, Bay Village, Ohio Environmental Concerns
9/8/97	Christian F Schell, Bay Village, Ohio: Environmental Concerns
9/8/97	Christy Witbeck, Bay Village, Ohio: Environmental Concerns
9/8/97	Gayle R & John R Absi, Bay Village, Ohio: Environmental Concerns
9/8/97	James C. Doughman, Jr., Bay Village, Ohio Environmental Concerns
9/8/97	John D. Stanton, Bay Village, Ohio: Environmental Concerns
9/8/97	John P. Engelbrecht, Bay Village, Ohio: Environmental Concerns
9/8/97	Judith Koelliker, Bay Village, Ohio. Environmental Concerns
9/8/97	Lois Prochaska, Bay Village, Ohio: Environmental Concerns
9/8/97	Norman E. Schmid, Sr., Bay Village, Ohio. Environmental Concerns
9/8/97	Ohio Department of Natural Resources, K. A. Baker: Agency Consultation
9/8/97	Kenee Schilling, Lakewood, Ohio Environmental Concerns
9/8/97	Sandra L. Rotaru, Bay Village, Ohio. Environmental Concerns
9/9/97	Allan Koeppel, Bay Village, Ohio: Environmental Concerns
9/9/97	Beth O'Hare, Bay Village, Child Environmental Concerns
9/9/97	Gary Young, Bay Village, Ohio: Environmental Concerns
9/9/97	George A. Tusa, Bay Village, Ohio. Environmental Concerns
9/9/97	John and Sally Herdman, Bay Village, Ohio Environmental Concerns
9/9/97	John F & Betty A. Gannon, Bay Village, Ohio. Environmental Concerns
9/9/97	Magdalin McGinty, Lakewood, Ohio: Environmental Concerns

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9/9/97	Mary Peg Imboden, Bay Village Ohio: Environmental Concerns
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9/10/97	B. Devon, Bay Village, Ohio: Environmental Concerns
9/10/97	Citizen, Bay Village, Ohio: Environmental Concerns
9/10/97	Colleen Atkinson, Bay Village, Ohio: Environmental Concerns
9/10/97	Colleen Milner, North Ridgeville, Ohio: Environmental Concerns
9/10/97	Dawn M. Galang, Bay Village, Ohio: Environmental Concerns
9/10/97	Doris Saul, Bay Village, Ohio: Environmental Concerns
9/10/97	Dorothy L. Rogos, Bay Village, Ohio: Environmental Concerns
9/10/97	Edward C. Miller, Bay Village, Ohio: Environmental Concerns
9/10/97	Ellen Johnson, North Olmsted, Ohio: Environmental Concerns
9/10/97	Ellen W. Suchiui, Ohio: Environmental Concerns
9/10/97	Helen Nowicki, Lakewood, Ohio: Protest Letter
9/10/97	Jack Eagleeye, Bay Village, Ohio: Environmental Concerns
9/10/97	Janalee B. Jones, Bay Village, Ohio: Environmental Concerns
9/10/97	Janis S. Garner, Avon Lake, Ohio: Environmental Concerns
9/10/97	Joan M. Scully, Bay Village, Ohio: Environmental Concerns
9/10/97	Joanne B. Miller, Bay Village, Ohio: Environmental Concerns
9/10/97	John P. and Mary E. Thompson, Bay Village, Ohio: Environmental Concerns
9/10/97	Judy E. Hammerschmidt, Bay Village, Ohio: Environmental Concerns
9/10/97	Kathleen J. Rosenau, Ohio: Environmental Concerns
9/10/97	Laura Faux, Bay Village, Ohio: Environmental Concerns
9/10/97	Laura Wallace, Bay Village, Ohio: Environmental Concerns
9/10/97	Linda Karl, Avon Lake, Ohio: Environmental Concerns
9/10/97	Lynn Eagleeye, Bay Village, Ohio: Environmental Concerns
9/10/97	Marcia A. Beifun, Bay Village, Ohio: Environmental Concerns
9/10/97	Margaret Ackinson, Bay Village, Ohio: Environmental Concerns
9/10/97	Margaret Artin, Bay Village, Ohio: Environmental Concerns
9/10/97	Margaret Fitzgerald, Lakewood, Ohio: Environmental Concerns
9/10/97	Mane Hasek, Bay Village, Ohio, Environmental Concerns
9/10/97	Manorie G. Knap, Bay Village, Ohio: Environmental Concerns
9/10/97	Mary Madzelouka, Bay Village, Ohio: Environmental Concerns
9/10/97	Mary Y. Lysle, Bay Village, Ohio, Environmental Concerns
9/10/97	Maureen A. Audrosil, Bay Village, Ohio: Environmental Concerns
9/10/97	Michael Atkinson, Bay Village, Ohio: Environmental Concerns
9/10/97	Michael Meluch and M Meluch, Bay Village, Ohio: Environmental Concerns
9/10/97	Moira McAdams, Bay Village, Ohio: Environmental Concerns
9/10/97	Mr. & Mrs. Robert Coady, Bay Village, Ohio: Environmental Concerns
9/10/97	Nancy A. Chopp, Rocky River, Ohio: Environmental Concerns
9/10/97	Nelson L. Sanger and Jean M. Sanger, Rocky River, Ohio: Environmental Concerns
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9/10/97	Norman C. Schwenk, Bay Village Ohio. Environmental Concerns
9/10/97	Pat and Bernadette Link, Lakewood, Ohio: Environmental Concerns
9/10/97	Paul R. Konys, Rocky River, Ohio. Environmental Concerns
9/10/97	Paul Weish, Bay Village, Ohio: Environmental Concerns
9/10/97	Peter and Diane Klein, et al., Ohio: Environmental Concerns
9/10/97	Philip and Maria McDonald, Rocky River, Ohio, Environmental Concerns
9/10/97	Realty One, Anne Hill, Bay Village, Ohio: Environmental Concerns
9/10/97	Realty One, Beverly H. Montgomery, Bay Village, Ohio: Environmental Concerns
9/10/97	Realty One, Bill Reilly, Bay Village, Ohio: Environmental Concerns
9/10/97	Realty One, Carole Vedda, Bay Village, Ohio. Environmental Concerns
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9/10/97	Realty One, D. A. Britton, Bay Village, Ohio: Environmental Concerns
9/10/97	Realty One, Deborah L. Moraluto, North Olmsted, Ohio: Environmental Concerns
9/10/97	Realty One, Dottie Perez, Bay Village, Ohio. Environmental Concerns
9/10/97	Realty One, Gretchen Kresge, Lakewood, Ohio: Environmental Concerns
9/10/97	Realty One, Illegible Name, Westlake, Ohio: Environmental Concerns
9/10/97	Realty One, James Moraluto, North Olmsted, Ohio: Environmental Concerns
9/10/97	Realty One, Kathleen Hick, Westlake, Ohio: Environmental Concerns
9/10/97	Realty One, Katie McIlvain, Bay Village, Ohio: Environmental Concerns
9/10/97	Realty One, Laretta Cabill, Rocky River, Ohio: Environmental Concerns
9/10/97	Realty One, Maryann Stupanovich, Bay Village, Ohio: Environmental Concerns
9/10/97	Realty One, Noreen Norris, Westlake, Ohio: Environmental Concerns
9/10/97	Realty One, P.P.B. (illegible name), Lakewood, Ohio: Environmental Concerns
9/10/97	Realty One, Susan Douglas, Bay Village, Ohio: Environmental Concerns
9/10/97	Rita K. Yardley-Vannell, Rocky River, Ohio: Environmental Concerns
9/10/97	Roman L. Skowronski, Bay Village, Ohio: Environmental Concerns
9/10/97	Sara M. Roche, Westlake, Ohio: Environmental Concerns
9/10/97	Susan Majzik, Bay Village, Ohio: Environmental Concerns
9/10/97	Timothy M. Glenn, Bay Village, Ohio: Environmental Concerns
9/10/97	V. David Sartin, Bay Village, Ohio: Environmental Concerns
9/11/97	Anne Browning, Bay Village, Ohio: Environmental Concerns
9/11/97	Claire & Jicha J P. Bean, Lakewood, Ohio: Environmental Concerns
9/11/97	David S. Duncan, Rocky River, Ohio: Environmental Concerns
9/11/97	Ene County Dept. of Planning and Dev., OH. A. MacNicol. Agency Consultation
9/11/97	Gloria Armstrong, Bay Village, Ohio. Environmental Concerns
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9/12/97	Mary M. Wooley, Bay Village Ohio: Environmental Concerns
	Pat Kahl, Bay Village, Ohio: Environmental Concerns
9/12/97	Patricia Donelan, Bay Village, Ohio: Environmental Concerns
9/12/97	Sandra and Timothy Seidel, Bay Village, Ohio. Environmental Concerns
9/13/97	Catherine E. Moore, Lakewood, Ohio: Environmental Concerns
9/13/97	Margaret Neeson, Bay Village, Ohio: Environmental Concerns
9/14/97	Bridget M. Rogers, Lakewood, Ohio: Environmental Concerns
9/14/97	Joy Wilson, Lakewood, Ohio: Environmental Concerns
9/14/97	Mabel B. Tuckley, Westlake, Ohio: Environmental Concerns
9/15/97	Allen D. Retay. Bay Village, Ohio Environmental Concerns
9/15/97	Austreverto V. and Madeline K. Cruz, Bay Village, Ohio. Environmental Concerns
9/15/97	David W. Jones, Lakewood, Ohio: Environmental Concerns
9/15/97	Elaine L. Skorich, Lakewood, Ohio, Environmental Concerns
9/15/97	Jim and Paige Owens: Website Environmental Concerns
9/15/97	June and Gordon Brumm, Lakewood, Ohio. Environmental Concerns
9/15/97	Lillian A Toth, Bay Village, Ohio: Environmental Concerns
9/15/97	Method & Bertha Sulah, Lakewood, Ohio: Environmental Concerns
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9/15/97	Tom Bradley-Norton and Karen A. Bradley, Bay Village, Ohio: Environmental Concerns
9/16/97	Bd. of County Commissioners, Huron Cnty., OH, K. Wilhelm, T. Boose: Agency Consultation
9/16/97	Carol S. Cole, Bay Village, Ohio. Environmental Concerns
9/16/97	Cheryl Illenberger, Bay Village, Ohio. Environmental Concerns
9/16/97	Edna Pickersgill, Lakewood, Ohio, Environmental Concerns

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9/16/97	Jean A. Thomson, Lakewood, Ohio: Environmental Concerns	
9/16/97	June G. Huse, Bay Village, Ohio: Letter in Opposition	
9/16/97	Norman H. Hagedorn, Bay Village, Ohio. Environmental Concerns	
9/16/97	Richard Greyor, Rocky River, Ohio: Environmental Concerns	
9/16/97	Rocco Scotti, Bay Village, Ohio: Environmental Concerns	
9/16/97	Rosemary Bell, Lakewood, Ohio: Environmental Concerns	
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9/17/97	Elaine Schroll, Lakewood, Ohio: Environmental Concerns	
9/17/97	Gayatry Jacob-Mosier, Bay Village, Ohio: Environmental Concerns	
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9/17/97	Jane Wallace, Bay Village, Ohio. Environmental Concerns	
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9/18/97	Diane Pavan, Bay Village. Ohio: Environmental Concerns	
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9/18/97	J. R. Penick, Bay Village, Ohio: Environmental Concerns	
9/18/97	Maryann Fitzmaurice, Bay Village, Ohio: Environmental Concerns	
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9/19/97	Susan C. Grimberg, Lakewood, Ohio: Environmental Concerns	
9/19/97	Adam Joshua Gullette, Lakewood, Ohio: Environmental Concerns	
9/19/97	Andrew Gillick, Lakewood, Ohio: Environmental Concerns	
	Ann Moore, Rocky River, Ohio: Environmental Concerns	
9/19/97	Ben Sterley, Lakewood, Ohio Environmental Concerns	
9/19/97	Brendan Nowlin, Lakewood, Ohio: Environmental Concerns	
9/19/97	Cynthia Jane Stocking, Bay Village, Ohio: Environmental Concerns	
9/19/97	Elizabeth Sabo, Lakewood, Ohio. Environmental Concerns	
9/19/97	Emily Roach, Lakewood, Ohio Environmental Concerns	
9/19/97	Eric Buelow, Lakewood, Ohio: Environmental Concerns	
9/19/97	Helena M. and William H. Walsh, Bay Village, Ohio: Environmental Concerns	
9/19/97	James Hydock, Bay Village, Ohio: Environmental Concerns	
9/19/97	Jason Christensen, Lakewood, Ohio. Environmental Concerns	
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9/19/97	Kelly T. Fink, Lakewood, Ohio: Environmental Concerns	
9/19/97	Kevin Demaline, Lakewood, Ohio: Environmental Concerns	
9/19/97	Mariella Longauer, Lakewood, Ohio: Environmental Concerns	
9/19/97	Mary Brasted, Bay Village, Ohio, Environmental Concerns	
9/19/97	Michelle Cestaro, Lakewood, Ohio: Environmental Concerns	
9/19/97	Nancy C. Fording, Bay Village, Ohio: Environmental Concerns	
9/19/97	Rachel Rajnicek, Lakewood, Ohio. Environmental Concerns	
9/19/97	Rob Schmitz, Lakewood, Ohio Environmental Concerns	
9/19/97	Steve Knotek, Lakewood, Ohio, Environmental Concerns	
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9/19/97	Tabitha Komar, Lakewood, Ohio. Environmental Concerns
9/19/97	Ted M. McManaman, Bay Village, Ohio: Environmental Concerns
9/19/97	Tom Pivovar, Lakewood, Ohio: Environmental Concerns
9/20/97	Vicki M. Cleary, Rocky River, Ohio: Environmental Concerns
9/21/97	Bernadette M Janes, Lakewood, Ohio: Environmental Concerns
9/21/97	Gregory A. and Gretchen H. Kunkel, Bay Village, Ohio: Environmental Concerns
9/21/97	James E. Pearce, Lakewood, Ohio: Environmental Concerns
9/21/97	Nancy M. Rodgers, Bay Village, Ohio: Environmental Concerns
9/21/97	William A. Bartok, Lakewood, Ohio: Environmental Concerns
9/22/97	Arlene Harvanec, Bay Village, Ohio: Environmental Concerns
9/22/97	Helen Brinick, Lakewood, Ohio: Environmental Concerns
9/22/97	Ian and Barb Woodburn, Bay Village, Ohio: Environmental Concerns
9/22/97	Karen and Lou Forte, Lakewood, Ohio: Environmental Concerns
9/22/97	Mark Czarnecki, Lakewood, Ohio: Environmental Concerns
9/22/97	Maureen McGlynn, Bay Village, Ohio: Environmental Concerns
9/22/97	Mike and Diane Poretsky, Bay Village, Ohio: Environmental Concerns
9/22/97	Robert W. Chambers, Bay Village, Ohio: Environmental Concerns
9/22/97	Sara Balas, Bay Village, Ohio: Environmental Concerns
9/22/97	Scott and Allison Pohlkamp, Bay Village, Ohio Environmental Concerns
9/23/97	Blythe R. Gehring, Lakewood, Ohio: Environmental Concerns
9/23/97	Clad Kubas, Lakewood, Ohio: Environmental Concerns
9/23/97	Darrell Mattern, Bay Village, Ohio: Environmental Concerns
9/23/97	Deborah Groh, Lakewood, Ohio: Environmental Concerns
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9/23/97	Frank C. Colgrone, Rocky River, Ohio Environmental Concerns
9/23/97	Jean Golden, Lakewood, Ohio: Environmental Concerns
9/23/97	Michael J. and Barbara A. Giuliano, Lakewood, Ohio: Environmental Concerns
9/23/97	Mr. and Mrs. Reese and Family, Lakewood, Ohio. Environmental Concerns
9/23/97	Ohio State Legislature, W. Scott Oelslager: Consultation Letter
9/23/97	Richard and Alice Bassett, Lakewood, Ohio. Environmental Concerns
9/23/97	Ron, Pam, Tom and Kim O'Keefe, Lakewood, Ohio: Environmental Concern
9/23/97	Steven R Vukmanic, Lakewood, Ohio: Environmental Concerns
9/23/97	Tom Scott, Lakewood, Ohio: Environmental Concerns
9/24/97	Brenda M Blazek, Lakewood, Ohio Environmental Concerns
9/24/97	Charles J. Turner, Bay Village, Ohio. Environmental Concerns
9/24/97	Christine Jasica, Lakewood, Ohio, Environmental Concerns
9/24/97	Claudia Smith, Lakewood, Ohio: Environmental Concerns
9/24/97	David J Steigman, Bay Village, Ohio: Environmental Concerns
9/24/97	Elisabeth G. Smith, Lakewood, Ohio: Environmental Concerns
9/24/97	Elizabeth M. Smith, Lakewood, Ohio: Environmental Concerns
9/24/97	Jean T. Shane, Bay Village, Ohio: Environmental Concerns
9/24/97	John L. Reulbach, Jr., Lakewood, Ohio. Environmental Concerns
9/24/97	Judy Way, Lakewood, Ohio: Environmental Concerns
9/24/97	June and Eric Peterson, Bay Village, Ohio. Environmental Concerns
9/24/97	Kim Richter, Lakewood, Ohio: Environmental Concerns
9/24/97	Laura L. Alvarez, Lakewood, Ohio, Environmental Concerns
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9/24/97	M. Connor, Lakewood, Ohio: Environmental Concerns
9/24/97	Mary Evans, Lakewood, Ohio: Environmental Concerns
	Michael and Nancy Heaton, Lakewood, Ohio Environmental Concerns
9/24/97	Peggy Andrews, Lakewood, Ohio: Environmental Concerns
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9/24/97	Regina L. Twining, Lakewood, Ohio: Environmental Concerns

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9/25/9	7 Helen C. Nichols, Lakewood, Ohio: Environmental Concerns
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10/7/97	Karen D. Hruska, Dolores C. Hruska, Lakewood, Ohio: Environmental Concerns
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10/8/97	Alex Bublavy, Lakewood, Ohio: Environmental Concerns
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10/8/97	Andy Keaney, Lakewood, Ohio: Environmental Concerns
10/8/97	Bridget Hamper, Lakewood, Ohio: Environmental Concerns
10/8/97	Carolyn E. Marshall, Lakewood, Ohio Environmental Concerns
10/8/97	Chris John, Lakewood, Ohio: Environmental Concerns
10/8/97	Courtney Perry, Lakewood, Ohio: Environmental Concerns
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10/8/97	Emily K. Federici, Lakewood, Ohio: Environmental Concerns
10/8/97	Emma Riley, Lakewood, Ohio: Environmental Concerns
10/8/97	Erin E. Doyle, Lakewood, Ohio: Environmental Concerns
10/8/97	Jared Hoile, Lakewood, Ohio: Environmental Concerns
10/8/97	Jason Garfeld, Lakewood, Ohio: Environmental Concerns
10/8/97	Jennifer Krivosh, Lakewood, Ohio: Environmental Concerns
10/8/97	Jennifer Rosado, Lakewood, Ohio: Environmental Concerns
10/8/97	John Besenfelder, Lakewood, Ohio: Environmental Concerns
10/8/97	Jonathan Madera, Lakewood, Ohio: Environmental Concerns
10/8/97	Josh Miller, Lakewood, Ohio: Environmental Concerns
10/8/97	Juliet C. McGowan, Lakewood, Ohio: Environmental Concerns
10/8/97	Kate Alaimo, Lakewood, Ohio: Environmental Concerns
10/8/97	Kevin Cramer, Lakewood, Ohio: Environmental Concerns
10/8/97	Kevin Moran, Lakewood, Ohio: Environmental Concerns
10/8/97	Lina Abraun, Lakewood, Ohio: Environmental Concerns
10/8/97	Mary E. Munzer, Lakewood, Ohio: Environmental Concerns
10/8/97	Matthew J. Miller, Lakewood, Ohio: Environmental Concerns
10/8/97	Mitze Long, Rocky River, Ohio: Environmental Concerns
10/8/97	Molly Barrett, Lakewood, Ohio: Environmental Concerns
10/8/97	Nichole Fryberger, Lakewood, Ohio: Environmental Concerns
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10/8/97	Richard Baker, Lakewood, Ohio. Environmental Concerns
10/8/97	Samantha Cooper, Lakewood, Ohio: Environmental Concerns
10/8/97	Sandra L. Tirey, Bay Village, Ohio: Environmental Concerns
10/8/97	Sarah Kasper, Lakewood, Ohio: Environmental Concerns
	Ted Hogan, Lakewood, Ohio: Environmental Concerns
10/8/97	Ted Ricci, Lakewood, Ohio: Environmental Concerns
10/8/97	United States Senate, M. DeWine, OH. Environmental Concerns
10/8/97	Vicky Brolund, Lakewood, Ohio: Environmental Concerns
10/8/97	Warren B. Smith, Rocky River, Ohio. Environmental Concerns
10/8/97	Will Elmore, Lakewood, Ohio: Environmental Concerns
10/9/97	Dianne Blackburn, Lakewood, Ohio: Environmental Concerns
10/9/97	Edith F. Gnandt, Lakewood, Ohio. Environmental Concerns
10/9/97	Hunter Farris, Lakewood Ohio Environmental Concern
10/9/97	Lorain City Council, OH, N. A. Greer: Resolution Opposing Increased Train Traffic
10/10/97	Alice Bocchicchio, Lakewood, Ohio: Environmental Concerns
10/10/97	F. Mabel Johnson, Ohio: Environmental Concerns
10/10/97	Joyce Litzler, Ohio Environmental Concerns
10/10/97	Julie Hill, Rocky River, Ohio: Env ronmental Concerns
10/10/97	Lorain Cnty. Community Alliance, OH, E. C. Blair: Resolution
10/10/97	Mark Hill, Rocky River, Ohio: Environmental Concerns
10/10/97	Mr. & Mrs. Patrick Gannon, et. al., Rocky River, Ohio: Environmental Concern
10/10/97	Rita George, Lakewood, Ohio: Environmental Concerns
10/10/97	Robert E Highland, Ohio: Erivironmental Concerns
10/11/97	C S Hobbs, Rocky River, Ohio. Environmental Concerns
10/11/97	Chris Hobbs, Rocky River, Ohio: Environmental Concerns
10/11/97	Jonathan T. Hill, Rocky River, Ohio: Environmental Concerns
10/11/97	Joseph J. and Eileen M. Brady, Bay Village, Ohio: Environmental Concerns
10/11/97	Naomi Ball, Lakewood, Ohio: Environmental Concerns
10/11/97	Rhonda A. Hill, Rocky River, Ohio: Environmental Concerns
10/11/97	T G Hobbs, Rocky River, Ohio: Environmental Concerns
10/12/97	Joan O'Brien, Lakewood, Ohio, Environmental Concerns
10/12/97	Walter W. Schcurdell, Rocky River, Ohio: Environmental Concerns
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10/13/97	Carlos Castells-Hogan, Lakewood, Ohio: Environmental Concerns
10/13/97	Dave Curr, Rocky River, Ohio. Environmental Concerns
10/13/97	F. G. Westerman, Rocky River, Ohio: Environmental Concerns
10/13/97	The Staleys, Rocky River, Ohio: Environmental Concerns
10/14/97	Andrew and Diann Manos, Rocky River, Ohio: Environmental Concerns
10/14/97	Andrew M. Manos, Rocky River, Ohio: Environmental Concerns
10/14/97	Cheryl A. Bolas, Rocky River, Ohio: Environmental Concerns
10/14/97	Donna D. Shumaker, Bay Village, Ohio: Environmental Concerns
10/14/97	Joanne and Gene Horvath, Rocky River, Ohio: Environmental Concerns
10/14/97	Maureen and David Bonifas, Rocky River, Ohio: Environmental Concerns
10/14/97	Moira J. Dugan, Lakewood, Ohio. Environmental Concerns
10/14/97	Ohio Department of Natural Resources, K. A. Baker: Notice of State Program
10/14/97	Thomas M. and Karin L. Harper, Rocky River, Ohio: Environmental Concerns
10/15/97	City of Bay Village, Rocky River and Lakewood, Ohio, S. J. Fagnilli, et al.
10/15/97	Craig H. Shopneck, Bay Village, Ohio. Environmental Concerns
10/15/97	Ellen Bumland, Bay Village, Ohio: Environmental Concerns
10/15/97	Jack Loftus, Lakewood, Ohio: Environmental Concerns
10/15/97	Joe F. & Susan C. Petty, Rocky River, Ohio: Environmental Concerns
10/15/97	Sonya Ferber, Rocky River, Ohio: Environmental Concerns
10/15/97	W. J. Jonas, Bay Village, Ohio: Environmental Concerns
10/16/97	Charles C. Schueler, Rocky River, Ohio: Environmental Concerns
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10/16/97	Cynthia McDonough, Rocky River, Ohio: Environmental Concern
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	James A. Winterich, Rocky River, Ohio: Environmental Concerns
10/16/97 10/16/97	Laurie M. White, Rocky River, Ohio: Environmental Concerns
	Northeast Ohio Areawide Coordinating Agency, OH, H. Maier. Resolution
10/16/97	Sandra Hazners, Lakewood, Ohio: Environmental Concerns
10/16/97	Timothy McDonough, Rocky River, Ohio: Environmental Concerns
10/16/97	Valda Robeznieks, Rocky River, Ohio Environmental Concerns
10/17/97	A G Boyle, Rocky River, Ohio: Environmental Concerns
10/17/97	Christopher J. and Nancy J. Deibel, Rocky River, Ohio: Environmental Concerns
10/17/97	City of Cincinnati, OH, F. D. Dupuis. Comments on Riverfront Running Track
10/17/97	Clay and Diana Kilgore, Rocky River, Ohio: Environmental Concerns
10/17/97	Craig J. McDowell, Rocky River, Ohio: Environmental Concerns
10/17/97	James K. Youngs, Willard, Ohio: Environmental Concerns
10/17/97	Ken and Rose Mary Zverina, Rocky River, Ohio Environmental Concerns
10/17/97	Mr. & Mrs. Richard Morse, Lakewood, Ohio: Environmental Concerns
10/17/97	Mr & Mrs. Richard N. Rosfelder, Jr., Rocky River, Ohio: Environmental Concerns
10/17/97	Raymond & Edythe Udovich, Westlake. Ohio: Environmental Concerns
10/17/97	Richard T. Connelly, Rocky River, Ohio: Environmental Concerns
10/17/97	Tom and Sharonne Kelley, Lakewood, Ohio Environmental Concerns
10/17/97	U.S. DOI, Fish and Wildlife Service, K. E. Kroonemeyer: Comments on Four of the Seven Connection
10/18/97	Clare Van Keuls, Rocky River, Ohio: Environmental Concerns
10/18/97	Katharine K. Carr, Lakewood, Ohio: Environmental Concerns
10/18/97	Kathleen Calvey, Rocky River, Ohio: Environmental Concerns
10/18/97	William C. Hale, Rocky River, Ohio, Environmental Concerns
10/19/97	Bucyrus Historical Society, B. Anslow, Jr., OH. Use of Bucyrus Depot Material
10/19/97	David and Alekie Bennhoff. Rocky River, Ohio: Environmental Concerns
10/19/97	F. J. Raymond, Bay Village, Ohio. Environmental Concerns
10/19/97	Harry J and M Kathleen Hoole, Bay Village, Ohio: Environmental Concerns
10/19/97	Jack Ahern, Rocky River, Ohio: Environmental Concerns
10/19/97	Lois M Rodgers, Rocky River, Ohio, Environmental Concerns

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10/19/97	Margot S. Gilbert, Rocky River, Ohio: Environmental Concerns
10/19/97	Mary E. White, Rocky River, Ohio: Environmental Concerns
10/19/97	Mr. & Mrs. Robert A. Minium, Bay Village, Ohio: Environmental Concerns
10/19/97	Theodore James Thomas, Avon Lake, Ohio: Environmental Concerns
10/20/97	Frances E. Stucki, Lakewood, Ohio: Environmental Concerns
10/20/97	Georgia G. Engelbert, Rocky River, Ohio: Environmental Concerns
10/20/97	James E. Riley, Ohio: Environmental Concerns
10/20/97	Kenneth and Allison Kure, Rocky River, Ohio: Environmental Concerns
10/20/97	Nora Ann Walsh, Lakewood, Ohio: Environmental Concerns
10/20/97	Thomas F. Gilbert, Lakewood, Ohio: Environmental Concerns
10/20/97	Toledo Metropolitan Area Council of Gov'ts., OH, D. R. Dysard: Request for Use of Abai Jonment
10/20/97	Toledo Metropolitan Area Council of Gov'ts., OH, W. L. Knight. Protest of Bridge Abandonment
10/20/97	Warren W. Engel, Lakewood, Ohio: Environmental Concerns
10/21/97	Christa F. Medvin, Rocky River, Ohio: Environmental Concerns
10/21/97	City of Cleveland, CH, Hopkins & Sutter, R. P. vom Eigen: Request for Conditions
10/21/97	Northeast OH Four County Regional Planning & Dev. Organization, OH, S. Chinn-Levy: Conditions
10/21/97	Ohio Attorney General, et al., K. O'Brien: Comments Opposing Acquisition
10/21/97	Philip C. Aftoura, Kathy Kolesar-Aftoora, Rocky River, Ohio: Environmental Concerns
10/21/97	U.S. House of Representatives, OH, L. Stokes: Letter in Opposition
10/22/97	Gene E. Lamoreaux, Greenwich, Ohio: Environmental Concerns
10/22/97	Karen Renner, Rocky River, Ohio. Environmental Concerns
10/22/97	Livia Matt, Rocky River, Ohio: Environmental Concerns
10/22/97	Northeast Ohio Areawide Coordinating Agency, OH, H. Maier: Agency Consultation
10/22/97	Rocky River School District, D. L. Allen: Environmental Concerns
10/22/97	Stig Lundholm, Rocky River, Ohio: Environmental Concerns
10/22/97	USDA Natural Resources Cons. Service, P. DeArman: Seven Connections Consultation
10/24/97	Carole Chew, Rocky River, Ohio: Environmental Concerns
10/24/97	Dawn Beam, Lakewood, Ohio: Environmental Concerns
10/24/97	Elizabeth Pim, Lakewood, Ohio: Environmental Concerns
10/24/97	Julian C. McGill, Lakewood, Ohio: Environmental Concerns
10/24/97	Margaret Carlin, Lakewood, Ohio: Environmental Concerns
10/28/97	Andrea Michos, Rocky River, Ohio: Environmental Concerns
10/28/97	Dorothy Doan, Willard, Ohio: Environmental Concerns
10/28/97	Frederick H. Bultman, Willard, Ohio Environmental Concerns
10/28/97	John Michos, Rocky River, Ohio: Environmental Concerns
10/28/97	Ohio Historic Preservation Office, M. J. Epstein: Agency Consultation
10/29/97	Caroline M. Sims, Lakewood, Ohio: Environmental Concerns
10/29/97	Chris and Laura Jacobs, Rocky River, Ohio: Environmental Concerns
10/30/97	Elizabeth and William Crosby, Lakewood, Ohio: Environmantal Concerns
	David & Leigh De Witt, Lakewood, Ohio: Environmenta. Jncerns
	Gus C., Rocky River, Ohio Environmental Concerns
	L. M. Vareska, Rocky River, Ohio: Environmental Concerns
	Louise Fiet, Bay Village, Ohio: Environmental Concerns
	Northeast Ohio Group of the Sierra Club, P. F. Swenson: Position of NEO Sierra Club
	Beveriy A. Marsal, Bay Village, Ohio: Environmental Concerns
	City of Cleveland, City Planning Commission, OH: Agency Consultation
	Susan Young, Bay Village, Ohio: Environmental Concerns
	Your unhappy student, Lakewood, Ohio: Environmental Concerns
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Pennsylvania

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Date Commenter: Subject of Comment 7/1/97 House of Delegates, Annapolis, MD, PA, G. C. Edwards. Competitive Concerns

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Document Date	Commenter: Subject of Comment
7/10/97	Lancaster County Transportation Coordinating Cmte., PA, R. T. Bailey: Agency Consultation
7/22/97	Cambria County Planning Commission, PA, D. L. Belz: Comments on proposed EIS scope
7/24/97	Pennsylvania Department of Transportation, E. P. Osnick: No comments on proposed EIS scope
7/30/97	Cnty. of Montgomery, PA, M. Mele, R. S. Buckman, J. M. Hoeffel III: Comments
7/31/97	Beaver County Planning Commission, PA, R. W. Packer, Jr.: Agency Consultation
7/31/97	PA Historical and Museum Commission, K. W. Carr. Agency Consultation
7/31/97	Port Richmond Community Council Incorporated, et al., PA., J. Kolakowski, et. al., Agency Consultation
8/6/97	City of Philadelphia, PA, A. A. Pasquariello: Comments on proposed EIS scope
8/6/97	PA DOT & Commonwealth of PA, J. L. Oberdorfer. Comments on proposed EIS scope
8/14/97	Borough of Monaca, PA, T. A. Stoner: Comments on proposed EIS scope
8/22/97	Beaver County Planning Commission, R. W. Packer, Jr.: Comments on proposed EIS scope
9/2/97	Berks County Planning Commission, G. R. Knoblauch: Comments on Supplemental ER
9/14/97	Charles M. Todaro, Emmaus, Pennsylvania: Train Parking Problem
9/23/97	PA Historical and Museum Commission, K. W. Carr. Agency Consultation
10/20/97	City of Philadelphia and Phil. Industrial Development Corp., G. C. Schelter. Joint Comments
10/21/97	U.S. Senate, PA, Arlen Specter: Comments on Merits, Safety and Commuter Rail Service

Rhode Island

Document Date	Commenter: Subject of Comment
7/23/07	State of RI and Providence Plantations, DOT, W. Anker: Environmental Concerns
10/21/97	Rhode Island Historical Preservation Commission, E. Sanderson, No Effect

South Carolina

Document Date	Commenter: Subject of Comment
8/8/97	Office of Ocean and Coastal Resources Mgmt., SC, R. D. Mikell: Agency Consultation

Tennessee

Document Date	Commenter: Subject of Comment
7/10/97	Tennessee Historical Commission, H. L. Harper. Comments on proposed EIS scope
7/29/97	Johnson Environmental Consulting Group, Inc., TN, J. D. Johnson: Environmental Concerns
8/4/97	Nashville Area Metro. Ping. Org., TN, P. Watson. Comments on proposed EIS scope
8/22/97	Tennessee Historical Commission, H. L. Harper. Comments on proposed EIS scope
8/28/97	Tennessee Historical Commission, H. L. Harper. No Effect on Historic Resources
10/1/97	Tennessee Valley Authority, NEPA Administration, Knoxville, H. M. Draper. Agency Consultation

Vermont

Document Date 6/16/97

Commenter: Subject of Comment State of Vermont, J. K. Dunleavy: Intent to Participate and Comments

Virginia

Document Date	Commenter: Subject of Comment
6/29/97	West Piedmont Planning District Commission, VA, R. W. Dowd: Support with Concerns
7/8/97	County of Roanoke, VA, E. C. Hodge: Comments on proposed EIS scope
7/10/97	Mount Rogers Planning District Commission, VA, M. T. Jones. Comments
7/21/97	Virginia Department of Transportation, R. E. Martinez. Preliminary Review of Application
7/29/97	Virginia Dept. of Conservation and Recreation, J. Davy, Jr.: Comments on proposed EIS scope

Virginia -- continued

Document Date	Commenter: Subject of Comment
8/5/97	Central Virginia Planning District Comm., R. Youngblood: Comments on proposed EIS scope
8/6/97	City of Richmond, VA, D. B. Kearney: Comments on proposed EIS scope
8/8/97	Virginia Department of Environmental Quality, D. Huang: Agency Consultation
8/15/97	Lord Fairfax Planning District Commission, VA, T. J. Christoffel: Environmental Comment
8/15/97	Lord Fairfax Planning District Commission, VA, T. J. Christoffel: Request for information
10/9/97	Virginia Department of Transportation, S. Ybarra: Letter of Support and Comments
10/21/97	Warren County Board of Commissioners, VA, J. D. Halloway: Agency Consultation

West Virginia

Document Date	Commenter: Subject of Comment	
7/18/97	West Virginia Division of Natural Resources, J. W. Rawson: Comments on FR	



Decision ID No. 28629

Service Date: December 12,1997
 Comment Date: February 2,1998

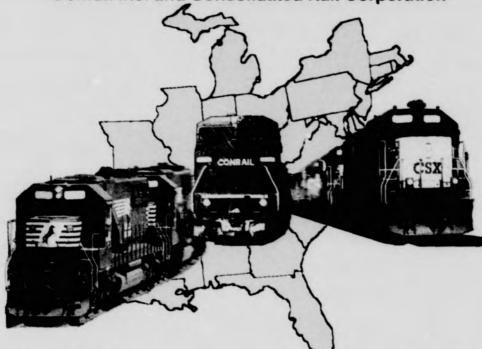
DRAFT ENVIRONMENTAL IMPACT STATEMENT

Finance Docket No. 33388

"PROPOSED CONRAIL ACQUISITION"

CSX Corporation and CSX Transportation, Inc. Norfolk Southern Corporation and Norfolk Southern Railway Company

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



Volume 5C Appendices P-V

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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 DRAFT ENVIRONMENTAL IMPACT STATEMENT

This Draft Environmental Impact Statement (Draft EIS) evaluates the potential environmental effects 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 Section of Environmental Analysis (SEA) has prepared this document in accordance with the requirements of National Environmental Policy Act (NEPA), as amended (42 U.S.C. 4321), Council on Environmental Quality (CEQ) implementing NEPA, the Board's environmental rules (49 CFR Part 1105) and other applicable environmental statutes and regulations.

The Draft Environmental Impact Statement includes the following:

An Executive Summary which provides an overview and summary of the Draft EIS including and proposed mitigation.

Volume 1: Chapters 1 through 4

- Chapter 1 discusses the purpose and need for the project and sets forth the jurisdiction
 of the Surface Transportation Board (Board) and reviewing agencies. It also presents the
 parties to the proposed Acquisition, SEA's environmental review process and the agency
 coordination and public participation process.
- Chapter 2 describes the three railroads' existing network, the proposed Acquisition, alternatives considered, and related actions.
- Chapter 3 contains a description of the analysis methods and potential mitigation strategies.
- Chapter 4 presents system-wide and regional settings, potential effects of the proposed action, and measures to mitigate adverse effects. It also summarizes the No-Action alternative and discusses cumulative effects; the relationship between short-term uses of the environment and enhancement of long-term productivity; and irreversible and irretrievable commitments of resources.

Volume 2 (A through C): Safety Integration Plans

These volumes (2A through 2C) consist of the Applicants' Safety Integration Plans, Board Decision requiring these plans, and U.S. Department of Transportation comments on rail safety.

Volume 3: State Setting, Impacts, and Proposed Mitigation

- These two volumes (3A and 3B) consist of a series of sections which discuss the setting, impacts, and proposed mitigation by state. The potential impacts of individual segments, intermodal facilities, rail yards, new constructions, abandonments, and other types of action are part of this discussion.
- · Volume 3A contains the states Alabama through Missouri.
- Volume 3B contains the states New Jersey through Washington, D.C.

Volume 4: Chapter 6 through 8 and References

- Chapters 6 describes SEA's agency coordination and public outreach efforts including the scoping process and document distribution.
- · Chapter 7 presents SEA's preliminary mitigation recommendations to the Board.
- · Chapter 8 contains a list of document preparers.

Volume 5: Appendices

- These three volumes (5A through 5C) contain the methods, extensive tables, and other pertinent data by discipline as well as public outreach and agency coordination documents and verified statements.
- · Volume 5A contains the technical appendices.
- Volume 5B contains the public and agency correspondence, public outreach materials, and responses from other railroads.
- · Volume 5C contains verified statements, relevant Board Decisions, Federal regulations,
 - · visit summaries, and other pertinent information.

5: Proposed Abandonments

1.... volume provides detailed analysis and mitigation of the potential environmental impacts associated with the proposed abandonment of line segments and related salvage activities.

To assist the reader in the review of this document, a Glossary and List of Acronyms are included in front of each volume.

LIST OF ACRONYMS AND ABBREVIATIONS

АСНР	Advisory Council on Historic Preservation	
ADT	Average Daily Traffic	
AQCR(s)	Air Quality Control Region(s)	
BIA	Bureau of Indian Affairs	
BMPs	Best Management Practices	
BN	Burlington Northern & Santa Fe Railroad Company	
СААА	Clean Air Act and Amendments	
CERCLIS	Comprehensive Environmental Response, Compensation, and Liability Information System	
CFR	Code of Federal Regulations	
CN	Canadian National	
со	Carbon Monoxide	
COE	United States Army Corps of Engineers	
CSX	CSX Transportation, Inc.	

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СТС	Centralized Traffic Control
CWA	Clean Water Act
CZMA	Coastal Zone Management Act
db	Decibel
dBA	Decibels (of sound) A range
DOT	United States Department of Transportation
EA	Environmental Assessment
EPA	Environmental Protection Agency
ERNS	Emergency Response Notification System
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FIRM	Flood Insurance Rate Maps
FMEA	Failure Mode and Effects Analysis

FRA	Federal Railroad Administration
нс	Hydrocarbons (in air)
Ю	Illinois Central
юс	Interstate Commerce Commission (former licensing agency for the proposed Acquisition; Acquisition approval authority now with the Surface Transportation Board)
ISTEA	Intermodal Surface Transportation Efficiency Act
L _{dn}	Day-night equivalent sound level
L _{max}	Maximum sound level during train passby, dBA
LIRR	Long Island Rail Road
LOS	Level of Service
LUST	Leaking Underground Storage Tank
MARC	Maryland Rail Commuter
MNR	Metro North Railroad
MOU	Memorandum of Understanding

Acronyms and Abbreviations

МР	Mile Post
МРН	Miles per Hour
NAAQS	National Ambient Air Quality Standards
NEC	Northeast Corridor
NEPA	National Environmental Policy Act of 1969
NHPA	National Historic Preservation Act of 1966
NJT	New Jersey Transit
NO ₂	Nitrogen dioxide
NO _x	Nitrogen oxides
NOAA	National Oceanic and Atmospheric Administration
NMFS	National Marine Fisheries Service
NPDES	National Pollution Discharge Elimination System
NPL	National Priorities List
NPS	National Park Service

NRCS	Natural Resources Conservation Service
NRHP	National Register of Historic Places
NS	Norfolk Southern Railway Compan;
NWI	National Wetlands Inventory
03	Ozone
OSHA	Occupational Safety and Health Administration
OTR	Ozone Transport Region
Pb	Lead
PDEA	Preliminary Draft Environmental Assessment
PM ₁₀	Particulate Matter (under 10 microns in diameter)
PSD	Prevention of Significant Deterioration
RCRA	Resource Conservation and Recovery Act
RCRIS	Resource Conservation and Recovery Information System
ROW	Right-of-Way

SEA	Section of Environmental Analysis
SEPTA	Southeast Pennsylvania Transit Authority
SCS	Soil Conservation Sectore (currently named Natural Resources Conservation Service, Division of United States Department of Agriculture)
SEL	Source sound exposure level at 100 feet, dBA
SHPO	State Historic Preservation Officer
SIP	State Implementation Plan
SO ₂	Sulfur dioxide
SO _x	Sulfur oxides
SPL	State Priority List
STATSGO	State Soil Geographic Database
STB	Surface Transportation Board
SWLF	State Inventory of Solid Waste Facilities
TRAA	Terminal Railroad Association of St. Louis

TSD	Treatment, Storage, or Disposal Sites
TSP	Total Suspended Particulates (particulate matter)
UP/SP	Union Pacific and Southern Pacific Railroad
USC	United States Code
USDA	United States Department of Agriculture
USFWS	United States Fish and Wildlife Service
USGS	United States Geological Survey
VISTA	VISTA Environmental Information, Inc.
VOC	Volatile organic compounds
VRE	Virginia Rail Express

GLOSSARY

at-grade roadway crossing	The location where a local street or highway crosses railroad tracks at the same level or elevation.
attainment area	An area that meets National Ambient Air Quality Standards (NAAQS) specified under the Clean Air Act.
A-weighted Sound Level (dBA)	The most commonly used measure of noise, expressed in "A-weighted" decibels (dBA), is a single-number measure of sound severity that accounts for the various frequency components in a way that corresponds to human hearing.
ballast	Top surface of rail bed, usually composed of aggregate (i.e., small rocks and gravel).
Best Management Practices (BMPs)	Techniques recognized as very effective in providing environmental protection.
Board	Surface Transportation Board, the licensing agency for the proposed Conrail Acquisition.
borrow material	Earthen material used to fill depressions to create a level right-of-way.
branch line	A secondary line of railroad usually handling light volumes of traffic.
bulk train	Also known as a unit train. A complete train consisting of a single non-breakable commodity (such as coal, grain, semi-finished steel, sulfur, potash, or orange juice) with a single point of origin and destination.
consist	The make-up of a train, usually referring to the number of cars.
construction footprint	The area at a construction site subject to both permanent and temporary disturbances by equipment and personnel.
Class I Railroad	Railroads that exceed annual gross revenues of \$250 million, in 1991 dollars. The amount is indexed annually to reflect inflation. For 1996, the annual gross revenue was \$255 million.

Proposed Conrail Acquisition

December 1997 Draft Environmental Impact Statement

Criteria of Effect	The Advisory Council on Historic Preservation's (ACHP) Criteria of Effect and Adverse Effect (35 CFR Part 800.9) provide the basis for determining potential effects on historic properties.
criteria pollutant	Any of six air emissions (lead, carbon dioxide, sulfur dioxide, nitrogen dioxide, ozone and particulate mater) regulated under the Clean Air Act, for which areas must meet national air quality standards.
cultural resource	Any prehistoric or historic district, site, building, structure, or object that warrants consideration for inclusion in the National Register of Historic Places (NRHP). For the purposes of this document, the term applies to any resource more than 50 years of age for which SEA gathered information to evaluate its significance.
Day-Night Sound (L _{dn})	One of the most widely accepted measures of cumulative noise exposure in residential areas. The Day-Night Sound Level (L_{dn}) is the A-weighted sound level, averaged over a 24-hour period, but with levels observed during the nighttime hours between 10 p.m. and 7 a.m., increased by 10 dBA to account for increased sensitivity at night.
dBA	Adjusted deribel level. A sound measurement that adjusts noise by filtering out certain frequencies to make it analogous to that perceived by the human ear. It applies what is known as an "A-weighting" scale to acoustical measurements.
decibel (dB)	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. Sound pressure levels that people hear are measured in decibels, much like distances are measured in feet or yards.
deciduous	Any plant whose leaves are shed or fall off during certain seasons; usually used in reference to tree types.

dray	A local move of a trailer, truck, or container.			
emergent species	An aquatic plant with vegetative growth mostly above the water.			
endangered species	A species of plant or animal that is in danger of extinction throughout all or a significant portion of it range and is protected by state and/or federal laws.			
failure mode and effects analysis (FMEA)	This analysis is a method of analyzing the causes consequences of potential spills of stored and transpo- hazardous materials. This procedure helps reduce risk of such spills by eliminating known causes.			
fill	The term used by the United States Army Corps of Engineers that refers to the placement of suitable materials (e.g., soils, aggregates, concrete structures, etc.) within water resources under Corps jurisdiction.			
flat yard	A system of relatively level tracks within defined limits for making up trains, storing cars, and other purposes which requires a locomotive to move cars (switch cars) from one track to another.			
Flood Insurance Rate Maps	Maps available from the Federal Emergency Management Agency that delineate the land surface area of 100-year and 500-year flooding events.			
floodplain	The lowlands adjoining inland and coastal waters and relatively flat areas and flood prone areas of offshore islands, including, at a minimum, that area inundated by a one percent (also known as a 100-year or Zone A floodplain) or greater chance of flood in any given year.			
frog	A track structure used where two running rails intersect that permits wheels and wheel flanges on either rail to cross the other rail.			
habitat	The place(s) where plant or animal species generally occur(s) including specific vegetation types, geologic features, and hydrologic features. The continued survival of that species depends upon the intrinsic resources of the habitat. Wildlife habitats are often further defined as places where species derive sustenance (foraging habitat) and reproduce (breeding habitat).			

The limited right of one railroad to operate trains over haulage right the designated lines of another railroad. Any material that poses a threat to human health and/or hazardous materials the environment. Typical hazardous substances are toxic, corrosive, ignitable, explosive, or chemically reactive. The location where a local street or highway crosses highway/rail at-grade crossing railroad tracks at the same level or elevation. Any prehistoric or historic district, site, building, historic property structure, or object that warrants consideration for inclusion in the National Register of Historic Places (NRHP). The term "eligible for inclusion in the NRHP" includes both properties formally determined as such by the Secretary of the Interior and all other properties that meet NRHP listing criteria. A railroad classification yard in which the classification hump yard of cars is accomplished by pushing them over a summit, known as a "hump," beyond which they run by gravity. An arrangement of switch, lock, and signal appliances interlocking interconnected so that their movements succeed each other in a predetermined order, enabling a moving train to switch onto adjacent rails. It may be operated manually or automatically. A site or hub consisting of tracks, lifting equipment, intermodal facility paved areas, and a control point for the transfer (receiving, loading, unloading, and dispatching) of intermodal trailers and containers between rail and highway or rail and marine modes of transportation. A train consisting or partially consisting of highway intermodal train trailers and containers or marine containers being transported for the rail portion of a multimodal movement on a time-sensitive schedule; also referred to as a piggyback, TOFC (Trailer on Flat Car), COFC (Container on Flat Car), and double stacks (for containers only).

key routes	As defined by the Association of American Railroads (AAR), a key route is a track that carries an annual volume of 10,000 car loads or intermodal tank loads of any hazardous material. AAR has developed voluntary industry key route maintenance and equipment guidelines designed to address safety concerns in the rail transport of hazardous materials. For analysis purposes, SEA has used the term "major key route" to identify routes where the volume of hazardous materials carried on a route would double and exceed a volume of 20,000 carloads as a result of the proposed Conrail Acquisition.			
key train	The Association of American Railroads (AAR) defines a key train as any train handling five or more carloads of poison inhalation hazard (PIH) materials or a combination of 20 or more carloads containing hazardous materials. Under AAR voluntary industry guidelines, railroads impose operating restrictions on key trains to ensure safe rail transport of these materials. These restrictions include maximum speeds, and meeting and passing procedures.			
L _{dn}	Nighttime noise level (L_n) adjusted to account for the perception that a noise level at night is more bothersome than the same noise level would be during the day.			
Level of Service (LOS)	Level of Service (rating A through F). A measure of the functionality of a highway or intersection that factors in vehicle delay, intersection capacity and effects to the street/highway network.			
lift	A lift is defined as an intermodal trailer or container lifted onto or off of a rail car. For calculations, lifts are used to determine the number of trucks using intermoda facilities.			
locomotive, road	One or more locomotives (or engines) designed to move trains between yards or other designated points.			
locomotive, switching	A locomotive (or engine) used to switch cars in a yard, between industries, or in other areas where cars are sorted, spotted (placed at a shipper's facility), pulled (removed from a shipper': facility), and moved within a local area.			

main line	The principle line or lines of a railway.				
merchandise train	A train consisting of single and/or multiple car shipments of various commodities.				
mitigation	Actions to prevent or lessen negative effects.				
mobile source	A term used in reference to air quality meaning a source of air emissions that are not in a fixed location, such as a locomotive or automobile.				
National Register	A listing of historic places maintained by the Secretary of the Interior.				
Nation. ¹ Wetlands Inventory	An inventory of wetland types in the United States compiled by the U.S. Fish and Wildlife Service.				
noise	Any undesired sound or unwanted sound.				
nonattainment	An area that does not meet standards specified under the Clean Air Act.				
Non-point source discharge	Pollution not associated with a specific, fixed outfall location (e.g., sewer pipe), such as runoff from a construction site.				
palustrine wetland	Non-tidal wetland dominated by trees, shrubs o persistent emergent vegetation. Includes wetlands traditionally classified as marshes, swamps, or bogs.				
passby	The passing of a train past a specific reference point.				
pick up	To add one or more cars to a train from an intermediate (non-yard) track designated for the storage of cars.				
precursor	A term used in reference to air quality, meaning an initial ingredient contributing to a subsequent air quality pollutant.				
prime farmland	Land defined by the Natural Resource Conservation Service (NRCS) as having the best combination of physical and chemical characteristics for producing food, feed, forage, fiber, and oilseed crops.				
point source	A distinct stationary source of air or water pollution such as a factory or sewer pipes.				

rail spur	A track that diverges from a main line, also known as a spur track or rail siding, which typically serves one or more industries.			
rail yard	A location where rail cars are switched and stored.			
railbanking	A set-aside of abandoned rail corridor for recreational and/or transportation uses, including reuse for rail.			
receptor/receiver	A land use or facility where sensitivity to noise or vibration is considered.			
right-of-way	The strip of land for which an entity (e.g., a railroad) has a property right to build, operate, and maintain a linear structure, such as a road, railroad or pipeline.			
riparian	Relating to, living, or located on, or having access to, the bank of a natural water course, sometimes also a lake or tidewater.			
riprap	A loose pile or layer of broken stones erected in water or on soft ground as a guard against erosion.			
riverine wetland	All wetlands and deepwater habitats contained within a channel, either naturally or artificially created.			
route miles	Distance calculated along a railroad's main and branch lines.			
ruderal	lines. An introduced plant community dominated by weed species, typically adapted to disturbed areas.			
scrub-shrub	Areas dominated by woody vegetation less than 6 meters (20 feet) tall, which includes shrubs and young trees.			
set out	To remove one or more cars from a train at an intermediate (non-yard) location such as a siding, interchange track, spur track, or other track designated for the storage of cars.			
Section 106	Refers to Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended through 1992 (16 U.S.C. 470). Section 106 requires a Federal agency head performing a Federal undertaking to take into account the undertaking's effects on historic properties.			

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sound A physical disturbance in a medium (e.g., air) that is capable of being detected by the human ear. Sound Exposure Level (SEL) A quantitative measure of the noise exposure produced by a given noise event. The sound exposure level (SEL) is equivalent in magnitude to a reference signal with a duration of one second. The SEL accounts for both the magnitude and duration of the noise event and can be used to calculate the contribution of specific events to the overall noise environment. The SEL is representative of the total sound energy produced by the event at an observation point; it indicates the constant sound level with one second duration that corresponds to the same total sound energy as the given event. take or taking Refers to a removal of property, an acquisition of rightof-way, or a loss and/or degradation of species' habitat. threatened A species that is likely to become an endangered species within the foreseeable future throughout all or part of its range, and is protected by state and/or federal law. trackage rights 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 in order to access other shippers or carriers. turnout A track arrangement consisting of a switch and frog with connecting and operating parts, extending from the point of the switch to the frog, which enables engines and cars to pass from one track to another. unit train A train consisting of cars carrying a single commodity. e.g., a coal train (see also bulk train). An all inclusive term that refers to many types of water resources permanent and seasonally wet/dry surface water features including springs, cree, s, streams, rivers, ponds, lakes, wetlands, canals, harbors, bays, sloughs, mudflats, and sewage-treatment and industrial waste ponds.

wetland	As defined by 40 CFR Part 230.3, wetlands are "those areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions." Wetlands generally include swamps, marshes, bogs, and similar areas.
wye track	A principal track and two connecting tracks arranged like the letter "Y" on which locomotives, cars and trains may be turned.
yard truck	Any truck that has delivery into a rail yard.

APPENDIX P Verified Statements - From Application

APPENDIX P Verified Statements - From Application

As part of their application, the CSX Corporation and CSX Transportation, Inc. (CSX), Norfolk Southern Corporation and Norfolk Southern Railway Company (NS), and Conrail Inc. and Consolidated Rail Corporation (Conrail) prepared an Environmental Assessment (EA). To support the results of their analysis, the Applicants included studies by rail authorities, economists, professors, and other experts. These Verified Statements provide the basis for conclusions that CSX, NS, and Conrail reached in the EA. These statements can be found as part of the Application:

CSX Corporation and CSX Transportation, Inc. (CSX), Norfolk Southern Corporation and Norfolk Southern Railway Company (NS) Control and Operating Leases/Agreements Conrail Inc. and Consolidated Rail Corporation (Conrail) Railroad Control Application Finance Docket No. 33388

Following is a list of the Verified Statements whose conclusions SEA considered in its independent analysis to reach preliminary determinations regarding the potential environmental effects of the proposed Acquisition.

Verified Statement of John W. Orrison Joint Verified Statement of Kenneth R. Peifer and Robert S. Spenski Verified Statement of D. Michael Mohan Verified Statement of Paul N. Austin Verified Statement of Barry Harris Verified Statement of John Williams Verified Statement of Patrick J. Krick Verified Statement of Thomas M. Corsi Verified Statement of L.I. (Ike) Prillaman Verified Statement of Thomas L. Kinkbiner Verified Statement of John W. Fox Verified Statement of Donald W. Seale Verified Statement of Charles Wilkins Verified Statement of David Alan Cox Verified Statement of Joseph P. Kalt Verified Statement of Darius W. Gaskins, Jr. Verified Statement of William M. Hart Verified Statement of Howard A. Rosen Verified Statement of Joseph G. B. Bryan Verified Statement of John Q. Anderson Verified Statement of Robert L. Sansom Verified Statement of Raymond L. Sharp Verified Statement of Dale R. Hawk Verified Statement of Christopher P. Jenkins

APPENDIX Q Inconsistent and Responsive Applications and Verified Statements

APPENDIX Q Inconsistent and Responsive Applications

The proposed Acquisition constitutes a major transaction within the meaning of Board rules at 49 CFR 1180. Therefore, Parties of Record (POR) may seek conditions to or request that the Board reject the Primary Application by filing inconsistent or responsive (IR) applications. IR applications cover any requested relief that requires an application to be filed with the Board, including trackage rights, purchases, constructions, abandonments and inclusion in the Primary Application. (See 49 CFR 1180.3(h).) Because the proposed Acquisition is a major transaction, the Board's deliberations and decision are also subject to environmental review under NEPA. The requirements for review are set forth in the Council on Environmental Quality regulations at 40 CFR 1500.

In its Decision No. 6, the Board required that PORs intending to fi e IR applications submit descriptions of those applications by August 22, 1997, 45 days before the October 21, 1997, IR application due date. Thirty-two railroads, including three commuter rail organizations; 10 government agencies, one employee union, and seven businesses filed summaries for a total of 50 potential IRs. Seventeen of those entities also filed petitions for waiver or clarification in connection with their applications on the same date. Thirty-five indicated an intention to request some form of trackage rights over one or more rail line segments.

In order to meet its obligations under NEPA, the Board also required that IR applicants file, by October 1, 1997, either: (1) a verified statement stating that the IR relief being sought would have no significant environmental effect, or (2) a responsive environmental report (RER) containing detailed environmental information regarding the IR's potential effects. According to 49 CFR 1105.6(c)(2), any IR relief that would not result in significant changes in railroad operations requires only a verified statement to that effect. On the other hand, IR applicants must file an RER if the requested relief, when added to any increase in railroad operations proposed by the Primary Application, would increase rail activities along a rail line segment or at a rail yard by levels that would meet or exceed the Board's thresholds for analysis set forth in 49 CFR 1105.7(e)(4) and (5). An RER must address the environmental issues included in 49 CFR 1105.7(e).

Twenty-nine railroads, three government agencies, one United States Congressman and three businesses filed either verified statements or RERs. The Board received 33 verified statements and four RERs. SEA reviewed all of these documents for completeness and confirmed the underlying analyses by determining whether the requested relief would make the affected rail line segment or rail yard exceed the Board's thresholds. In a few cases SEA conferred with PORs to ensure their analyses were valid.

Three of the RERs received by the Board either did not meet the Board's regulatory criteria or were unnecessary because the POR did not file an IR application by the October 21 deadline. The fourth RER, which was filed by Canadian National, focuses on construction projects that are contingent on the receipt of requested trackage rights and are the subject of a Notice of Exemption filed October 21st. The Allied Rail Unions filed a response that did not qualify as either a verified statement or an RER and, therefore, will not be directly addressed in this Draft EIS. In addition, Congressman Dennis Kucinich, who represents Ohio's 10th Congressional District, filed an RER concerning proposed increased rail traffic in the Cleveland area that the Board determined to be comments.

Fourteen IR applications were filed by PORs and accepted for consideration by the Board in its Decision No. 54, issued on November 20, 1997. The remaining 23 PORs that filed environmental documents but did not file IR applications submitted comments or requests for conditions, or did not file anything on October 21st. The majority of the conditions being sought by these PORs go to the merits of the proposed Acquisition, and therefore, will not be addressed in this Draft EIS. Comments or conditions that involve passenger service or environmental matters are discussed in Chapter 4 or under individual state sections in Chapter 5, respectively.

SEA considered 17 verified statements which cover 15 IR applications acceptable pursuant to the Board's requirements. (One IR application was filed jointly by the State of New York and the New York City Economic Development Corporation who had each filed Verified Statements. The Canadian National applicants filed both a Verified Statement and a RER.) These verified statements are published in this Appendix. SEA determined that none of the IR applications would have significant environmental effects if they were approved by the Board as conditions to the proposed Acquisition. Furthermore, because of their limited potential impacts, none of the conditions sought in IR applications are considered as alternatives to the proposed Acquisition.

Table 2-18 in Chapter 2 of this FIS identifies the IR applications the Board received and the corresponding environmental documents (either verified statements or RERs) that were filed. It also describes whether the requested relief would have environmental effects when combined with the effects of the proposed Acquisition. The verified statements in this Appendix provide additional information regarding the IR applications that were filed.

BDRV-4

REC'D: 10/2/97 S.23 17 MM

Finance Docket No. 33388 (Sub No. 72)



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

JOINT VERIFIED STATEMENT OF NO SIGNIFICANT ENVIRONMENTAL IMPACT ON BEHALF OF THE BELVIDERE & DELAWARE RIVER RAILWAY AND THE BLACK RIVER & WESTERN RAILROAD

In accordance with the provisions of Decision No. 6 served May 30, 1997, the Belvidere

& Delaware River Railway ("BDRV") and the Black River & Western Railroad ("BRW") submit

the attached Verified Statement of Kean Burenga demonstrating that the anticipated responsive

applications of BDRV and BRW will have no significant environmental impact.

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Respectfully submitted,

BELVIDERE & DELAWARE RIVER RAILWAY BLACK RIVER & WESTERN RAILROAD

By:

Peter A. Greene David H. Baker Thompson Hine & Flory LLP 1920 N Street, N.W., Suite 800 Washington, D.C. 20036

Dated: October 1, 1997

Its Attorneys

BEFORE THE SURFACE TRANSPORTATION BOARD



Finance Docket No. 33388 (Sub No. 72)

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

> VERIFIED STATEMENT OF KEAN BURENGA

 My name is Kean Burenga and my business address is P.O. Box 22, Ringoes, New Jersey 08551.

2. I am President of the Belvidere & Delaware River Railway ("BDRV") and Vice President and General Manager of the Black River & Western Railroad ("BRW").

 I am fully authorized to submit this Verified Statement on behalf of both BDRV and BRW.

 BDRV and BRW are separately owned but commonly managed shortline railroads operating in New Jersey. 5. BDRV operates 16 miles of track between a connection with Consolidated Rail Corporation ("CR") at Phillipsburg, New Jersey and Milford, New Jersey. BDRV serves four customers that transport pulp, paper, lumber and aggregates.

 BRW operates 17 miles of track between the CR connection at Three Bridges, New Jersey and Lambertville, New Jersey. BRW serves four customers that transport plastics, lumber and aggregates.

7. BDRV and BRW have previously advised the Surface Transportation Board ("STB") that they intend to file responsive applications requesting that the STB impose specific conditions on the proposed acquisition of CR by CSX Transportation, Inc. ("CSXT") and Norfolk Southern Railway Company ("NS") in order to protect BDRV and BRW from adverse impacts of the acquisition.

8. The specific operating conditions to be requested by BDRV and BRW are:

- a. removal of the restriction on the Canadian Pacific Railway's ("CP")
 Delaware and Hudson Railway ("D&H") that prevents interchange
 between D&H and BDRV at Phillipsburg and between D&H and BRW at
 Three Bridges, respectively, where D&H operates over CR on trackage
 rights.
- b. grant of trackage rights to BDRV over the NS between the BDRV connection at Phillipsburg, New Jersey with the line to be acquired by NS and Manville, New Jersey, where the lines of NS and CSXT connect, or some other operationally feasible point at which the lines of NS and CSXT connect.

-2-

- c. grant of trackage rights to BRW over the NS between the BRW connection at Three Bridges, New Jersey with the line to be acquired by NS and Manville, New Jersey, where the lines of NS and CSXT connect, or some other operationally feasible point at which the lines of NS and CSXT connect.
- d. grant of trackage rights to BDRV and BRW over the NS on the line to be acquired by NS between the BDRV-NS connection at Phillipsburg, New Jersey and the BRW-NS connection at Three Bridges, New Jersey.

 The responsive applications to be filed by BDRV and BRW will clearly satisfy the exemption criteria of 49 C.F.R. §1105.6(c)(2).

 The conditions requested in the applications will involve no construction or abandonment.

11. The conditions requested in the applications will not cause any diversion from rail to motor carriage. They will simply allow BDRV and BRW to compete on a more equal basis with competitive shortlines who like BDRV and BRW have heretofore had only a single trunkline connection but under the operating plan submitted by applicants will have access to multiple trunkline connections. It is anticipated that this will simply allow BDRV and BRW to maintain moderate growth in traffic levels.

12. The conditions requested in the application will not affect a Class I or nonattainment area under the Clean Air Act and will not result in any of the following: (a) an increase in rail traffic of at least 100%; (b) an increase in at least eight trains per day on any segment of rail affected; (c) an increase in rail yard activity of at least 100%. Nor will they result

-3-

in any increase in truck traffic. They will simply allow BDRV and BRW to compete on an equal basis with competitive shortlines who, like BDRV and BRW, have heretofore had only a single trunkline connection but under the operating plan submitted by applicants will have access to multiple trunkline connections. It is anticipated that this will simply allow BDRV and BRW to maintain moderate growth in traffic levels.

VERIFICATION

I, Kean Burenga, declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this Verified Statement. Executed on September ______, 1997.

Kean Burenga

[G:\PAG\BELVIDERE\BURENGA VS.wpd]

CERTIFICATE OF SERVICE

I hereby certify that, a copy of the foregoing Joint Verified Statement of No Significant Environmental Impact on Behalf of the Belvidere & Delaware River Railway and The Black River & Western Railroad (BDRV-4) and Verified Statement of Kean Burenga (BDRV-5) were served on all parties of record identified in Decision No. 21, via first class mail, postage prepaid on this 1st day of October, 1997.

Kal

Peter A. Greene

SONNENSCHEIN NATH & ROSENTHAL

CHICAGO LOS ANGELES NEW YORK SAN FRANCISCO STIDING

By Hand

Hon. Vernon A. Williams, Secretar ENTRAL ADMINISTRAT Surface Transportation Board 1925 K Street, N.W., Room 714 Washington, D.C. 20423-0001

1301 K STREET N.W. SUITE 600, EAST TOWER WASHINGTON, D.C. 20005 October 1, 1997

REC'D: 10 2/ar DOCUMENT # 9:43: D/8/97

MARCEMENT

SIB

Re: Finance Docket No. 33388 (Sub-Nos. 81-84), CSX and Norfolk Southern -- Control and Lease -- Conrail

Dear Secretary Williams:

On behalf of Canadian National Railway Company ("CN") and Grand Trunk Western Railroad Incorporated ("GIW"), enclosed are the signed original and 25 copies of their Responsive Environmental Report and Verified Statement of No Environmental Impact (CN-11). For your convenience, a 3.5-inch floppy diskette in Wordperfect 5.1 is enclosed.

Kindly stamp the enclosed additional copy of this letter at the time of filing and return it to our messenger.

Sincerely yours,

L. John Osborn

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Enclosures

Director David M. Konschnik CC: Administrative Law Judge Leventhal Counsel for all known parties

BEFORE THE SURFACE TRANSPORTATION BOARD

Finance Docket No. 33388 (Sub-Nos. 81-8

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 -- TRANSFER OF RAILROAD LINE BY NORFOLK SOUTHERN RAILWAY COMPANY TO CSX TRANSPORTATION, INC.

> CANADIAN NATIONAL RAILWAY COMPANY'S RESPONSIVE ENVIRONMENTAL REPORT AND VERIFIED STATEMENT OF NO ENVIRONMENTAL IMPACT

Jean Pierre Ouellet Chief Legal Officer and Corporate Secretary Canadian National Railway Company 935 de La Gauchetiere Street West 16th Floor Montreal, Quebec H3B 2M9 (514) 399-2100

L. John Osborn Douglas E. Rosenthal Elizabeth A. Ferrell Sonnenschein Nath & Rosenthal 1301 K Street, N.W. Suite 600 East Washington, D.C. 20005 (202) 408-6351 -11

MANAGEMEN STR

Attorneys for: CANADIAN NATIONAL RAILWAY COMPANY GRAND TRUNK WESTERN RAILROAD INCORPORATED

Dated: October 1, 1997

BEFORE THE SURFACE TRANSPORTATION BOARD

Finance Docket No. 33388 (Sub-Nos. 81-84)

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 -- TRANSFER OF RAILROAD LINE BY NORFOLK SOUTHERN RAILWAY COMPANY TO CSX TRANSPORTATION, INC.

CANADIAN NATIONAL RAILWAY COMPANY'S RESPONSIVE ENVIRONMENTAL REPORT AND VERIFIED STATEMENT OF NO ENVIRONMENTAL IMPACT

Pursuant to Decision No. 6 in this proceeding, served May 30, 1997, and the Surface Transportation Board's Environmental Regulations, 49 C.F.R. 1105.7, Canadian National Railway Company ("CN") and Grand Trunk Western Railroad Incorporated ("GTW")¹ hereby submit their Responsive Environmental Report ("RER") and Verified Statement of No Environmental Impact in connection with the relief CN currently intends to seek through a responsive application and related exemption notices/petitions to be filed on October 21, 1997, in response to the primary application filed in this proceeding by CSX, NS and

¹ Except where the context indicates otherwise, CN as used herein will embrace CN's wholly-owned subsidiary Grand Trunk Corporation ("GTC") and its subsidiary GTW.

Conrail.² This submission consists of the following introductory statement and the accompanying Verified Statement of Douglas N. Wilson.

On August 22, 1997, CN filed its Comments and Description of Anticipated Responsive Applications (CN-8), which noted that CN had negotiated a settlement with CSX (a definitive agreement for which is still being developed), and further noted that CN would be seeking certain limited relief on October 21. Also on August 22, 1997, CN filed its Petition for Waiver or Clarification of Railroad Consolidation Procedures (CN-9), which sought waivers in connection with the responsive applications CN anticipated filing. In Decision No. 30, served September 11, 1997, the Board granted CN's petition, including its request for confirmation that the responsive application CN anticipated filing would be minor in scope under the agency's Consolidation Procedures.

As described in CN-8 and in Decision No. 30, CN contemplates the filing on October 21 of a responsive application seeking certain trackage rights (Sub-No. 81) and related applications, petitions for exemption or notices of exemption seeking authority to construct certain connecting tracks at Detroit (Sub-Nos. 82 and 83) and Chicago (Sub-No. 84). The following is a brief summary of the anticipated trackage rights requests and related construction:

² Unless the context indicates otherwise, "CSX" will embrace both CSX Corporation and CSX Transportation, Inc., "NS" will embrace both Norfolk Southern Corporation and Norfolk Southern Railway Company, and "Conrail" will embrace both Conrail Inc. and Consolidated Rail Corporation.

Detroit Area

- Trackage rights over the existing Conrail line from CP Vinewood in Detroit to Stanley Yard in Toledo, a distance of approximately 61 miles, including the right to enter and exit such track at all connecting points.
- To implement the requested trackage rights between CP Vinewood and Stanley Yard, CN proposes to construct connections at two locations within this transportation corridor: (1) between the Conrail line and the CNGT Shoreline Subdivision at a point just south of Conrail's Rouge Yard (really restoration of a previously existing connection), and (2) between the Conrail line and the CNGT Shoreline Subdivision at FN Tower near Trenton, MI, to permit access to/from the CNGT's Flat Rock Yard.
- Trackage rights over the existing Conrail northbound main line 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.
- To implement the requested trackage rights at Trenton, CN proposes to construct a connection between the Conrail northbound main line and the CNGT Shoreline Subdivision at Trenton.

Chicago Area

- Trackage rights (1) from South Bend, IN (MP 436.9) on the existing Conrail Chicago main line, thence to the diverging Conrail Ivanhoe Branch (MP 482.0/240.7) and to Gibson Yard, Chicago (MP 259.5), a distance of approximately 54 miles, or, in the alternative, (2) from station point Hays, IN (MP 9.2) on the Conrail Kankakee Line (where the CNGT line crosses Conrail) northward to Gibson Yard (MP 3.8), a distance of approximately 5.4 miles.
- To implement the requested trackage rights alternative via Hays, CN would propose to construct a connection at Hays, IN between the CNGT east-west main line and the Conrail north-south main line.

Buffalo Area

Trackage rights over the existing Conrail lines from CP "H" to CP "Draw," a distance of about 9 miles.

As discussed in the accompanying Verified Statement of Douglas N. Wilson, none of the trackage rights to be requested by CN would, if granted, result in changes in carrier operations that would exceed the thresholds established in 49 C.F.R. 1105.7(e) (4) or (5). Thus, CN's responsive application seeking trackage rights meets the exemption criteria of 49 C.F.R. 1105.6(c)(2), and no RER is required in connection with such application. This conclusion is based, in part, upon a view that a shift of existing rail traffic among generally parallel tracks in an established and heavily used transportation corridor at Detroit would not constitute an "increase in rail traffic" on "any segment of rail line" within the meaning of section 1105.7(e)(5), and could not have any significant environmental impact.

Mr. Wilson's verified statement also includes an RER for the proposed construction of certain connecting tracks related to the trackzge rights sought Detroit and Chicago. He demonstrates that the proposed connections are limited in scope, and that the construction will be entirely on existing railroad property. Thus, construction of the proposed connections will have no significant impact on the environment.

In its August 22 comments submitted as part of CN-8, CN stated that it intends to propose the creation of a beneficial "paired track" arrangement at Detroit, from Milwaukee Jct. on the north side of Detroit to FN Tower on the south. As discussed by Mr. Wilson, CN has determined that it will not ask the Board to formally impose such a paired track arrangement as a condition to the Conrail acquisition, since this type of arrangement ultimately will be most effectively implemented if it is achieved through voluntary negotiations, which will be fostered **----- a grant of the trackage rights CN seeks. Thus, there is no need at this time to study the environmental effects of a fully implemented paired

track arrangement (the effects would be favorable, but potentially would include the construction of an additional connection or connections within the Detroit transportation corridor, the specifics of which cannot be determined without further negotiations among CSX, NS and CN). However, CN does commit that, if its Detroit area trackage rights request is granted (the full Vinewood-Stanley Yard request, or at least the Vinewood-FN portion), CN will grant reciprocal trackage rights to CSX and NS between Vinewood and FN, so that the efficiency of rail operations through Detroit can be enhanced for the benefit of all concerned parties.

Respectfully submitted,

Jean Pierre Ouellet Chief Legal Officer and Corporate Secretary Canadian National Railway Company 935 de La Gauchetiere Street West 16th Floor Montreal, Quebec H3B 2M9 (514) 399-2100 L. John Osborn Douglas E. Rosenthal Elizabeth A. Ferrell Sonnenschein Nath & Rosenthal 1301 K Street, N.W. Suite 600 East Washington, D.C. 20005 (202) 408-6351

Attorneys for: CANADIAN NATIONAL RAILWAY COMPANY GRAND TRUNK WESTERN RAILROAD INCORPORATED

Dated: October 1, 1997

BEFORE THE SURFACE TRANSPORTATION BOARD

Finance Docket No. 33388 (Sub-Nos. 81-84)

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 -- TRANSFER OF RAILROAD LINE BY NORFOLK SOUTHERN RAILWAY COMPANY TO CSX TRANSPORTATION, INC.

VERIFIED STATEMENT OF DOUGLAS N. WILSON AND RESPONSIVE ENVIRONMENTAL REPORT

My name is Douglas N. Wilson. I am Manager Special Projects of Canadian National Railway Company ("CN")¹. My business address is 277 Front Street West, Suite 801, Toronto, Ontario, M5V-2X7.

I am submitting this statement in order to address the environmental effects that would result from favorable Surface Transportation Board action on CN's anticipated application seeking trackage rights in response to the primary application and on certain related CN requests for authority to construct and operate connecting tracks. As I will demonstrate, none of CN's requests would have a significant effect on the environment. I first will show that the proposed trackage rights will not result in changes that will exceed the Board's environmental thresholds, and therefore will have no significant environmental impact. I then will present a

¹ Except where the context indicates otherwise, CN as used herein generally will embrace CN's wholly-owned subsidiary Grand Trunk Corporation ("GTC") and its subsidiary Grand Trunk Western Railroad Incorporated ("GTW"). I generally will refer to track owned by GTW as "CNGT" lines.

Responsive Environmental Report ("RER") for the modest construction projects CN proposes to undertake in the event its trackage rights requests are granted. The RER shows that construction of the proposed connections will have no significant environmental effects.

A. Statement of No Significant Environmental Impact For Proposed Trackage Rights

In Finance Docket No. 33388 (Sub-No. 81), CN will seek trackage rights over existing Conrail lines in the vicinity of Detroit, Chicago and Buffalo. The requested trackage rights are minor in scope. The justification for and public benefits of these trackage rights will be described more fully on October 21. For present purposes, I describe below the general nature of each request, and the reasons why each request will have no significant environmental impact.

Detroit Area

CN will seek trackage rights over the existing Conrail line from CP Vinewood in Detroit to Stanley Yard in Toledo, a distance of approximately 61 miles, including the right to enter and exit such track at all connecting points. CN also will seek trackage rights between CP Vinewood and FN Tower near Trenton, MI, a distance of approximately 12.8 miles. The Vinewood-Stanley Yard request fully encompasses the Vinewood-FN request. The separate Vinewood-FN request focuses on merger-related congestion in the Detroit area, and would need to be addressed only if the Board were not persuaded to grant the full CN trackage rights request from Vinewood to Stanley Yard. (As discussed in the accompanying RER, CN would construct certain connecting tracks in order to utilize these trackage rights.)

Attachment 1 to my statement is a map showing the principal rail lines in the Detroit area. On this map, the Conrail line over which CN seeks trackage rights is shown from the

north end of the area to a point just south of FN Tower, from which the Conrail line then extends south through Monroe, MI to Toledo. Attachment 2 to my statement is a map showing the principal rail lines in the Toledo area. On this map, the Conrail line over which CN seeks trackage rights is shown entering Toledo from the north, passing through Alexis and Airline Junction, crossing the Maumee River, and extending on to Stanley Yard.

The trackage rights CN seeks are a necessary response to the primary application, and will provide a number of important benefits. First, the trackage rights are needed to ensure that CN will have efficient connections at Toledo with both CSX and NS, given the substantial changes in terminal operations planned at Toledo as a result of their proposed acquisition of Conrail. Second, the requested trackage rights will enable CN to avoid increased congestion at Detroit that will result from the proposed acquisition of Conrail -particularly congestion from Ecorse Junction to Delray, including the NS-owned drawbridge across the River Rouge. Finally, a grant of the requested trackage rights would constitute an important first step toward implementation of a "paired track" arrangement at Detroit, from Milwaukee Jct. on the north to FN Tower on the south.

CN will not ask the Board to formally impose a paired track arrangement as a condition to the Conrail acquisition, since this type of arrangement ultimately will be most effectively implemented if it is achieved through voluntary negotiations. However, CN does commit that, if its trackage rights request is granted (the full Vinewood-Stanley Yard request, or at least the Vinewood-FN portion), CN will grant reciprocal trackage rights to CSX and NS between Vinewood and FN, so that the efficiency of rail operations through Detroit can be enhanced for the benefit of all concerned parties.

I hereby certify that a grant of trackage rights to CN over the existing Conrail line between Vinewood and Stanley Yard, or between Vinewood and FN Tower, will not result in changes in operations that would exceed the Board's environmental thresholds established in 49 C.F.R. 1105.7(e) (4) or (5). Specifically, as to energy consumption, I certify that the requested trackage rights will not cause diversions from rail to motor carriage of more than (A) 1,000 rail carloads a year, or (B) an average of 50 rail carloads per mile per year for any part of the affected lines. I further certify that, as to air quality, the requested trackage rights will not (even if the involved lines are located in nonattainment areas) result in either (A) an increase in rail traffic of at least 50 percent (measured in gross ton miles annually) or an increase of at least three trains a day on any segment of rail line, (B) an increase in rail yard activity of at least 20 percent (measured by carload activity), or (C) an average increase in traffic of more than 10 percent of the average daily traffic or 50 vehicles a day on a given road segment.

My conclusion is based in part on the nature and location of the involved tracks, particularly those between Vinewood and FN Tower. The existing Cenrail and CNGT lines between Vinewood and FN Tower run closely parallel to each other, and form a major rail transportation corridor. This corridor generally consists of five main line tracks, two of which are owned by Conrail and three of which are owned by CNGT (its double-track Shoreline Subdivision and single-track River Subdivision).² Between Conrail's Rouge Yard and FN Tower, the Conrail double track line lies on the inside of this corridor, and is bordered by

² Between West Detroit on the north and a point near Conrail's Rouge Yard on the south, the CNGT Shoreline Subdivision consists of trackage rights over an NS-owned line, including the drawbridge across the River Rouge.

CNGT's Shoreline Subdivision on the west and by CNGT's River Subdivision on the east. For a good part of the distance along this corridor, the Conrail and CNGT lines are separated by just pole lines drainage ditches and rail maintenance access roads, and the rail lines are within stone's throw of each other.

South of FN Tower, CNGT's Shoreline Subdivision runs generally parallel to the Conrail line, both of which enter Toledo from the north. From FN Tower, CNGT's former DT&I line runs southwesterly to Flat Rock, MI, and then to a point of connection at Diann with the Ann Arbor Railroad, over which CN holds trackage rights to operate to Toledo. The Ann Arbor line connects with the Conrail line at Alexis, OH, just north of Toledo, generally parallel to and west of the Conrail line.

It is my judgment that a shift of traffic among the parallel tracks within this established, heavily used Detroit rail corridor would not constitute an "increase in rail traffic" on "any segment of rail line" within the meaning of section 1105.7(e)(5), and could not have any significant environmental impact. In my view, the clear intent of the regulation is to identify increases in rail traffic at a particular location that would be likely to have a significant effect on air quality. A shift of traffic from one track to another within the same corridor does not constitute an increase in traffic at a particular location and, given the proximity of the tracks, could not have a significant effect on air quality. Indeed, if the proposed trackage rights were to have any environmental effects at all, they presumably would be favorable because the proposal would result in reduced delays and dwell time for locomotives operating through the corridor, and a shift of some traffic from the two outside tracks (CNGT) to the two inside tracks (Conrail), which are further from adjoining residential

neighborhoods (where they exist). Thus, I conclude that, at least as to the Vinewood-FN segment, the environmental thresholds do not apply. While the distance between CN's DT&I line and the FN-Stanley Yard segment of Conrail's line is not so short as to make them part of the same corridor, I demonstrate below that the environmental thresholds would not be exceeded for that segment.

CN currently holds certain restricted, non-permanent trackage rights to operate over the Conrail line from CP Vinewood to Stanley Yard. Under these trackage rights, CN currently operates one train in each direction on a daily basis. If CN's request for permanent, unrestricted trackage rights between CP Vinewood and Stanley Yard were granted, CN would reroute certain existing trains in order to make efficient use of the trackage rights. The resulting changes in traffic levels can best be discussed by separately considering the following segments of Conrail line (train pairs are treated as a separate train in each direction):

Alexis - Stanley Yard: CN would add approximately 2.0 trains per day on this segment, both of which would enter/leave the line at Alexis on movements via Flat Rock. An existing CNGT train operates all the way from Vinewood to Stanley Yard, and another existing CNGT train enters/exists via Alexis to reach Stanley Yard. This segment currently handles approximately 12 trains per day, and is projected by primary applicants to handle approximately 15 trains per day, so the addition of 2.0 trains per day by CN clearly will have no significant environmental effects.

FN - Alexis: As noted above, CN currently operates two trains per day over this segment, which move to/from Stanley Yard. This Conrail segment currently handles approximately 16 trains per day, and is projected by primary applicants to handle approximately 19 trains per day. The rights requested would not lead to the imminent addition of any more trains to this segment. Vinewood - FN: As discussed above, this segment of Conrail's line is part of a busy rail transportation corridor consisting of parallel Conrail and CN operations. According to the primary applicants, Conrail currently operates 12-13 trains per day over this segment, and the primary applicants project that this will increase to 15-16 trains per day.³ CN, with a grant of permanent and unrestricted trackage rights, would reroute 10 trains per day from its adjacent tracks to this Conrail line segment, most of which would enter or exit the segment at FN, thereby relieving the congested NS River Rouge track by equal measure. As noted earlier, it is my judgment that a shift of traffic from CNGT tracks to parallel Conrail tracks within this busy corridor can have no significant environmental impact, and is not the type of change in traffic density that is intended to trigger the Board's can ironmental thresholds.

CN also seeks trackage rights over the existing Conrail northbound main line 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, which is located within the Detroit Shared Assets Area. A grant of such trackage rights would enable CSX, in

³ These estimates are believed to exclude 8-12 CP trains.

conjunction with CN, to provide balanced competition to NS for this traffic. A grant of such trackage rights would have no significant effect on the environment. This proposal would not result in an increase in the number of trains, but merely a rerouting of those trains over generally parallel lines (3 trains each way per week).

Chicago Area

CN will seek trackage rights (1) from South Bend, IN (MP 436.9) on the existing Conrail Chicago main line, thence to the diverging Conrail Ivanhoe Branch (MP 482.0/240.7) and to Gibson Yard, Chicago (MP 259.5), a distance of approximately 54 miles, or, in the alternative, (2) from station point Hays, IN (MP 9.2) on the Conrail Kankakee Line (where the CNGT line c. osses Conrail) northward to Gibson Yard (MP 3.8), a distance of approximately 5.4 miles. In each instance, the trackage rights would be over Conrail lines to be acquired by NS. (As discussed in the accompanying RER, if the trackage rights were granted from Hays, CN would construct a connecting track at that point between the-CN and Conrail lines.)

Gibson Yard is operated by the Indiana Harbor Belt Railway ("IHB"), and serves as central point for interchanging pre-blocked auto traffic between eastern and western carriers. CN today reaches Gibson Yard via an alternate route, but that route will be impaired by congestion resulting from the proposed acquisition of Conrail by CSX and NS. The requested trackage rights, each of which involves Conrail lines to be acquired by NS, are needed to preserve an efficient access by CN to IHB's Gibson Yard.

CN currently operates one train per day of finished vehicles to Gibson Yard. (There is no reverse train movement; instead, the power is simply deadheaded to IHB's Blue Island

Yard.) Upon a grant of the requested trackage rights, this one train per day would be routed to Gibson Yard either over the Conrail line from South Bend or the Conrail line from Hays.

The requested trackage rights would have no significant environmental impact, regardless of whether the rights were granted from South Bend or from Hays. The Conrail line between South Bend and Gibson Yard is part of a high density main line that currently handles approximately 90 trains per day, so the addition of one train per day obviously would have no environmental impact. The Conrail Kankakee Line between Hays and Gibson Yard currently handles an average of approximately 6.8 trains per day, so the addition of one train would fall well short of the Board's environmental thresholds.

Buffalo Area

CN will seek trackage rights over the existing Conrail lines from CP "H" to CP "Draw," a distance of about 9 miles. Today CN connects with NS at Buffalo via overhead trackage rights that NS holds over the Conrail line extending generally from Black Rock, at International Bridge, to NS' Tifft Yard near CP "Draw." Traffic between CN and NS currently is interchanged on the Canadian side of International Bridge at Fort Erie and at Robbins (a siding just west of Fort Erie). CN also has the right to run to Buffalo Junction Yard and Tifft Yard for direct interchange with NS, but this right derives from a tri-party agreement whereby, for operating convenience, CN has the ability to utilize the trackage rights NS holds over Conrail. Given the realignment of Conrail assets being proposed, and in order to ensure preservation of the direct CN-NS interchange at Buffalo in the future, CN will seek trackage rights in its own name over this Conrail line (which will be acquired by CSX). The requested trackage rights will result in no increase or decrease in traffic over any line segment. Traffic being interchanged between CN and NS already is being handled by NS over the involved Conrail line. From an operating standpoint, the only effect of the proposed trackage rights will be that the same traffic might be handle by CN over the same Conrail line for interchange with NS at Buffalo Junction Yard and/or Tifft Yard.

B. <u>Responsive Environmental Report For Proposed Construction</u>

The following information is provided in compliance with Decision No. 6:

(1) Executive Summary

In order to implement trackage rights to be requested through its responsive application, CN proposes to construct certain connecting tracks in the Detroit and Chicago areas, as follows:

> (Sub-No. 82): Detroit Area/Vinewood-FN Trackage Rights -- Four short connecting tracks to provide access between the Conrail Northbound and Southbound Main Lines and CNGT's Shoreline Subdivision, as shown on Attachments 1 and 3, all within the Detroit Shared Assets Area. Two connections would be built at approximately MP 46.0 of the Shoreline Subdivision, just south of Dearoad/Cooledge Highway and Conrail's Rouge Yard. Two connections would be built at approximately MP 37.0 of the Shoreline Subdivision, just north of FN Tower.

(Sub-No. 83): Detroit Area/Trenton Channel Power Plant -- One short connecting track at Trenton, MI, to provide access between the Conrail

Northbound Main Line and CNGT's Shoreline Subdivision, as shown on Attachment 4. This connection, together with the related trackage rights over approximately 1.5 miles of Conrail's line, will provide balanced rail competition for movements to Detroit Edison's Trenton Channel power plant, which is located within the Detroit Shared Assets Area.

(Sub-No. 84): Chicago Area/Hays Connection for Access to Gibson Yard --One short connecting track at Hays, where the CNGT east-west main line crosses the Conrail north-south Kankakee Line, in the City of Highland, IN (Lake County), as shown on Attachment 5. This connection is needed to implement one of CN's two alternative trackage rights requests to provide access to IHB's Gibson Yard, on the southeast side of Chicago.

All of the proposed connections would be constructed within existing railroad rights-of-way or on adjacent railroad-owned land. The connections at Detroit would be built within an existing, heavily used rail transportation corridor. The connection in the Chicago area would be built in an undeveloped area. As to each of the connections, the proposed construction would have no significant effect on the environment.

(2) Purpose and Need for Agency Action

The construction and operation of an extension to a railroad line requires Board approval under 49 U.S.C. 10901, unless the Board grants an exemption pursuant to 49 U.S.C. 10502. The construction of connecting tracks between the lines of different railroads, particularly for the purpose of implementing trackage rights, generally is regarded as construction within the scope of section 10901. Under 49 C.F.R 1150.36, the Board has

adopted a class exemption for the construction and operation of connecting tracks within existing rail rights-of-way, or on land owned by connecting railroads, but the class exemption does not eliminate the need for environmental reporting.

(3) Description of Responsive Applications and Related Operations

As discussed elsewhere in this statement, CN intends to seek certain trackage rights in response the proposed acquisition of Conrail by CSX and NS. In order to implement the proposed trackage rights in the Detroit and Chicago areas, CN intends to construct and operate over certain connecting tracks.

The Vinewood-FN Connecting Tracks would be used to implement CN's request for trackage rights between Vinewood and Stanley Yard, and more specifically that portion of the trackage rights between Vinewood and FN Tower. There is an existing connection between the Conrail line and the CNGT Shoreline Subdivision at Vinewood, which would be used in conjunction with these trackage rights. CN proposes to reconstruct the former connection at Conrail's Rouge Yard, and proposes the construction of new connecting tracks just north of FN Tower. This latter connection will permit the movement of CN trains between the Conrail line and the portion of CNGT's River Subdivision that extends to Flat Rock.

The Trenton Channel Connecting Track will be used in conjunction with requested trackage rights to establish a CSX-CN route for the movement of coal to Detroit Edison's Trenton Channel power plant, in competition with the direct NS route that will exist after the proposed acquisition of Conrail.

The Hays Connecting Track will be needed to implement the second of CN's alternative requests for trackage rights to preserve efficient access to Gibson Yard. The

connection would enable trains moving westbound on CN's main line to turn north on Conrail's Kankakee Line.

(4) Description of Affected Environment

(a) Vinewood-FN Connecting Tracks

The site is located within an existing rail transportation corridor in the Detroit area. Two connections would be built at approximately MP 46.0 of the Shoreline Subdivision, just south of Dearoad/Cooledge Highway and Conrail's Rouge Yard. Two connections would be built at approximately MP 37.0 of the Shoreline Subdivision, just north of FN Tower.

Each of these proposed connecting tracks will be built on land that is currently railroad-owned and utilized for railroad operations; therefore, zoning for the site currently accommodates railroad uses. None of the connecting tracks will cross any public roads. There are no existing structures on the site. Since the construction will take place on railroad property in the midst of an existing, heavily used transportation corridor, the construction is highly unlikely to have any impact on vegetation, wildlife, or historical or cultural resources.

(b) Trenton Channel Connecting Track

The site is located within an existing rail transportation corridor in the Detroit area at Trenton, MI, between the Conrail Northbound Main Line and CNGT's Shoreline Subdivision, and adjacent to Detroit Edison's Trenton Channel power plant. The power plant itself lies to the east of the rail corridor, adjacent to the Trenton Channel of the Detroit River. The dumper for the power plant, to which CN seeks access, lies within the rail corridor between Conrail's Northbound and Southbound Main Lines. A conveyor takes coal from the dumper across three parallel railroad tracks to the power plant.

The proposed connecting track will be built on land that is currently railroad-owned and utilized for railroad operations; therefore, zoning for the site currently accommodates railroad uses. The connecting track will not cross any public roads. There are no existing structures on the site. Since the construction will take place on railroad property in the midst of an existing, heavily used transportation corridor, the construction is highly unlikely to have any impact on vegetation, wildlife, or historical or cultural resources.

(c) Hays Connecting Track

The site is southeast of Chicago in the City of Highland, IN (Lake County), at the crossing of the CNGT east-west main line and the Conrail north-south Kankakee Line, about 1.400 feet west of Kennedy Avenue. The proposed connecting track would be built in the northeast quadrant of this crossing. At one time there was a connecting track in the southeast quadrant, but it was removed some years ago. A creek runs in a generally north-south direction and is carried by large culvert under the both Conrail and CNGT lines in the vicinity of the crossing. However, the proposed connection will not need to cross this creek.

There is residential development along Kennedy Avenue, but the site of the proposed connection is undeveloped railroad-owned property, and therefore the zoning for the site should accommodates railroad uses. The vegetation on the site is not unique, and the potential for wildlife is limited. There are no structures on the site. Given the proximity of the site to existing, active rail lines, the proposed construction is unlikely to have any effect on historical or cultural resources.

(5) Description of Alternatives

(a) Vinewood-FN Connecting Tracks

No build alternatives were identified to implement the proposed CN trackage rights. (CN has identified certain additional construction that might be undertaken to fully implement a paired track arrangement at Detroit, but the imposition of such an arrangement is not within the scope of the requested action, and the location for any such additional connecting tracks can best be identified though negotiations among the railroads participating voluntarily in such a paired track arrangement.)

Under the no-action alternative, CN would not have access to the Conrail line through Detroit and would not be able to avoid the increased congestion that will result from the proposed acquisition of Courail. None of the potential environmental effects associated with the proposed construction would occur, but any such potential effects are minimal. At the same time, the benefits of more efficient rail operations at Detroit would not be achieved, and any beneficial effects of moving trains away from residential areas and reducing locomotive delays and dwell times would be forfeited.

(b) Trenton Channel Connecting Track

No build alternatives were identified to implement the proposed CN trackage rights.

Under the no-action alternative, CN would not have access to the Conrail Northbound Main Line, and therefore could not, in conjunction with CSX, provide service for coal movements to the dumper of Detroit Edison's Trenton Channel power plant, in competition with the direct NS route. None of the potential environmental effects associated with the

proposed construction would occur, but any such potential effects are minimal. At the same time, the benefits of competitive rail service to this power plant would not be achieved.

(c) Hays Connecting Track

No build alternatives were identified to implement the proposed CN trackage rights from Hays. However, CN will request alternative trackage rights, over the Conrail line from South Bend, which could be implemented without new construction. Given the volume of traffic currently moving over the Conrail line from South Bend, the addition of one CN train per day to this line would have no environmental impact. However, it is possible that NS, the prospective owner of the Conrail line from South Bend, would prefer that any new CN access to Gibson Yard be via the lower density Kankakee Line from Hays, for which a connection is meeded.

(6) Analysis of Potential Environmental Impacts

For the reasons discussed elsewhere in this report, the construction of the proposed connecting tracks has only a minimal potential for site specific environmental impact, and will have no overall significant environmental impact. In each instance, the proposed construction involves short connecting tracks to be built on existing railroad property. In the Detroit area, the construction would take place within an existing, heavily used rail transportation corridor. In the Chicago area, the construction would take place on undeveloped land adjacent to existing rail lines.

(7) Proposed Mitigation

The proposed construction of each of these connections would result in minimal or no impact to land uses, water resources, biological resources, air quality, noise, cultural

resources, transportation, and safety. In consideration of these minimal impacts and as a matter of sound construction practices, CN proposes to undertake the following mitigation measures:

Land Use

Adjacent properties disturbed during construction activities will be restored to preconstruction conditions. Heavy equipment will not be permitted on sensitive resources surrounding the construction area. Should disturbance to sensitive resources be unavoidable, Best Management Practices will be employed to minimize impact to those resources.

Water Resources

Erosion and sedimentation control measures will be employed during construction activities to minimize impact on water resources near the construction activities. Erosion will also be minimized by disturbing the smallest area possible at the site and by revegetating any disturbed areas immediately following construction activities. Any culverts in the area will be kept clear of debris to avoid flooding, in accordance with federal, state and local regulations. Necessary permits will be obtained if construction activities require the alteration of or work in wetlands, ponds, lakes or streams or if these activities cause soil or other materials to effect the water resources.

Biological Resources

The regrowth of vegetation in disturbed areas will be encouraged through stabilization of disturbed soils and reseeding. Should environmental altering-activities occur, follow-up agency consultation with the appropriate state DNR and the United States Fish and Wildlife Service will be conducted.

Air Quality

All applicable federal, state and local regulations regarding the control of fugitive dust will be followed as well as using control methods such as water spraying.

Noise

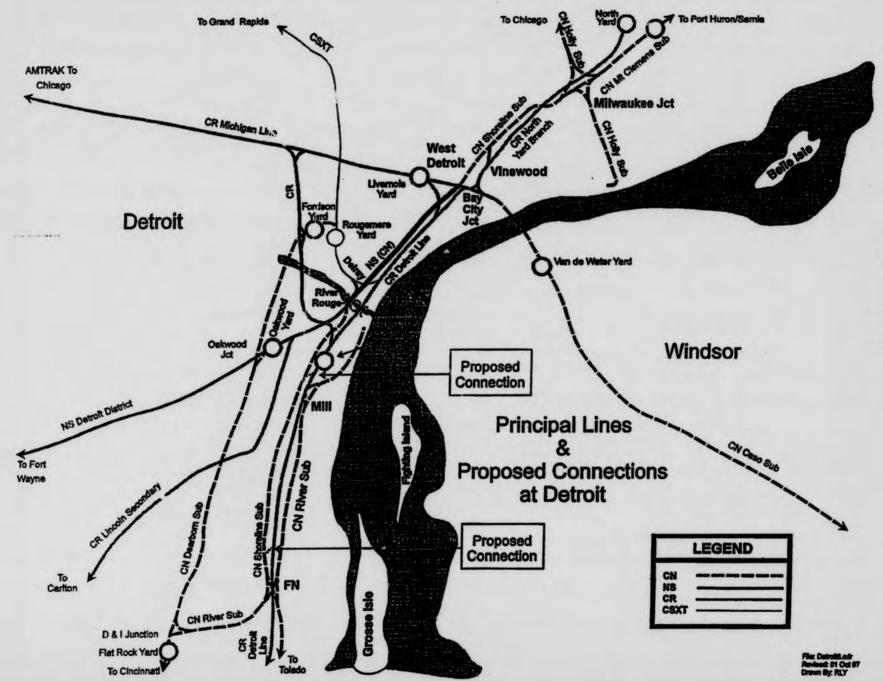
Temporary noise from construction equipment will be controlled through the use of work hour controls and maintenance of muffler systems on machinery.

Historic and Cultural Resources

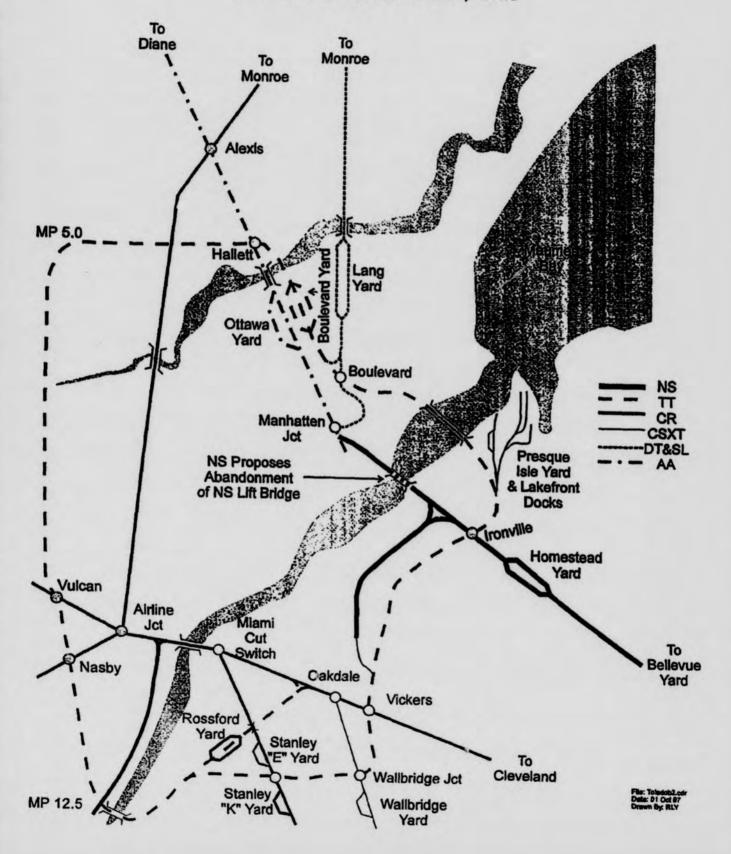
In the event that potentially significant resources are discovered during the course of the project, the appropriate State Historic Preservation Office will be notified and procedures recommended by the SHPO will be implemented. This may include halting construction until the significance of the site can be evaluated and the impact to the significant values of the site can be mitigated or reduced.

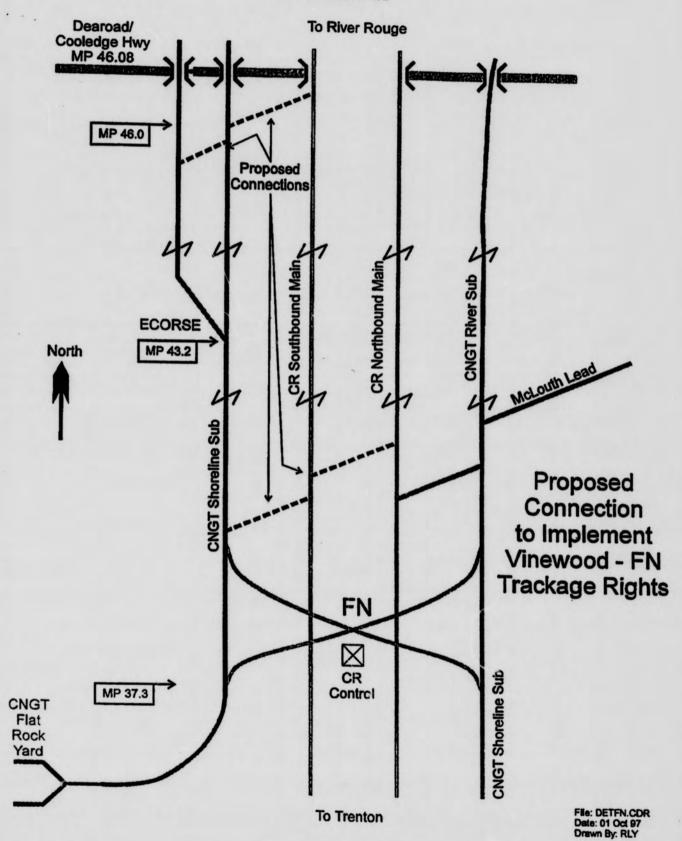
Transportation and Safety

All roads disturbed during construction activities will be restored according to state or local regulations. Signs and barricades will be utilized, as necessary, to control traffic disruptions during construction activities. All hazardous materials generated during construction activities will be transported in accordance with the U.S. Department of Transportation Hazardous Materials Regulations (47 C.F.R. Parts 171-174 and 177-179). If any hazardous materials are encountered during construction activities, the appropriate response and remediation measures will be implemented.

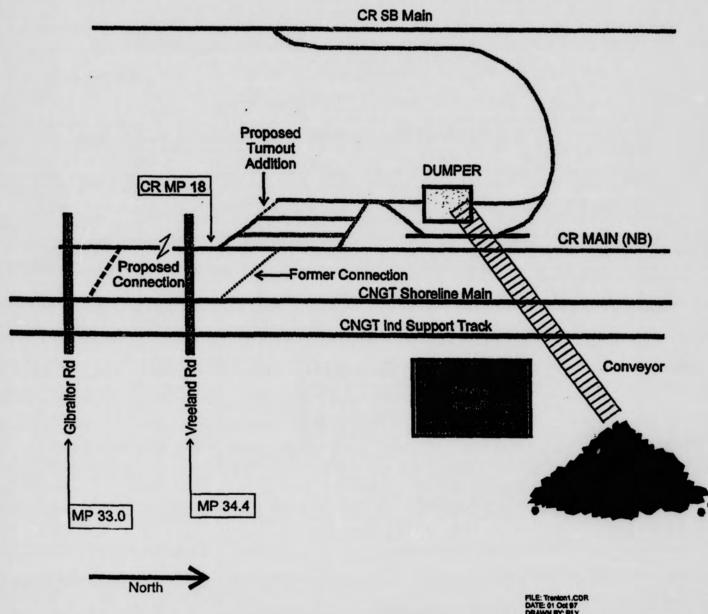


Principal Lines at Toledo, Ohio

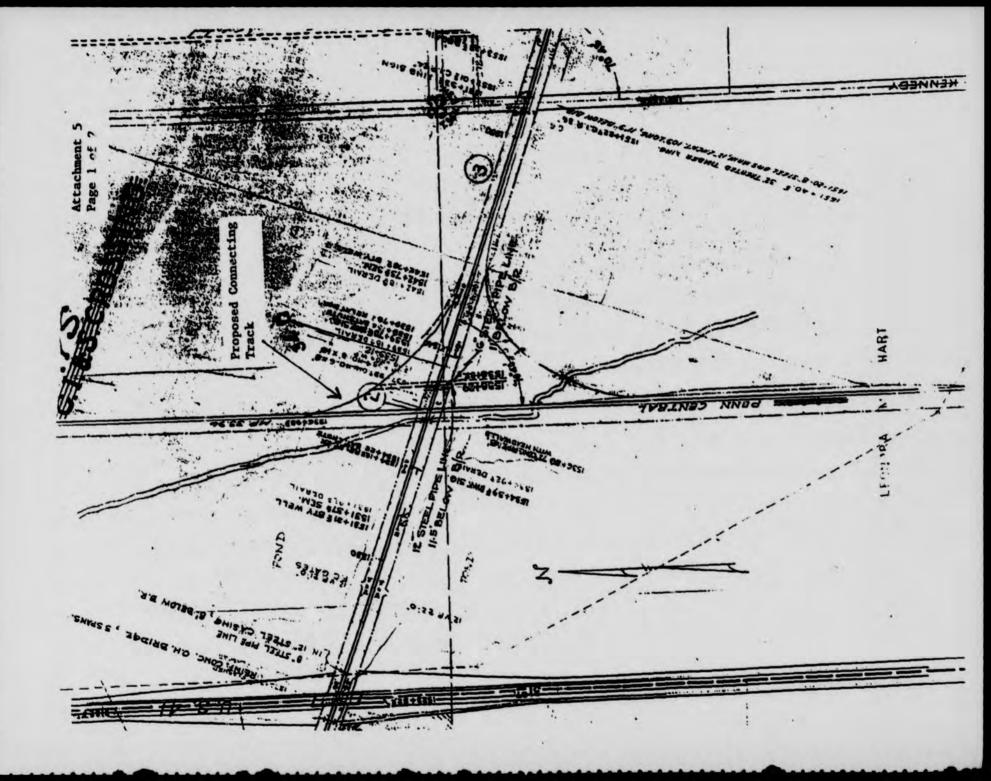


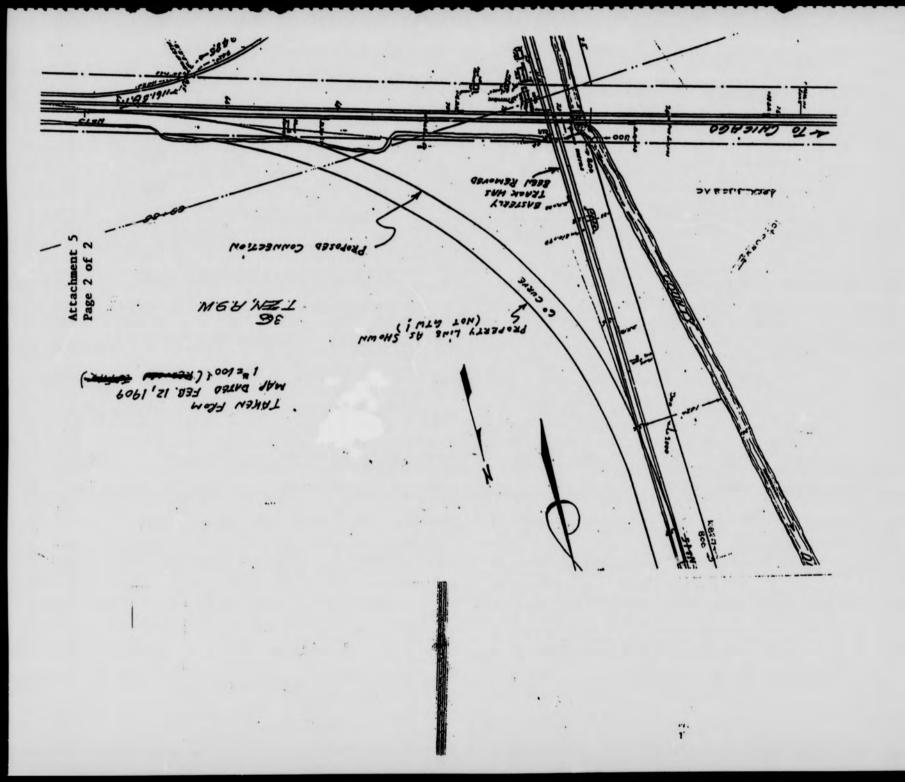


Proposed Connection to Implement Access to Detroit Edison Trenton Channel Plant









I, Douglas N. Wilson, verify under penalty of perjury that I have read the foregoing statement and the same is true and correct to the best of my knowledge and belief. I further verify that I am qualified and authorized to provide this statement.

Executed this 1st date of october, 1997.

Vilam

Douglas N. Wilson

Subscribed and sworn to before me by Douglas N. Wilson this lot day of October, 1997.

Notary Public (Kenneth Romald Perse)



My commission expires: <u>not applicable</u>.

Certificate of Service

The undersigned hereby certifies that on this 1st day of October, 1997, he served a true copy of the foregoing on counsel for all known parties by first-class mail, postage prepaid. He further certifies that, in compliance with 49 C.F.R. 1105.7(b), copies were served

on the following:

U.S. National Park Service 1849 C Street, N.W. Washington, D.C. 20240

U.S. Soil Conservation Service Independence Ave. at 12th & 14th Sts., N.W. Washington, D.C. 20241

Mayor City of Highland 3333 Ridge Road Highland, IN 46322

Lake County Board of Commissioners Crown Point Government Center 2293 N. Main Street Crown Point, IN 46307

U.S. Army Engineer Division, North Central 111 N. Canal Street Chicago, Illinois 60606-7206

U.S. Army Engineer District, Detroit P.O. Box 1027 Detroit, MI 48231-1027

U.S. Fish and Wildlife Service Region 3 One Federal Drive Federal Building Fort Snelling, MN 55511 U.S. Environmental Protection Agency Region 5 77 West Jackson Boulevard Chicago, Illinois 60604

State Clearinghouse State Budget Agency 212 State House Indianapolis, IN 46204

Environmental Protection Agency Department of Environmental Management P.O. Box 6015 100 N. Senate Avenue Indianapolis, IN 46206-6015

Manager, Federal Project Review Southeast Michigan Council of Governments 660 Plaza Drive, Suite 1900 Detroit, MI 48226

Department of Natural Resources Box 300028 Lansing, MI 48909

NOAA National Geodetic Survey, N/NGS12 1315 East-West Highway Silver Spring, Maryland 20910-3282

Indiana Department of Transportation Railroad Division 100 North Senate Avenue Suite N901 Indianapolis, IN 46204-2219

Michigan Department of Transportation Freight Services & Safety Division P.O. Box 30050 425 West Ottawa Lansing, MI 48909

L. John Osborn

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October 1, 1997

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MANAGEMENT

STB

VIA HAND DELIVERY

Honorable Vernon A. Williams Secretary Surface Transportation Board 1925 K Street, N.W., Room 700 Washington, D.C. 20423-0001

SUBUS

CENTRAL ADMINISTRATIVE UNIT

REC'D: 10/2/97 DOCUMENT # 10/8/97 8:19:35 M

Finance Docket No. 33388, CSX Corporation and CSX Transportation, Inc., Re: Norfolk Southern Corporation and Norfolk Southern Railway Company -Control and Operating Leases/Agreements - Conrail Inc. and Consolidated Rail Corporation - Transfer of Railroad Line by Norfolk Southern Railway Company to CSX Transportation, Inc.

Dear Secretary Williams:

Enclosed you will find the original and 25 copies of the Verified Statement of M. W. Grubb, Jr. (RJC-5), regarding environmental matters in connection with the anticipated Responsive Application of R.J. Corman Parties. Also enclosed is a 3.5 inch diskette containing the filing in WordPerfect 5.1.

Please stamp the extra copy of the foregoing and return it with our messenger.

Respectfully submitted,

ENTERED Office of the Secretary Kevin M. Shevs - 1 1997 OCT Part of 5 Public Record

Enclosures

All Parties Referenced in Certificate of Service CC:

Brussels Chicago Detroit Geneva Irvine Los Angeles Minneapolis New York Paris Saint Paul San Jose

Washington, D.C.



VERIFIED STATEMENT OF M.W. GRUBB, JR.

I am M.W. ("Pat") Grubb, Jr., President of R.J. Corman Railroad Company/Western Ohio Line ("RJCW"). I am submitting this Verified Statement to explain why an Environmental Report is not required in connection with RJCW's anticipated Responsive Application in STB Finance Docket No. 33388. RJCW seeks acquisition of ownership of, or trackage rights on, an approximately 2.3 route mile segment of Conrail rail line (the "Subject Line") which would not result in any appreciable increase in railroad traffic. As is explained below, if RJCW's Responsive Application and the Primary Application are granted, the environmental thresholds established in 49 C.F.R. § 1105.8 will not be exceeded, and there will be no significant environmental impact.

RJCW operates 51.5 miles of line between Lima and Glenmore, Ohio pursuant to a modified certificate of public convenience and necessity. Presently, RJCW interchanges with Conrail near the eastern end of the Lima-Glenmore line and with Norfolk Southern Railway Company ("NSR") and CSX Transportation, Inc. ("CSXT") in a yard owned by British Petroleum ("BP Yard"), about two miles east of the Lima-Glenmore line. Conrail performs an intermediate switch of the RJCW traffic to or from NSR and CSXT.

RJCW believes that control of Conrail by CSXT and NSR, the division of Conrail's assets and the associated operating changes will adversely impact shippers served by RJCW on the Lima-Glenmore line. Therefore, RJCW seeks, as a condition to Board approval of the Primary Application, to acquire ownership of, or trackage rights on, Conrail's line of railroad between approximately milepost 54.4 and approximately milepost 52.1 in Lima, Ohio. Under the proposed acquisition RJCW will use the existing Conrail trackage and will serve in the same capacity as Conrail at the point of the interchange of traffic to CSXT. There will be no resultant increase in traffic flow.

The acquisition will not cause the diversion of any rail carloads per year or per mile per year to motor carriers. The proposed transaction might increase traffic, but the traffic increase is unlikely to exceed 1,000 carloads per year and therefore will not result in (A) an appreciable percentage increase in the annual gross ton miles or an appreciable increase in the average number of trains per day on any segment of rail line, (B) an increase in rail yard activity or (C) an increase in truck traffic on any road segment. Accordingly, there will be no significant impact on the environment, and submission of an environmental report is not required.

STATE OF KENTUCKY

) \$5.

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COUNTY OF JESSAMINE

M.W. Grubb, Jr., being duly sworn, deposed and says that he has read the foregoing

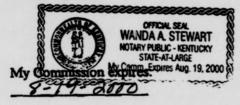
Verified Statement, that he knows the contents thereof, and that the factual statements contained

therein are true and correct to the best of his knowledge, information and belief.

M.W. Grubb, Jr.

Subscribed and sworn to before me, by M.W. Grubb, Jr. this 2007 day of September, 1997.

Notary Signature



OWDC: 18008 101 9/2497

CERTIFICATE OF SERVICE

I hereby certify that on this 1st day of October, 1997, a copy of the foregoing Verified Statement of M. W. Grubb, Jr. (RJC-5) was served by first class mail, postage prepaid, upon Administrative Law Judge Jacob Leventhal, all Parties of Record on the Service List and all parties required to be served with environmental documentation pursuant to 49 C.F.R. § 1105.7(b).

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CENTRAL ADMINISTRATIVE UNIT 0 REC'D: 10/2/97 DOCUMENT # 104 97 1.14.47 P SURFACE TRANSPORTATION BOARD OCT MAIL MANAGEMENT STB

FINANCE DOCKET NO. 33388

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

FINANCE DOCKET NO. 33388 (SUB-NO. 62)

ILLINOIS CENTRAL RAILROAD COMPANY -- PURCHASE AND TRACKAGE RIGHTS --CSX TRANSPORTATION, INC.

VERIFIED STATEMENT OF NO SIGNIFICANT ENVIRONMENTAL IMPACT

> Ronald A. Lane Myles L. Tobin Illinois Central Railroad Company 455 North Cityfront Plaza Drive Chicago, IL 60611-5504 (312) 755-7621

17

William C. Sippel Thomas J. Litwiler Thomas . Healey Oppenhe ver Wolff & Donnelly Two Prude tial Plaza, 45th Floor 180 North . etson Avenue Chicago, Ill. lois 60601 (312) 616-1800

ATTORNEYS FOR ILLINOIS CENTRAL RAILROAD COMPANY

Dated: September 30, 1997

BEFORE THE SURFACE TRANSPORTATION BOARD



FINANCE DOCKET NO. 33388

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

FINANCE DOCKET NO. 33388 (SUB-NO. 62)

ILLINOIS CENTRAL RAILROAD COMPANY -- PURCHASE AND TRACKAGE RIGHTS --CSX TRANSPORTATION, INC.

FINANCE DOCKET NO. 33388 (SUB-NO. 68)

CONRAIL INC. AND CONSOLIDATED RAIL CORPORATION -- DIVESTITURE OF OWNERSHIP --INDIANA HARBOR BELT RAILROAD COMPANY

VERIFIED STATEMENT OF NO SIGNIFICANT ENVIRONMENTAL IMPACT

I am Thomas J. Healey, an attorney for the Illinois Central Railroad Company ("IC"). After consulting with my client, I am submitting this Verified Statement to explain why an Environmental Report is not required in connection with IC's anticipated Responsive Application in Finance Docket No. 33388 (Sub-No. 62). IC seeks: 1) conveyance of CSX Transportation, Inc. ("CSXT") trackage extending between Leewood and Aulon in Memphis, Tennessee; and 2) overhead trackage rights over CSXT's line of railroad extending between Odin, Illinois and Cincinnati, ohio, including the reconstruction of a connection at Odin, interchange rights to all other carriers in the Cincinnati area (and in particular Norfolk Southern Railway Company), and access via reciprocal switching to all industries in the Cincinnati area. As is explained below, if IC's Responsive Application and the Primary Application are granted, the environmental thresholds established in 49 C.F.R. § 1105.6 will not be exceeded and there will be no significant environmental impact.

IC is a Class I common carrier by rail which operates approximately 2600 route miles of rail line in six midwestern and south central states. IC is a wholly owned subsidiary of IC Corp., a non-carrier holding company. Through CCP Holdings, Inc., another wholly-owned subsidiary, IC Corp. also controls the Chicago, Central & Pacific Railroad Company, a Class II rail carrier which operates approximately 700 miles of rail line in Illinois and Iowa, and the Cedar River Railroad Company, a Class III rail carrier operating approximately 100 miles of rail line in Iowa and Minnesota.

IC's anticipated filing pursuant to 49 C.F.R. § 1180.4(d)(4) would not cause any foreseeable increase in traffic. CSXT's tracks between Leewood and Aulon form a portion of IC's main line between Chicago and New Orleans. IC currently operates trains over these tracks pursuant to trackage rights. Approval of IC's acquisition of CSXT's Leewood-Aulon track pursuant to a Responsive Application would result in a transfer of dispatching and maintenance over this track to IC, and would change the nature of IC's legal right to operate over the track from trackage rights to ownership. IC does not foresee any change in the levels of either trains or traffic resulting from such a transfer of ownership.

Similarly, IC's trackage rights between Odin, Illinois and Cincinnati should not result in an increase in train operations over this CSXT line exceeding the thresholds established in 49 C.F.R. § 1105.7(a) (5). IC does not reasonably foresee more than two or four trains per day (one or two in each direction) operating between these points. In its Operating Plan, CSXT projects that subsequent to approval of the Application, its train densities on this line will decrease, dropping as many as six trains per day in the Cincinnati area.1 See CSX/NS-20, Vol. 3A, p. 436. Further west of Cincinnati, toward East St. Louis, CSXT projects a decrease of more than three trains a day from this line. Id. Thus, even if IC's operations add a highest-case scenario of four trains a day to this line, the overall effect on the line will be (at most) an increase of less than one train per day, below the environmental thresholds established at 49 C.F.R. § 1105.6(c)(2).

It is thus not reasonably foreseeable that the environmental thresholds established in 49 C.F.R. § 1105.7 will be exceeded for either of these transactions. The conditions sought by IC are not expected to cause the diversion of any rail traffic from any of the involved rail lines to motor carriers. The proposed transactions are not expected to result in: (a) a qualifying increase in rail traffic on any segment of rail line; (b) an qualifying increase in rail yard activity; or (c) an

¹ The East St. Louis to Cincinnati rail line does not comprise any portion of CSXT's eleven projected "Service Routes," as more fully described in CSX/NS-20 beginning at page 107. The line does form a portion of CSXT's Intermodal Network (see page 140 of CSX/NS 20).

increase in truck traffic on any road segment. Accordingly, there will be no significant impact on the environment, and submission of an environmental report is not required.

State of Illinois)) ss. County of Cook)

Thomas J. Healey, being duly sworn, deposes and says that he is an attorney for Illinois Central Railroad Company, that he has read the foregoing statement and knows the facts asserted therein, and that the same are true as stated to the best of his knowledge, information and belief.

Thomas J. Healey

SUBSCRIBED AND SWORN to before me this 30th day of September, 1997.

Notary Public

My Commission expires:

OFFICIAL SEAL LAWRENCE M CORRIDON NOTARY PUBLIC, STATE OF ILLINOIS MY COMMISSION EXPIRES:04/11/01

CERTIFICATE OF SERVICE

I hereby certify that on this 30th day of September, 1997, a copy of the foregoing Verified Statement of No Significant Environmental Impact (IC-4) was served by first class mail, postage prepaid, upon:

> Dennis G. Lyons, Esq. Arnold & Porter 555 12th Street, N.W. Washington, DC 20004-1202

Richard A. Allen, Bsq. Zuckert, Scoutt & Rasenberger, L.L.P. 888 Seventeenth Street, N.W. Suite 600 Washington, DC 20006-3939

Paul A. Cunningham, Esq. Harkins Cunningham 1300 Nineteenth Street, N.W. Suite 600 Washington, DC 20036

Hon. Jacob Leventhal Administrative Law Judge Federal Energy Regulatory Commission 888 First Street, N.E., Suite 11F Washington, DC 20426

and upon all parties of record appearing on the Surface Transportation Board's official service list in this proceeding, served August 19, 1997.

Thomas J. Healley

ENVIRONMENTAL

IORY-3

CENTRAL ADMINISTRATIVE UNIT BEFORE THE REC'D: 10/2/97 SURFACE TRANSPORTATION BOARD DCCUMENT # 10/4/97 11.34.58 AM

STB FINANCE DOCKET NO. 33388 (SUB-NO. 7

INDIANA & OHIO RAILWAY COMPANY -TRACKAGE RIGHTS-CONSOLIDATED RAIL CORPORATION, CSX TRANSPORTATION, INC. AND NORFOLK SOUTHERN RAILWAY COMPANY

ENVIRONMENTAL VERIFIED STATEMENT

Indiana & Ohio Railway Company ("IORY"), pursuant to Decision No. 6 (served May 30, 1997) and Decision No. 38 (served September 18, 1997), hereby submits its Environmental Verified Statement.

In its Description of Anticipated Responsive Application (IORY-2), IORY stated that it anticipated seeking trackage rights over certain described rail lines in Ohio and Indiana. The grant of those trackage rights to IORY will have no significant environmental impact.

The proposed trackage rights will not result in significant changes in carrier operation. There will not be a diversion of: (1) more than 1,000 rail carloads a year to motor carriage; or (2) an average of 50 carloads per mile per year for any part of this line to motor carriage. The granting of the trackage rights will also not result in: (1) an increase in rail traffic of at least 100 percent or an increase of at least eight trains a day on any segment of the line; (2) an increase in rail yard activity of at least 100 percent; or (3) an average increase in truck traffic of more than 10 percent of the average daily traffic or 50 vehicles a day. To the extent that the trackage rights affect a class I or nonattainment area under the Clean Air Act, they will not result in: (1) an increase in rail traffic of at least 50 percent or an increase of at least three trains a day on any segment of the line; (2) an increase in rail yard activity of at least 20 percent; or (3) an average increase in truck traffic of more than 10 percent of the average daily traffic or 50 vehicles a day. Accordingly, no environmental documentation is required for IORY's filing in this proceeding pursuant to the provisions of 49 C.F.R. 1105.6(c)(2).

Respectfully submitted,

Maell

KARL MORELL Of Counsel BALL JANIK LLP 1455 F Street, N.W. Suite 225 Washington, D.C. 20005 (202) 638-3307

Attomey for: INDIANA & OHIO RAILWAY COMPANY

Dated: October 1, 1997

STATE OF TEXAS)
COUNTY OF BEXAR) 55.

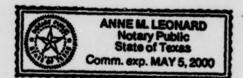
I, Bruce M. Flohr, being duly sworn depose and state that I am President of Indiana & Ohio Railway Company, that I am authorized to make this verification, and that I have read the foregoing Environmental Verified Statement and know the facts asserted therein are true and accurate to the best of my knowledge, information, and belief.

- males

Bruce M. Flohr

SUBSCRIBED AND SWORN TO before me this 30th day of September, 1997.

My Commission Expires: MAY S. Les



Marrad Notary Public

CERTIFICATE OF SERVICE

I hereby certify that on this 1st day of October, 1997, I caused a copy of the foregoing Environmental Verified Statement to be served by first class mail, postage prepaid, on Administrative Law Judge Jacob Leventhal and all parties of record in STB Finance Docket No. 33388.

Karl Morell

ENVIRONMENTAL BOCUMENT CENTRAL ADMINISTRATIVE UNIT REC'D: 0297 DOCUMENT # 10497 12:34:53 Pm

> BEFORE THE SURFACE TRANSPORTATION BOARD

STB FINANCE DOCKET NO. 33388 (SUB-NO. 76)

INDIANA SOUTHERN RAILROAD, INC. -TRACKAGE RIGHTS-CONSOLIDATED RAIL CORPORATION AND INDIANA RAIL ROAD COMPANY

ENVIRONMENTAL VERIFIED STATEMENT

Indiana Southern Railroad, Inc. ("ISRR"), pursuant to Decision No. 6 (served May 30, 1997) and Decision No. 38 (served September 18, 1997), hereby submits its Environmental Verified Statement.

In its Description of Anticipated Responsive Application (ISRR-2), ISRR stated that it anticipated seeking trackage rights in Indianapolis, IN and between Indianapolis and certain nearby cities in Indiana. The grant of these trackage rights to ISRR will have no significant environmental impact.

The proposed trackage rights will not result in significant changes in carrier operation. There will not be a diversion of: (1) more than 1,000 rail carloads a year to motor carriage; or (2) an average of 50 carloads per mile per year for any part of this line to motor carriage. The granting of the trackage rights will also not result in: (1) an increase in rail traffic of at least 100 percent or an increase of at least eight trains a day on any segment of the line; (2) an increase in rail yard activity of at least 100 percent; or (3) an average increase in truck traffic of more than 10 percent of the average daily traffic or 50 vehicles a day. To the extent that the trackage rights affect a class I or nonattainment area under the Clean Air Act, they will not result in: (1) an increase in rail traffic of at least 50 percent or an increase of at least three trains a day on any segment of the line; (2) an increase in rail yard activity of at least 20 percent; or (3) an average increase in truck traffic of more than 10 percent of the average daily traffic or 50 vehicles a day. Accordingly, no environmental documentation is required for ISRR's filing in this proceeding pursuant to the provisions of 49 C.F.R. 1105.6(c)(2).

Respectfully submitted,

Morell

KARL MORELL Of Counsel BALL JANIK LLP 1455 F Street, N.W. Suite 225 Washington, D.C. 20005 (202) 638-3307

Attorney for: INDIANA SOUTHERN RAILROAD, INC.

Dated: October 1, 1997

STATE OF TEXAS)
COUNTY OF BEXAR) 55.

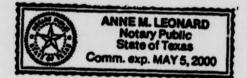
I, Bruce M. Flohr, being duly sworn depose and state that I am President of Indiana Southern Railroad, Inc., that I am authorized to make this verification, and that I have read the foregoing Environmental Verified Statement and know the facts asserted therein are true and accurate to the best of my knowledge, information, and belief.

- march

Bruce M. Flohr

SUBSCRIBED AND SWORN TO before me this 30th day of September, 1997.

My Commission Expires: MAY 5, 2003



Notary Public

CERTIFICATE OF SERVICE

I hereby certify that on this 1st day of October, 1997, I caused a copy of the foregoing Environmental Verified Statement to be served by first class mail, postage prepaid, on Administrative Law Judge Jacob Leventhal and all parties of record in STB Finance Docket No. 33388.

Karl Morell

CENTRAL ADMINISTRATIVE UNIT REC'D: 10/2/97 DOCUMENT # 10/4/97 1:07:1940

BEFORE THE SURFACE TRANSPORTATION BOARD



FINANCE DOCKET NO. 33388

CSX CORPORATION AND CSX TRANSPORTATION, INC., NORFOLM

FINANCE DOCKET NO. 33388 (SUB-NO. 61)

BESSEMER AND LAKE ERIE RAILROAD COMPANY -- TRACKAGE RIGHTS --LINES OF CSX TRANSPORTATION, INC. AND PENNSYLVANIA LINES LLC

VERIFIED STATEMENT OF NO SIGNIFICANT ENVIRONMENTAL IMPACT

Robert N. Gentile Colette Ferris-Shotton Transtar, Inc. 135 Jamison Lane P.O. Box 68 Monroeville, PA 15146 (412) 829-6890

William C. Sippel Kevin M. Sheys Thomas J. Healey Oppenheimer Wolff & Donnelly Two Prudential Plaza, 45th Floor 180 North Stetson Avenue Chicago, Illinois 60601 (312) 616-1800

ATTORNEYS FOR BESSEMER AND LAKE ERIE RAILROAD COMPANY

Dated: September 30, 1997

BEFORE THE SURFACE TRANSPORTATION BOARD



FINANCE DOCKET NO. 33388

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

FINANCE DOCKET NO. 33388 (SUB-NO. 61)

BESSEMER AND LAKE ERIE RAILROAD COMPANY -- TRACKAGE RIGHTS --LINES OF CSX TRANSPORTATION, INC. AND PENNSYLVANIA LINES LLC

VERIFIEL STATEMENT OF NO SIGNIFICANT ENVIRONMENTAL IMPACT

I am Thomas J. Healey, an attorney for the Bessemer and Lake Erie Railroad Company ("BLE"). BLE is a subsidiary of Transtar, Inc., a non-carrier holding company. After consulting with my client, I am submitting this statement to explain why an Environmental Report is not required in connection with BLE's anticipated Responsive Application in Finance Docket No. 33388 (Sub-No. 61). In its Responsive Application, BLE will seek overhead trackage rights either over the Pennsylvania Lines LLC line (formerly Consolidated Rail Corporation ("Conrail")) between Pittsburgh and Shire Oaks, Pennsylvania or over the line operated by CSX Transportation, Inc. ("CSXT") between Pittsburgh and Brownsville, Pennsylvania for the sole purpose of transporting coal originating at mines on the former Monongahela Railway Company ("MGA") destined to Conneaut Dock at Conneaut, Ohio for movement beyond, together with haulage rights over Norfolk Southern Railway Company ("NSR") over the former MGA lines between such mines and Shire Oaks or Brownsville, as the case may be, on the same terms and conditions as are applicable to CSXT. This condition shall apply only in the event that NSR provides haulage services to CSXT over the former MGA lines. As is explained below, if BLE's Responsive Application and the Primary Application are granted, the environmental thresholds established in 49 C.F.R. § 1105.6 will not be exceeded and there will be no significant environmental impact.

As stated above, Transtar is a non-carrier transportation holding company which controls eight Boardregulated rail carrier subsidiaries: (1) BLE; (2) Elgin, Joliet and Bastern Railway Company ("EJE") a Class II carrier operating in northeastern Illinois and northwestern Indiana; (3) Birmingham Southern Railroad Company, a Class III switching and terminal carrier in Birmingham, Ensley, Fairfield and Bessemer, Alabama; (4) Duluth, Missabe and Iron Range Railway Company, a Class II carrier operating in northeastern Minnesota and northwestern Wisconsin; (5) The Lake Terminal Railroad Company, a Class III switching carrier operating in Lorain, Ohio; (6) Union Railroad Company, a class III carrier operating from North Bessemer to Clairton Junction, Pennsylvania; (7) McKeesport Connecting Railroad Company, a Class III switching operation in McKeesport, Pennsylvania; and (8) The Pittsburgh and Conneaut Dock Company, which operates a rail/water dock facility on Lake Erie at Conneaut, Ohio.

BLE is a Class II rail carrier which owns and operates approximately 150 route miles of rail line between North Bessemer, Pennsylvania and Conneaut, Ohio on Lake Erie. It primarily handles bulk commodities, particularly coal, iron ore, and limestone.

BLE's anticipated filing pursuant to 49 C.F.R. § 1180.4(d)(4) would not cause any foreseeable increase in traffic. BLE reasonably foresees that it will operate less than one train per day over either track on which trackage rights are sought. The commodity to be moved over these rights (coal) moves almost exclusively in unit trains, and BLE believes that any trains it would move over these rights would necessarily result in fewer train movements by Applicants. In other words, BLE does not project any increase in train traffic over that projected by Applicants.

In its Operating Plan, CSXT has projected that it will operate an increase of 9.3 trains per day between Sinns (near Pittsburgh) and Brownsville, Pennsylvania. CSX/NS-20, Vol. 3A, p. 439. This is one of the lines over which BLE will seek trackage rights in its Responsive Application. To the extent that BLE's Responsive Application is granted, and BLE is granted these rights, each train operated by BLE is anticipated to be one less additional train to be operated by CSXT. There is no new traffic projected to be handled by BLE' with these trackage rights.

The NSR Operating Plan projects that NSR will operate 11.3 fewer trains over the current Conrail line between Thomson

(near Pittsburgh) and West Brownsville, a point south of Shire Oaks, Pennsylvania. <u>See CSX/NS-20</u>, Vol. 3B, p. 461. As with potential operations over the Sinns to West Brownsville track, each train operated by BLE should reduce the number of trains operate by NSR accordingly. Thus, there will be no net increase in train or traffic levels over either of these lines.

Since traffic will be maintained at the existing level, it is not reasonably foreseeable that the environmental thresholds established in 49 C.F.R. § 1105.7 will be exceeded. The acquisition of trackage rights is not expected to cause the diversion of any rail traffic to motor carriers. The proposed transaction is not expected to result in (a) an increase in rail traffic on any segment of rail line, (b) an increase in rail yard activity, or (c) an increase in truck traffic on any road segment. Accordingly, there is no significant impact on the environment, and submission of an environmental report is not required.

State of Illinois)) ss. County of Cook)

Thomas J. Healey, being duly sworn, deposes and says that he is an attorney for Bessemer and Lake Erie Railroad Company, that he has read the foregoing statement and knows the facts asserted therein, and that the same are true as stated to the best of his knowledge, information and belief.

Tom

Thomas J. Healey

SUBSCRIBED AND SWORN to before me this $\frac{30^{74}}{1997}$ day of September, 1997.

Notary Public

My Commission expires:

OFFICIAL SEAL LAWRENCE M CORRIDON NOTARY PUBLIC, STATE OF ILLINOIS MY COMMISSION EXPIRES:04/11/01

CERTIFICATE OF SERVICE

I hereby certify that on this 30th day of September, 1997, a copy of the foregoing Verified Statement of No Significant Environmental Impact (BLE-6) was served by first class mail, postage prepaid, upon:

> Dennis G. Lyons, Esq. Arnold & Porter 555 12th Street, N.W. Washington, DC 20004-1202

Richard A. Allen, Esq. Zuckert, Scoutt & Rasenberger, L.L.P. 888 Seventeenth Street, N.W. Suite 600 Washington, DC 20006-3939

Paul A. Cunningham, Esq. Harkins Cunningham 1300 Nineteenth Street, N.W. Suite 600 Washington, DC 20036

Hon. Jacob Leventhal Administrative Law Judge Federal Energy Regulatory Commission 888 First Street, N.E., Suite 11F Washington, DC 20426

and upon all parties of record appearing on the Surface Transportation Board's official service list in this proceeding, served August 19, 1997.

homas J. Healey

CL. AL ADMINISTRATIVE UNIT REC 0: 10 2 47 DOCUMENT # 10 8 47 8:07:24 AM BEFORE THE SURFACE TRANSPORTATION BOARD



Finance Docket No. 33388

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

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

LIVONIA, AVON & LAKEVILLE RAILROAD CORPORATION – PURCHASE – LINE OF CONSOLIDATED RAIL CORPORATION

VERIFIED STATEMENT OF NO ENVIRONMENTAL IMPACT FOR THE LIVONIA, AVON & LAKEVILLE RAILROAD CORPORATION



Sergeant W. Wise, Esq. Livonia, Avon & Lakeville Railroad Corporation 5769 Sweeteners Boulevard P.O. Box 190-B Lakeville, NY 14480 (716) 346-2090

Counsel for Livonia, Avon & Lakeville Railroad Corporation

Dated: September 29, 1997

VERIFIED STATEMENT WILLIAM D. BURT

I am William D. Burt, Vice-President and General Manager of the Livonia, Avon and Lakeville Railroad Corporation ("LAL"). I am submitting this Verified Statement to explain why an Environmental Report is not required in connection with LAL's anticipated Responsive Application in STB Finance Docket No. 33388. LAL seeks conveyance of the Genesee Junction Yard in Chili, New York in order to interchange traffic with the Rochester and Southern Line ("R&S") which connects at the west end of the yard. As is explained below, if LAL's Responsive Application and the Primary Application are granted, the environmental thresholds established in 49 C.F.R. 1105.8 will not be exceeded and there will be no significant environmental impact.

LAL owns and operates approximately 30 miles of rail line between Genesee Junction Yard in Chili, New York and Lakeville, New York. LAL interchanges with Conrail in the Genesee Junction Yard, which has three tracks and is approximately three-quarters of a mile long. The R&S connects to the west end of Genesee Junction Yard. The R&S line extends south from Rochester and connects at Silver Springs, New York with Conrail's Southern Tier Line. Presently, LAL and R&S are unable to interchange traffic because of Conrail's ownership of Genesee Junction Yard.

LAL believes that control of Conrail by CSXT and NSR, the division of Conrail's assets and the associated operating changes will adversely affect competitive rail service for the shippers and receivers on LAL's line and for LAL itself. LAL anticipates filing herein a responsive application pursuant to 49 C.F.R. § 1180.4(d)(4) asking that any Board approval of the Primary Application be conditioned upon the conveyance of Conrail's Genesee Junction Yard at Chili, New York to LAL, at a price to be negotiated by CSXT and LAL (or, failing a negotiated agreement, be set by the Board). LAL would acquire existing Conrail trackage in Genesee Junction Yard and interchange traffic with R&S, but the new interchange would not cause any appreciable increase in traffic.

Since traffic will be maintained at the existing level, it is not reasonably foreseeable that the environmental thresholds established in 49 C.F.R. § 1105.7 will be exceeded. The acquisition will not cause the diversion of any rail carloads per year or per mile per year to motor carriers. The proposed transaction will not result in (A) an appreciable increase in rail traffic on any segment of rail line, (B) an appreciable increase in rail yard activity or (C) an increase in truck traffic on any road segment. Accordingly, there will be no significant impact on the environment, and submission of an Environmental Report is not required.

STATE OF NEW YORK

) SS.

)

COUNTY OF MONROE)

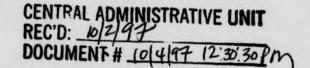
I, William D. Burt, declare under penalty of perjury that I have read the foregoing Verified Statement, that I know the contents thereof and that the factual statements contained therein are true and correct to the best of my knowledge, information and belief.

> William D. Burt/s William D. Burt

Dated: September 29, 1997

Sworn to before me this 29th day of September, 1997

Sgt. W. Wise/s Notary Public DOCULIENT



BEFORE THE SURFACE TRANSPORTATION BOARD

STB FINANCE DOCKET NO. 33388 (SUB-NO. 75

NEW ENGLAND CENTRAL RAILROAD, INC. -TRACKAGE RIGHTS-CONSOLIDATED RAIL CORPORATION

ENVIRONMENTAL VERIFIED STATEMENT

New England Central Railroad, Inc. ("NECR"), pursuant to Decision No. 6 (served May 30, 1997) and Decision No. 38 (served September 18, 1997), hereby submits its Environmental Verified Statement.

In its Description of Anticipated Responsive Application (NECR-2), NECR stated that it anticipated seeking trackage rights between Palmer, MA and New York, NY via West Springfield, MA and Selkirk, NY. The grant of these trackage rights to NECR will have no significant environmental impact.

In Decision No. 30, the Surface Transportation Board determined that NECR's proposed Responsive Application would be considered a minor transaction.

The proposed trackage rights will not result in significant changes in carrier operation. There will not be a diversion of: (1) more than 1,000 rail carloads • year to motor carriage; or (2) an average of 50 carloads per mile per year for any part of this line • motor carriage. The granting of the trackage rights will also not result in: (1) an increase in rail traffic of at least 100 percent or an increase of at least eight trains a day on any segment of the line; (2) an increase in rail yard activity of at least 100 percent; or (3) an average increase in truck traffic of more than 10 percent of the average daily traffic or 50 vehicles a day. To the extent that the trackage rights affect a class I or nonattainment area under the Clean Air Act, they will not result in: (1) an increase in rail traffic of at least 50 percent or an increase of at least three trains a day on any segment of the line; (2) an increase in rail yard activity of at least 20 percent; or (3) an average increase in truck traffic of more than 10 percent of the average daily traffic or 50 vehicles a day. Accordingly, no environmental documentation is required for NECR's filing in this proceeding pursuant to the provisions of 49 C.F.R. 1105.6(c)(2).

Respectfully submitted,

Maell

KARL MORELL Of Counsel BALL JANIK LLP 1455 F Street, N.W. Suite 225 Washington, D.C. 20005 (202) 638-3307

Attorney for: NEW ENGLAND CENTRAL RAILROAD, INC.

Dated: October 1, 1997

VERIFICATION

STATE OF TEXAS)
COUNTY OF BEXAR) 55.

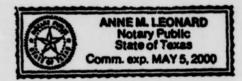
I, Bruce M. Flohr, being duly swom depose and state that I am President of New England Central Railroad, Inc., that I am authorized to make this verification, and that I have read the foregoing Environmental Verified Statement and know the facts asserted therein are true and accurate to the best of my knowledge, information, and belief.

- mail

Bruce M. Flohr

SUBSCRIBED AND SWORN TO before me this 30th day of September, 1997.

My Commission Expires: May 5, 2000



Magared Notary Public

CERTIFICATE OF SERVICE

I hereby certify that on this 1st day of October, 1997, I caused a copy of the foregoing Environmental Verified Statement to be served by first class mail, postage prepaid, on Administrative Law Judge Jacob Leventhal and all parties of record in STB Finance Docket No. 33388.

KarlMoull

Karl Morell

ENVIRONMENTAL DOCUMENT

HOPKINS & SUTTER

(A PARTNERSKIP INCLUDING PROFESSIONAL CORPORATIONS)

888 SIXTEENTH STREET, N.W., WASHINGTON, D.C. 20006-4103 (202) 835-80 FACSMILE (202) 835-8136 DITERNET http://www.bears.com

> CHICAGO OPPICE THREE FIRST MATIONAL PLAZA (0002-4305 DETEOIT OFFICE 2000 LIVERNOIS SUITE 220 TROY, MI 4005-1220

JAME PALTER RENNERT (202) 835-8116

October 1, 1997

CENTRAL ADMINISTRATIVE UNIT 10/2 REC'D: DOCUMENT #

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

Attention:

Elaine K. Kaiser Chief, Section of Environmental Analysis Environmental Filing

Re: 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, Finance Docket No. 33388

Dear Ms. Kaiser:

Enclosed are an original and ten (10) copies of the New York City Economic Development Corporation's Verified Statement of Shirley Jaffe Concerning Environmental and Historical Reporting Requirements (NYC-7) for filing in the abovereferenced proceeding. An additional copy is enclosed for file stamp and return with our messenger. Please note that a copy of this filing is also enclosed on a 3.5-inch diskette in WordPerfect 5.1 format.

Sincerely,

Jamie Palter Renni

Enclosure

cc: The Honorable Jacob Leventhal All Parties of Record

052069-1

Before The SURFACE TRANSPORTATION BOARD Washington, D.C.



Finance Docket No. 33388 (Sub-No. 54)

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

Verified Statement of Shirley Jaffe Concerning Environmental and Historical Reporting Requirements

> Charles A. Spitulnik Alicia M. Serfaty Jamie Palter Rennert Hopkins & Sutter 888 Sixteenth Street, N.W. Washington, D.C. 20006

Counsel for New York City Economic Development Corporation, acting on behalf of the City of New York

Dated: October 1, 1997

Before The SURFACE TRANSPORTATION BOARD Washington, D.C.



Finance Docket No. 33388 (Sub-No. 54)

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

Verified Statement of Shirley Jaffe

My name is Shirley Jaffe. I am a Senior Vice President of the New York City Economic Development Corporation ("NYCEDC"). I am submitting this Verified Statement pursuant to Decision No. 12 in this proceeding, which directs each party intending to submit a responsive application to either submit environmental documentation required under the Board's rules in regard to the transactions proposed in the responsive application, or to certify that under the Board's rules such transactions are exempt from any requirement of environmental documentation. Based on the information currently available to me, it is my judgment that NYCEDC's responsive application falls into the latter category pursuant to the exemption set forth at 49 C.F.R. § 1105.6(c)(2), and that the Board's rules do not require any environmental documentation regarding the transactions proposed in that application. Likewise, I conclude that the transactions proposed in NYCEDC's responsive application are exempt from historic impact reporting requirements under 49 C.F.R. § 1105.8(b)(1) and (3).

052471-1

1. The NYCEDC Responsive Application

The responsive application to be filed by NYCEDC will seek the following

relief to ensure competitive access to the City and Long Island:

(1) a responsive application seeking the divestiture of Conrail's current ownership and/or operating rights to a neutral third party administrator who will then allow for competitive access over the line extending from Fresh Pond, in the borough of Queens, N.Y. up the east side of the Hudson River through Selkirk, NY to points north therefrom where the Delaware & Hudson ("D&H") currently interchanges with Courail; or

(2) a responsive application for trackage rights along the line on the east side of the Hudson on behalf of a neutral third party operator with a vested interest in the economic well-being of the downstate area. Specifically, NYCEDC would seek, subject to modification to accommodate operational considerations: (i) trackage rights at reasonable rates over the line from Fresh Pond, in the borough of Queens, N.Y. to Oak Point, NY over which the newly created New York Central Lines LLC ("NYC") will have trackage rights; (ii) concurrent trackage rights (with Conrail-CSX) over the line owned by the New York Metropolitan Transit Authority from Oak Point, NY to Poughkeepsie, NY; and (iii) trackage rights from Poughkeepsie, NY up through Selkirk, NY to points north therefrom where the Delaware & Hudson currently interchanges with Conrail.

NYCEDC's efforts to seek divestiture, trackage rights, or the imposition of some other appropriate condition will allow shippers from Long Island and New York City to have maximum competitive access to all carriers serving the Albany area.

2. Environmental and Historic Reporting Exemptions

Under 49 C.F.R. § 1105.6(c)(2), an environmental assessment need not be prepared in connection with a responsive application seeking divestiture or trackage rights, if the granting of the requested relief will not result in changes in carrier operations over the subject lines that exceed the thresholds established in 49 C.F.R. § 1105.7(e)(4) or (5). Likewise, 49 C.F.R. § 1105.8(b)(1) and (3) provide that historic impact reports will not be required for (i) the transfer of rail lines where further Board approval is required to abandon any service and there are no plans to dispose

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of or alter properties subject to Board jurisdiction that are 50 years old or older, or (ii) trackage rights applications that will not substantially change the level of maintenance of railroad property.

As described below, I conclude that the divestiture, trackage rights or other relief to be requested by NYCEDC in its responsive application will not propose operational changes that would exceed any of the applicable thresholds. Specifically, the divestiture or trackage rights to be requested in the responsive application will not result in:

A. Any diversion of traffic from rail to motor carriage. As such, neither of the thresholds described at 49 C.F.R. § 1105.7(e)(4)(iv)(A) or (B) will be exceeded.

B. An increase in rail traffic of at least 100% (measured in gross ton miles annually) or an increase in 8 trains per day on any segment of rail line affected by the proposal, pursuant to 49 C.F.R. § 1105.7(e)(5)(i)(A), or an increase over the 50%/3 trains per day threshold for Clean Air Act non-attainment areas under 49 C.F.R. § 1105.7(e)(5)(ii)(A). According to the 1995 traffic data submitted by the Applicants, the Conrail and Metro-North line from New York City to Albany that will be the subject of NYCEDC's responsive application handled between 21 and 146 trains per day during the study year. See Application, Volume 3(A), page 447. NYCEDC anticipates no more than a one (1) or two (2) train per day increase on the line and this would not trigger the thresholds set forth above.

C. An increase in rail yard activity of at least 100% (measured by carload activity), or an increase over the 20% threshold for Clean Air Act nonattainment areas, pursuant to 49 C.F.R. §§ 1105.7(e)(5)(i)(B) and § 1105.7(e)(5)(ii)(B).

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- 3 -

D. An increase in truck traffic of more than 10% of the average daily traffic or 50 vehicles a day on any affected road segment, pursuant to 49 C.F.R. § 1105.7(e)(5)(i)(c).

E. The transportation of ozone depleting materials.

Given that the responsive application will seek divestiture, trackage rights or other relief that, once exercised, will result in only a minimal increase in rail freight operations, there will be no abandonment of service or plans to dispose of or alter properties subject to Board jurisdiction that are 50 years old or older, and there should be little or no related impact on the level of necessary railroad property maintenance. As such, NYCEDC's responsive application meets the standard for an historic reporting exemption under 49 C.F.R. § 1105.8(b)(1) and (3).

On the basis of the foregoing, I conclude that under the applicable Board rules, no environmental or historic documentation is required in connection with NYCEDC's responsive application.

Verification

State of New York

City of New York

 $3h_{1}-1=$, $3eff_{2}$, being duly sworn, deposes and says that she is qualified and authorized to file this Verified Statement, and that she has read the foregoing statement, knows the contents thereof, and that the same are true as stated to the best of her knowledge, information and belief.

SS:

Shirley Jaffe

Senior Vice President

Subscribed and sworn to before me this <u>30+4</u> day of <u>Scote mbern</u>, 1997.

Notary Public DEBORAH A. MCGOVERN Notary Public, State of New York No. 01 MC5076459 Qualified in Queens County 1999 Commission Expires April 21, _____999

My commission expires:

412,199

CERTIFICATE OF SERVICE

I hereby certify that on October 1, 1997, a copy of the foregoing New York City Economic Development Corporation's Verified Statement of Shirley Jaffe Concerning Environmental and Historical Reporting Requirements (NYC-7) was served by hand delivery upon the following:

The Honorable Jacob Leventhal Administrative Law Judge Federal Energy Regulatory Commission 888 First Street, N.E. Suite 11F Washington, D.C. 20426

John M. Nannes Skadden, Arps, Slate, Meagher & Flom L.L.P. 1440 New York Avenue, N.W. Washington, D.C. 20005-2111

Samuel M. Sipe, Jr. Steptoe & Johnson L.L.P. 1330 Connecticut Avenue, N.W. Washington, D.C. 20036-1795 Richard A. Allen John V. Edwards Zuckert, Scoutt & Rasenberger, L.L.P. 888 Seventeenth Street, N.W. Suite 600 Washington, D.C. 20006-3939

Dennis G. Lyons Drew A. Harker Arnold & Porter 555 12th Street, N.W. Washington, D.C. 20004-1202

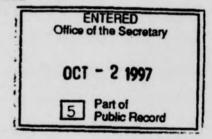
Paul A. Cunningham Harkins Cunningham 1300 Nineteenth Street, N.W. Suite 600 Washington, D.C. 20036

and by first class mail, postage pre-paid upon all other Parties of Record in this proceeding.

mie Palter Renner

CENTRAL ADMINISTRATIVE UNIT REC'D: 10 297 DOCUMENT # / 197 3:51:03 PM BEFORE THE SURFACE TRANSPORTATION BOARD \$18 THE STATE OF NEW YORK, BY AND THROUGH ITS DEPARTMENT OF TRANSPORTATION -- TRACKAGE RIGHTS Finance Docket No. 33388 OVER LINES OF CONSOLIDATED (Sub-No. 69) RAIL CORPORATION AND DECLARATION CONCERNING TRACKAGE RIGHTS RESTRICTIONS ON LINES OF METRO-NORTH COMMUTER RAILROAD COMPANY

VERIFIED STATEMENT OF JAMES A. UTERMARK CONCERNING ENVIRONMENTAL AND HISTORIC REPORTING REQUIREMENTS



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

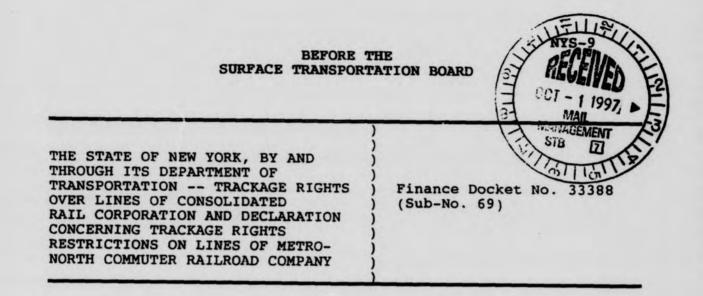
By: William L. Slover Kelvin J. Dowd Jean M. Cunningham Slover & Loftus 1224 Seventeenth Street, N.W. Washington, D.C. 20036 (202) 347-7170

Attorneys and Practioners

OF COUNSEL:

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

Dated: October 1, 1997



VERIFIED STATEMENT OF JAMES A. UTERMARK CONCERNING ENVIRONMENTAL AND HISTORIC REPORTING REQUIREMENTS

My name is James A. Utermark and my office address is 1220 Washington Avenue, Albany, New York 12232. I am Director of the Freight & Economic Development Division of the New York State Department of Transportation. I am authorized to submit this Statement on behalf of the State of New York, acting by and through its Department of Transportation.

I am making this Statement pursuant to Decision No. 12 and Decision No. 29 in the primary proceeding (Finance Docket No. 33388), which require New York, as a Responsive Applicant, either to prepare and submit a Responsive Environmental Report pursuant to applicable Board rules, or to demonstrate that the transaction that is the subject of New York's Responsive Application is exempt from environmental and historic impact reporting requirements. Based upon my review of the record assembled thus far in the primary proceeding, and other information currently available to me, it is my conclusion that New York's Responsive Application qualifies under the exemption set forth at 49 C.F.R. Part 1105.6(c)(2), and that as such, an Environmental Report is not required. Likewise, I conclude that the subject transaction is exempt from historic impact reporting requirements, in accordance with 49 C.F.R. Part 1105.8(b)(3).

A. <u>New York's Responsive Application</u>

The Responsive Application to be filed by New York on October 21, 1997 will seek the imposition of the following conditions on approval of the Primary Applicants' proposal for the division of Conrail:

 Full service trackage rights in favor of a rail carrier unaffiliated with the Primary Applicants, to be designated by New York, over the lines of Conrail between points of connection with the Delaware & Hudson Railway ("D&H") at CP-160 near Schenectady, New York and Selkirk Yard near Selkirk, New York, and CP-75 near Poughkeepsie, New York; and

2. Full service trackage rights in favor of a rail carrier unaffiliated with the Primary Applicants, to be designated by New York, over the lines of Conrail between the point of Conrail ownership at Mott Haven Junction ("MO"), New York and the point of connection with the lines of the Long Island Railroad near Fresh Pond ("MONT"), New York, via the

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Harlem River Yard.

In addition, to the extent necessary to allow the trackage rights to be used to provide effective competition for rail freight service proposed under the Primary Application to be provided by CSX to shippers located east of the Hudson River and south of Albany, New York will seek a declaration that Metro-North Commuter Railroad Company may negotiate and grant trackage rights to another rail carrier to provide freight service between CP-75 and Mott Haven Junction, New York, notwithstanding any contrary limitations arising under agreements between Metro-North and Conrail.

Given the purpose that would be served by the foregoing rights and conditions, it is not possible at this time to forecast precisely how many trains would operate over the subject lines. Ultimately, train frequency will be determined by shippers' demand for service. Initially, however, New York estimates that the level of additional freight traffic over the subject lines is not expected to exceed one (1) or two (2) trains each day on any of the involved line segments.

B. Environmental and Historic Reporting Exemptions

Under 49 C.F.R. Part 1105.6(c)(2), an environmental assessment need not be prepared in connection with a Responsive Application seeking trackage rights, if the granting of the requested rights will not result in changes in carrier operations over the subject lines that exceed the thresholds established in

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49 C.F.R. Part 1105.7(e)(4) or (5). Likewise, 49 C.F.R. Part 1105.8(b)(3) provides that historic impact reports will not be required for trackage rights applications "which will not substantially change the level of maintenance of railroad property."

As described below, I conclude that the trackage rights and other relief to be requested by New York in its Responsive Application does not propose operational changes that would exceed any of the applicable thresholds. Specifically:

1. It is not expected that exercise of the trackage rights to be requested in the Responsive Application will result in any diversion of traffic from rail to motor carriage. As such, neither of the thresholds described at 49 C.F.R. Part 1105.7(e)(4)(iv)(A) or (B) will be exceeded.

2. According to 1995 traffic data relied upon by the Applicants, the Conrail and Metro-North lines that are the subject of New York's Responsive Application handled between 21 and 146 trains per day during the study year. <u>See</u> Application, Volume 3(A), page 447. A projected initial increase in rail freight traffic of only one (1) or two (2) trains per day does not exceed eicher the 100%/eight (8) trains per day general threshold of 49 C.F.R. Part 1105.7(e)(5)(i)(A), or the 50%/three (3) trains per day threshold for Clean Air Act non-attainment areas under 49 C.F.R. Part 1105.7(e)(5)(ii)(A).

3. Given that the Responsive Application seeks trackage rights which, once exercised, are expected to result

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initially in only a minimal increase in rail freight operations, there should be little or no related impact on the level of necessary railroad property maintenance. As such, New York's Responsive Application meets the standard for an historic reporting exemption under 49 C.F.R. Part 1105.8(b)(3).

On the basis of the foregoing, I conclude that under the applicable Board rules referenced in Decision No. 29 in <u>Finance Docket No. 33388</u>, no environmental or historic documentation is required in connection with New York's Responsive Application.

Verification

State Of New York

ss:

)

County of ALBANY

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

thank

Subscribed and sworn to before me this $\frac{2944}{2000}$ day of September, 1997: In RICHARD P. GLOR Notary Public, State of New York Qualified in Eric County No. 4731427 Commission Expires May 31, 192 Thankar

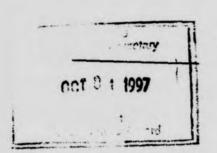
Notary Public in and for the State of New York

My Commission Expires May 31, 1998

Certificate of Service

I hereby certify that I have this 1st day of October, 1997, caused copies of the foregoing document to be served by first-class mail upon Administrative Law Judge Leventhal and upon all parties of record, as listed on the official service list issued by the Board on August 19, 1997 in Decision No. 21.

Kelvin I KITO



DOCUMENT # 10/4/97 1. TROUTMAN SANDERS LLP

REC'D: 10/2/97

1300 I STREET. N W SUITE 300 EAST WASHINGTON. D.C. 20005-3314 TELEPHONE: 20. 274-2950 FACSIMILE: 202-274-2994

ATTORNEYS



CENTRAL ADMINISTRATIVE UNIT

Sandra L. Brown

September 30, 1997

The Honorable Vernon A. Williams Secretary Surface Transportation Board 1925 K Street, NW Room 711 Washington, D.C. 20423

> RE: 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 Corporatio.

Dear Secretary Williams:

Enclosed for filing in the above captioned docket are the original and twenty-five copies of the Verified Statement of No Significant Impact (NYSE&G-13) for New York State Electric and Gas. Also enclosed is a 3.5-inch diskette containing the text of this pleading.

Please date stamp the enclosed extra copy of the pleading and return it to the messenger for our files.

Sincerely yours.

Brown Sandra L

Attorney for New York State Electric & Gas

Enclosures

cc: The Honorable Jacob Leventhal All Parties of Record BEFORE THE SURFACE TRANSPORTATION BOARD

FINANCE DOCKET NO. 33388 (Sub No. 3

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

VERIFIED STATEMENT OF NO SIGNIFICANT IMPACT

WILLIAM A. MULLINS SANDRA L. BROWN TROUTMAN SANDERS LLP 1300 I STREET, N.W. SUITE 500 EAST WASHINGTON, D.C. 20005-3314 202 274-2950 (PHONE) 202-274-2994 (FAX)

NYSEG-13

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ATTORNEYS FOR NEW YORK STATE ELECTRIC AND GAS

September 29, 1997

BEFORE THE SURFACE TRANSPORTATION BOARD

FINANCE DOCKET NO. 33388 (Sub No. 35)

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

VERIFIED STATEMENT OF NO SIGNIFICANT IMPACT

My name is Alfred O. Beers and I am a Project Environmental Specialist at New York State Electric & Gas. (NYSEG). I have prepared this Verified Statement in connection with the request under Decision No. 6, served May 30, 1997 in this proceeding, for information concerning the effect of NYSEG's Responsive Application on the environment.

Based on the information available to me at this time, it is my judgment that the rail traffic reasonably likely to be associated with NYSEG's Responsive Application will not result in any significant changes in operations of the lines at issue, as described in the Description of Anticipated Responsive Application submitted as NYSEG-6 in this proceeding on August 22, 1997. The trackage rights transaction requested by NYSEG is only a replacement of current service and does not in any way increase or change the current service on the rail lines at issue. Furthermore, any environmental impact information dealing with the overall result of this control transaction and required by the Board may be obtained from Applicants' environmental documentation.

Pursuant to Decision No. 6, in this proceeding, served May 30, 1997, I certify that the transaction described in NYSEG-6 will not involve changes that exceed the thresholds established in 49 C.F.R. § 1105.7(e)(4) or (5). Specifically, I certify that the transaction

described in NYSEG-6 will not involve either the diversion from rail to motor carriage of more than (A) 1,000 rail carloads a year, or (B) an average of 50 rail carloads per mile per year for any part of the affected line (49 C.F.R. § 1105.7(e)(4)) on the one hand, or (A) an increase in rail traffic of at least 100 percent or an increase of at least eight trains per day on any segment of the affected line, (B) an increase in rail yard activity of at least 100 percent, or (C) an increase in truck traffic of more than 10 percent of the average daily traffic or 50 vehicles a day on any affected road segment (40 C.F.R. § 1105.7(e)(5)), on the other hand. See 49 C.F.R. § 1105.6(c)(2).

The trackage rights transaction proposed in NYSEG's Description of Responsive Application will not result in changes in carrier operations that exceed the above-listed thresholds. In addition, environmental documentation is not normally required for trackage rights transactions. See 49 C.F.R. § 1105.6(c)(4). Therefore, no additional environmental documentation is required for NYSEG's Responsive Application to be filed October 21, 1997. See Decision No. 6 in this proceeding, served May 30, 1997.

Transactions involving trackage rights actions which will not substantially change the level of maintenance of the railroad property are exempt from the historic reporting requirements of 49 C.F.R. § 1105.8(a). See 49 C.F.R. § 1105.8(b)(3). Since the rail traffic reasonably likely to be associated with NYSEG's Responsive Application will not result in any significant changes in operations of the lines at issue, NYSEG does not reasonably believe that the level of maintenance of the railroad property will substantially change. Therefore, a historic report is not required to be filed with NYSEG's Responsive Application to be filed October 21, 1997. See 49 C.F.R. § 1105.8.

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VERIFICATION

STATE OF NEW YORK)	
)	SS.
COUNTY OF BROOME)	

I, Alfred O. Beers, being duly sworn, state that I have read the foregoing statement, that J know its contents and that those contents are true as stated.

Alfred O. Beers

Subscribed and sworn to before me this 26^{+h} day of September, 1997.

a a. Evans

Notary Public

MARIA A. EVANS Notery Public, State of New York No. 4727382 Residing in Broome County My commission expires Dec. 31, 1955

My commission Expires: 12-31- 48

CERTIFICATE OF SERVICE

I hereby certify that a true copy of the foregoing "Verified Statement of No Significant Impact" (NYSEG-13) was served this 30th day of September, 1997, by facsimile transmission to Applicants' representatives, and by first-class mail, postage prepaid, to Judge Leventhal and all parties of record in STB Finance Docket No. 33388.

WELLIAM A. MULLINS SANDRA L. BROWN TROUTMAN SANDERS LLP 1300 I STREET, N.W. SUITE 500 EAST WASHINGTON, D.C. 20005-3314 202 274-2950 (PHONE) 202-274-2994 (FAX)

ATTORNEYS FOR NEW YORK STATE ELECTRIC AND GAS CENTRAL ADA



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

FINANCE DOCKET NO. 33388 (SUB-NO. 36)

TRANSTAR, INC. AND ELGIN, JOLIET AND EASTERN RAILWAY COMPANY -- CONTROL --INDIANA HARBOR BELT RAILROAD COMPANY

VERIFIED STATEMENT OF NO SIGNIFICANT ENVIRONMENTAL IMPACT

1	ENTERED Office of the Secretary
	OCT - 1 1997
-	5 Part of Public Record

Robert N. Gentile Colette Ferris-Shotton Transtar, Inc. 135 Jamison Lane P.O. Box 68 Monroeville, PA 15146 (412) 829-6890

William C. Sippel Kevin M. Sheys Thomas J. Healey Oppenheimer Wolff & Donnelly Two Prudential Plaza, 45th Floor 180 North Stetson Avenue Chicago, Illinois 60601 (312) 616-1800

ATTORNEYS FOR TRANSTAR, INC. AND ELGIN, JOLIET AND EASTERN RAILWAT COMPANY

Dated: September 30, 1997