

STB

FD-33388

10-28-97

K

ID-PUBLIC

ENVIRONMENTAL  
DOCUMENT

Re: FD # 33388

10-19-97

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



This letter is written to strongly object to the proposed increase of rail traffic through Rocky River, Ohio and other suburbs in my vicinity. My first objection would be for the safety of children who must cross the tracks to go to school, and also for the school bus they must have to take to reach the school. Another main concern is for fire and police, & rescue squad protection for those who live north of the railroad tracks. I have relatives and many friends who live in that area and want them to have the same protection we enjoy today!

So many homes in the Western suburbs are so close to the

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Railroad tracks that the increase  
Noise & Safety features enter into  
a negative reaction to the proposed  
increase in rail traffic. I'm sure  
if the proposed traffic increase goes  
through our property values, and  
the invasion of our peace of mind  
would go down. This should  
not happen and it would serve  
our community well if you did  
a survey, or have a public hearing  
on this proposed increase (a very  
large increase in rail traffic)

I have enjoyed living in Rocky River  
and the current rail traffic has not  
been a problem - (my home is 1 block  
from the tracks). Such a large proposed  
increase would certainly affect my  
current good quality of life.

Sincerely,

Mrs Lois M. Rodgers  
20624 Erie Rd.  
Rocky River, Ohio 44116

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3809 E. Surrency Ct.  
Rocky River, Ohio  
44116

October 20, 1997

Surface Transportation Board,

1925 K. Street N.W.

Washington, D.C. 20423

Docket Number:

F.D. 33388

Dear Sir:

I am writing to voice my concern about the proposed increase in train traffic on the Norfolk-Southern route through Lakewood, Ohio, Rocky River, Ohio, Bay Village, Ohio. My greatest concern is safety of residents because ambulances, fire fighters, police etc will have difficulty answering calls promptly.

Sincerely yours,

Georgia H. Engelbert



Thomas  
422 Nantucket Drive  
Avon Lake, Ohio 44012

## ENVIRONMENTAL DOCUMENT



October 19, 1997

Surface Transportation Board  
1925 K Street, N.W.  
Washington, DC

RE: STB Finance Docket No. 33388 Merger of Conrail and Norfolk Southern

Dear Sirs:

The action of the Surface Transportation Board to allow the merger has potentially serious environmental consequences for the greater Cleveland, Ohio area. As such, the STB may have to prepare and file an environmental impact study pursuant to its decision.

An objection is raised to the schedule and plans to allow the merger. Environmental documentation has been produced apparently without the scoping by affected parties, and of the information made available to date, nothing has been said of the serious potential environmental impacts of the congestion that would be caused on the Cleveland - west side traffic corridor.

A proper environmental evaluation would include the following:

1) Air Pollution

Each train will result in lines of idling traffic. Multiple trains will result in overlapping lines (look at queuing theory for examples), some of which that may never dissipate during the course of a day. The decision to allow the merger will result in increased air emissions focussed on the line source represented by the track. These air emissions will be the result of rail diesel consumption, idling and accelerating cars and trucks, wind erosion of soil/rock from rolling stock, dust released from vehicle brakes and tires, etc. And, the emissions will be concentrated in a corridor which is highly populated, and is marginally at compliance with existing NAAQS.

As an additional complication, the added rail use will require more frequent roadbed and crossing maintenance. The effect of closing crossings is to increase vehicle miles traveled - again increasing air pollution. As the shunted traffic dumps onto already crowded crossings, additional air pollution from delayed traffic will be released.

It appears possible - say likely - that local exceedances of the NAAQS would result from the decision. If so, then the consequential evaluations would also need to be performed. What are the costs and impacts of causing an entire region to have to respond to stringent air pollution controls resulting from the decision causing an exceedance?

The evaluation also has to consider both the routine and accidental releases of chemicals (and their combustion and reaction products) from freight. Again, since the route is through a highly

residential area, the evaluation will not be complete unless it considers the exposure to and health effects of both the children and the elderly who live along the route.

Unknown to most people, the fugitive dust from coal cars is a result of releases of minerals from the interstitial grain boundaries of the coal. These boundaries are highly enriched with heavy metals. As the health effects work is conducted, it must examine the differentiated metals, and not just the generic "fugitive dust".

## 2) Water Pollution

The evaluation has to consider both the routine and accidental releases of chemicals from freight. The route is close to Lake Erie, a source of drinking water, food, and recreation for millions of area residents. An accident provides an immediate threat to those resources: the route is so close that prevention of a significant release from reaching the lake would be improbable.

## 3) Noise

Obviously, the noise evaluation has to consider whistle noise, train noise, and induced traffic noise from the congestion at stops.

An additional factor needs to be considered, as a result of the proximity of the tracks to residences. Train traffic causes soil vibrations. These vibrations cause stress cracks in plaster/dry wall, aggravate settling, and are generally damaging (albeit long-term) to nearby properties.

## 5) Socioeconomic

This is an area that requires extensive evaluation. Most of the divided cities on the west side of Cleveland do not have equivalent services on both sides of the track. Hospitals lie south, residences lie north. Certainly, the public safety issues loom large, particularly since the crossings will be blocked both by trains and by the induced congestion from trains. Certain functions that rely on timeliness (school, service appointments, and even work) will be affected by frequent and extensive closures. It is conceivable that the frustration level north of the tracks will result in diminished evaluation of property. Look at the area north of the tracks west of Lorain: isolation has resulted in a diminished economic value.

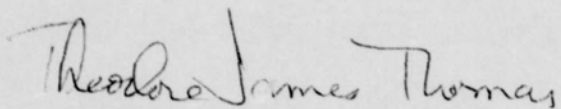
Additional socioeconomic evaluation has to address the economic losses from increased air pollution (and probably increased regulation), increased idle time spent waiting in lines, increased societal and work disfunction from disrupted schedules, and increased morbidity/mortality from restrictions on access to urgent care medical facilities.

Finally, the socioeconomic evaluation will have to address the increased "balkanization" that will occur as the result of neighborhoods being doubly isolated by the cross of a heavily used rail line, and consequential backed up automotive traffic.

If the environmental documentation produced to date does not adequately address these issues, then the requirements of NEPA have not been met, and a decision on the merger cannot be made until those requirements are met.

Please advise me if you plan to conduct environmental scoping meetings, and on where I might examine existing environmental documents in the Cleveland area.

Sincerely,

A handwritten signature in cursive script that reads "Theodore James Thomas". The signature is written in dark ink and is positioned above the printed name.

Theodore James Thomas



October 20, 1997  
FD# 33388

To Whom It May Concern,

I am writing this letter on behalf of the safety of my family and community. As you are aware, this is a family oriented community and the increase of over double the train traffic is unrealistic and most importantly a very unsafe proposition. Our concern lies in the safety of the community for the following reasons:

- Hazardous chemicals and the increased risk of train accidents + derailments
- The delay of emergency vehicles passing to the right of the tracks. (How would you feel if your child was in critical danger and possibly died because you voted to increase the rail traffic?)
- Our children walk to school therefore the increased risk is phenomenal.
- This is a community not an industrial park. Would you want to be faced with this issue in your backyard?
- What about property values?
- Last but most certainly not least, the noise factor would be absurd.

Please we as a community implore that you come to our community and see for yourselves the unreasonable



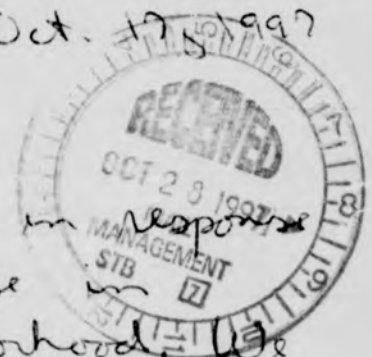
reality of this proposal. Also please  
remember your obligation is to us the  
people not the fattening of profits to  
Norfolk Southern.

Thank you for your attention and  
we hope, that you will think about  
your families and how you would  
feel if you were faced with this  
issue.

Kenneth Allworth  
1021 Ugar Rd  
Rocky River OH 44116

Oct. 17, 1997

Dear Secretary,

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We are writing this letter in response to our concern over the increase in railroad traffic in our neighborhood. We are a family of four, with 2 children, living in the Beachcliff area of Rocky River.

Our neighborhood consists of well-maintained older homes, where the people take pride in their community. It is an excellent environment to raise children in, with neighbors looking out for children, parks and schools within walking and bicycling distance and school friends close for after school activities.

The only negative in the neighborhood is the railroad track, which runs right through the middle of it. An increase of up to 40 trains per day, where it is 12-15 per day now, will have an adverse impact on the whole community. The safety of our children is of utmost concern. They have to cross these tracks daily to walk to school or riding the school bus, go to the park or to visit with friends. We worry about them crossing the tracks, but also, about the increase risk of collision with

Cars trying to cross the tracks.

Also, half of our community lives north of the tracks and will have delays with our fire, medical and police forces reaching them in time. We worry about an increase in the likelihood of derailment of hazardous materials, which would result in the impossible evacuation north of the tracks because of the lake. Other concerns are coal dust exposure, noise pollution with resulting sleep disturbances and increase in traffic delays waiting for slow moving freight trains. A decrease in property values throughout Rocky River, in a community where property values have maintained themselves and risen.

We are requesting the Surface Transportation Board come to Rocky River and the other communities affected by this and inspect the proximity of houses to tracks, the lake shore line and the population density. We, also, request that the Surface Transportation Board conduct a local public interest hearing.

We thank you for your time,  
but ask that you remember your  
obligation to the public, not the  
railroad industry.

Sincerely,

Clay and Diana Kilgore

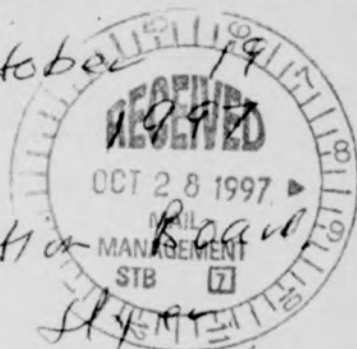
Clay and Diana Kilgore  
21011 Maplewood Ave.  
Rocky River, Oh.  
44116

440-331-0707



ENVIRONMENTAL  
DOCUMENT

October 19



Dear Secretary -

Surface Transportation

Enclosed is a flyer stressing our community concerns the Norfolk Southern Railroads plan to increase train traffic.

Would you want to live in this neighborhood, if this disastrous plan goes into effect - I would think not!

Come visit our community - and you'll easily understand our reasons for our concern.  
Thank You.

Sincerely

Dr. and Mrs.  
David Bennhoff

# FD 33388



Alekis & David Bennhoff  
20834 Beaconsfield Blvd  
Rocky River, OH 44116

## HELP DERAIL THE RAILROADS!!

### ATTENTION: ALL ROCKY RIVER RESIDENTS THIS AFFECTS YOU!



Norfolk Southern Railroad's plans to increase train traffic up to 40 trains per day (12-15 now). This will affect everyone in our community:

- \*Increase risk of collision with pedestrians and cars- many young families live close to the tracks with children crossing them to catch school buses and go to the park.
- \*Increase the likelihood of derailment of hazardous materials that are currently being transported. Evacuation north of the tracks will be impossible because of the lake.
- \*Potential delays of fire, medical and police forces reaching those north of the tracks- delays of minutes in response time can mean the difference between life and death.
- \*Coal dust exposure and noise pollution with resulting sleep disturbances.
- \*Increase traffic delays waiting for slow moving freight trains.
- \*Decrease in property values throughout Rocky River.

The plan will be presented before the Surface Transportation Board which is a branch of the Federal Department of Transportation in April, 1998. **THE DEADLINE FOR SUBMITTING LETTERS IS OCTOBER 21, 97.**

#### GET INVOLVED! WHAT YOU CAN DO:

1. Write a letter to: Secretary, Surface Transportation Board  
1925 K Street., NW  
Washington D.C. 20423

Please include:

- \* You must include FD# 33388 on the envelope and letter.
- \* Emphasize the health and safety issues and why our community is unique with our northern border of the lake affecting evacuations.
- \* Request that the STB come to our communities to inspect the proximity of houses to tracks, the lake shore line and the population density.
- \* Request that the STB conduct a local public interest hearing -remind them they have an obligation to the public, not the railroad industry.
- \* If you are a parent, stress concerns about children's safety and include a family picture.

2. Keep informed and inform others. Copy this flyer to give to those who didn't get one.

DOCUMENT NO. FD 33388

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1365 Fry Ave  
Lakewood OH 44107  
August 28, 1997

To Whom it may Concern;

The Federal Surface Transportation Board

I am a registered voter and I believe the Norfolk Southern Corp. should not be allowed to increase the number of trains traveling through our city. I live 12 houses from the tracks of these trains now rolling on "our street"

Too frequently. now! These children are already too much to handle; especially during "School-time" Children do not listen when you tell them to stay away from trains; Legal Violation Tickets do not stop these children from walking the tracks - Nothing does! Sounds like Northfolk Southern Corporation is not making "enough money" transporting - they want to double their income and profit twice as much and they want all the residents to have twice as much responsibilities handling these children, let alone the reward of listening to trains tooting their horns through our whole city .... let alone more of a daily deed of Having some "foolish person" whether Cteenagls or adult

make that flash split decision  
of "beating the train" Since  
they'll have twice as many  
trains to wait upon.... or take  
the chance to Beat.

I object to this decision and  
will do whatever is necessary  
to block this decision.

Sincerely  
Bertha S. Petrella

ENVIRONMENTAL  
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October 18, 1997

Secretary, Surface Transportation Board  
1925 K Street, NW  
Washington D.C. 20423

Dear Sir: FD#  
Re: 33388

(Norfolk Southern Railroad's plan to increase train traffic up to 40 trains per day through Rocky River as well as Lakewood, Bay Village, etc.)

When we moved into Rocky River in 1965 with two small children, it was a very desirable place to live. In 1997 it is still a very desirable place to live. We have a great deal of pride in our fine schools and good government and lovely homes.

HOWEVER, if Norfolk Southern Railroad succeeds in increasing train traffic to 32-40 trains per day, it will no longer be a good place to live.

Here's why:

- (1) UNBEARABLE NOISE. The north-south streets in Rocky River are close together, and each time a train comes through the whistle blows often and loud. My hobby is gardening. Incessant and constant loud train whistles would the end of my hobby.
- (2) THE RISK OF FIRE, MEDICAL AND POLICE FORCES NOT BEING ABLE TO REACH US IN TIME when there is an emergency. They are south and we are north of the tracks.
- (3) NOWHERE TO EVACUATE FOR US NORTH OF THE TRACKS in case of derailment of hazardous materials. We could only go into Lake Erie.
- (4) A sharp drop in property value. At the present time property in Rocky River is in demand. Very few will want to live here with constant noise, inconvenience and possible life-threatening danger.

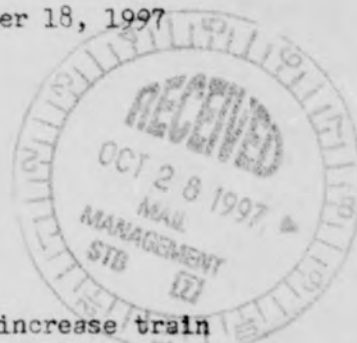
I hope that the Surface Transportation Board will come and see for yourselves what the situation is here in Rocky as well as in Lakewood, where there are 27 railroad crossings. Lakewood has the densest population between New York and Chicago.

I realize that Norfolk Southern Railroad wants to make more money. However, this increased profit will disrupt and devalue the lives of thousands of good people.

Sincerely,

*Clare Van Keuls*

Clare Van Keuls  
20903 Beaconsfield  
Rocky River, Ohio 44116





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J. J. Raymond  
409 Powell Drive  
Bay Village  
Ohio 44140  
Oct 19 1997



Federal Surface Transportation Board  
Section of Environmental Analysis  
1925 K Street NW  
Washington, D.C. 20423

Ref: No. FD 33388

Gentlemen:

I am opposed to the increase in rail traffic through our town.

We have only one crossing with an overpass that gives us access to hospitals.

If we have any kind of an emergency where a lot of people have to get to a hospital it is going to be a disaster with cars and ambulances backed up waiting for trains to pass.

Waiting at a crossing for 10 minutes, 20 minutes or 30 minutes could be crucial in getting hospital treatment.

If dollars mean more than lives to you - ignore this letter. But the day will come when each of you will meet someone who you can not ignore. And may he show no mercy on you.

Sincerely,

J. J. Raymond

cc: Congressman Dennis Kucinich  
14400 Detroit Ave.  
Sakewood, OH 44107

cc: Mayor Thomas L. Jeleski  
City of Bay Village  
350 Dover Center Rd  
Bay Village, Ohio 44140

# ENVIRONMENTAL DOCUMENT

October 20, 1997



To: Surface Transportation Board,  
Section on Environmental Analysis

I am compelled to write you concerning your upcoming decision on greatly increasing freight train traffic along the southern shore of Lake Erie. I live in the area and thus have first-hand knowledge of the disruption this would cause. There would be a tremendous increase in the danger attendant to railroad tracks running through such a heavily-populated area in that safety vehicles would be hindered and accidents would undoubtedly increase. There is also the issue of a considerable increase in noise pollution, decreasing property values of homes paid for by many years of hard work.

Therefore, I strongly urge you to reject Norfolk Southern Corporation's request to increase traffic. The docket number of this case is FD33388.

Yours,  
James E. Riley

Philip C. Aftoora  
Kathy Kolesar- Aftoora  
1221 Wagar Road  
Rocky River, OH 44116

Secretary, Surface Transportation Board  
1925 K Street, NW  
Washington, DC 20423

ENVIRONMENTAL  
DOCUMENT



October 21, 1997

RE: FD# 33388

Dear Mr. Secretary:

The purpose of this letter is to express our serious concern and opposition to the plans of the Norfolk Southern Railroad to dramatically increase daily train traffic through our city. Currently, traffic ranges between 12 and 15 trains per day. The railroad is proposing increasing traffic to up to 40 trains daily.


This proposal is unacceptable for many reasons:

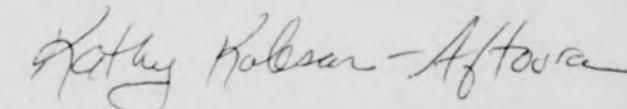
1. Increased risk of collision with pedestrians and cars.
2. Because Lake Erie is just North of the tracks, evacuation in the event of a derailment of hazardous materials will be dangerously increased.
3. There is a large senior citizens facility North of the tracks and which requires emergency vehicles on a regular basis. Access to and from the facility will be seriously affected.
4. Excessive delays in traffic will result since the railroad tracks run through the heart of the city.
5. Finally, the decrease in property values throughout the city will be significant. Property values will decrease and the length of time it takes to sell homes will increase. My wife has been a realtor for over 20 years and she understands the negative affect that railroads have on property values.

It is imperative that the STB come to Rocky River and other affected communities to inspect the proximity of houses to the tracks, the Lake Erie shore line and the population density of the area. A public hearing by the STB is appropriate: you are charged with an obligation to the public - not to the railroad industry.

It is our intention that this letter express to you our concern in the strongest possible way. We trust that our position on this matter is clear.

Sincerely,

  
Philip C. Aftoora

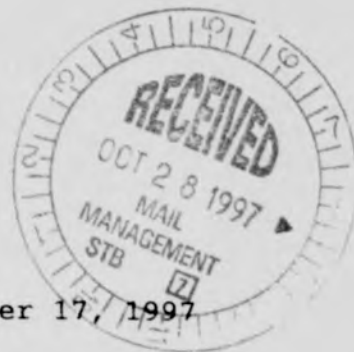
  
Kathy Kolesar-Aftoora



ENVIRONMENTAL  
DOCUMENT

Christopher and Nancy Deibel  
1189 Wagar Road  
Rocky River, OH 44116

October 17, 1997



Secretary, Surface Transportation Board  
1925 K Street., NW  
Washington, D.C. 20423

Re: NSR INCREASED TRAIN TRAFFIC  
FD# 33388

Gentlemen,

As long time residents on the west side of Cleveland (Rocky River), we are appalled, offended and disappointed in the recent news that the pending merger/acquisition of CONRAIL by the NORFOLK SOUTHERN RAILROAD will increase train traffic in our community by an additional 25 trains per day. This is totally unacceptable.

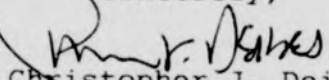
You are fully aware of our concerns as viewed and explained by our elected officials. You must react to the wishes of our local representatives and come to our community and inspect the proximity of houses to the railroad tracks.

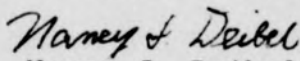
Further, you will have to consider the safety issues of our children, fire response time, and impact on the elderly that may need emergency response that the increase in the number of trains will put in jeopardy.

You have a responsibility to the public and not the railroad industry. The railroad has a responsibility to the public and not necessarily their profit margins as we contribute to their profits through the products we purchase and railroads transport on their trains.

Please research this issue diligently. It is your responsibility to be held accountable and weigh all issues before making your decisions.

Sincerely,

  
Christopher J. Deibel

  
Nancy J. Deibel

cc: Mr. Donald Umlerley, Mayor, Rocky River. OH

# ENVIRONMENTAL DOCUMENT

October 20, 1997



Surface Transportation Board  
Docket Number FD-33388  
1925 K Street NW  
Washington, DC 20423

Gentlemen:

Regarding a proposed increase in train traffic through Lakewood and adjacent cities, I can think of no better way to destroy a city fighting for its survival in the face of massive urban expansion. Current levels of train traffic already border on the intolerable but we accept it in exchange for a place to live which has much to offer compared to a new subdivision or development. My choice to stay in Lakewood and invest thousands of dollars and 18 years of my own blood, sweat and tears into completely rebuilding our home was based on Lakewood's ability to provide a safe and secure place to live. Our particular neighborhood is our peaceful sanctuary as long as a train horn is not shattering our eardrums. Property values have steadily increased over the years due mainly to homeowners willing to invest in a sound, secure and peaceful neighborhood. This in turn means more tax revenues for the city coffers to work with and better provide for its citizens. There is no way any increase in train traffic will attract future homeowners with the same interest as has been displayed to date.

Please use your best judgment when trying to rule on this proposal. Better yet, come visit our home, and if we're lucky, trains will be light that day and we'll be able to talk about this.

Sincerely,

*Warren W. Engel*

Warren W. Engel  
1296 Summit Avenue  
Lakewood, OH 44107  
(216) 226-9415  
(LIFETIME RESIDENT)

September 24, 1997

## ENVIRONMENTAL DOCUMENT

U.S. Surface Transportation Board  
ATTN: SEA-Finance Docket 33388  
1925 K Street NW  
Washington, DC 20423



Dear Sirs:

My child(ren), Amanda L. Blazer, attend McKinley Elementary School in Lakewood, Ohio. Some of the children attending McKinley must cross the tracks at least two times a day to get to and from school.

I feel strongly against NS increasing rail traffic by three time or more. It may be more. Mr. Pat McCune, VP, Public Affairs for NS Corporation, said he could not guarantee that rail traffic would not exceed the railroad's proposed average of 31 to 36 trains per day. As NS's business increases it is more than likely the above numbers of trains through Lakewood and the West Shore area will increase also. This is not acceptable.

Following are the reasons we, as a community, **cannot** allowed this to occur.

- 1) Safety - for our children who cross the tracks daily to go to school, the library, and parks.
- 2) Carrying of hazardous waste - including nuclear waste- would theoretically increase from the present number of 254,834 cars per year (already too high of a number through out community) to over 764,000 cars per year. Each car a potential threat to our children. A study done by the Agency for Nuclear Projects, Nuclear Waste Office, Nevada based numbers from the U.S. Department of Energy and compiled the following statistic for the state of Ohio: 2,733 shipments of high level nuclear waste from nuclear plants and nuclear weapon disarmament will travel through Ohio- **2,063 of those shipments are likely to go through Lakewood and the West Shore area of Cleveland.** Norfolk Southern has a pre-agreement with the Federal Government to carry the above nuclear waste. There are two routes through northern Ohio. One being through our community.
- 3) A tripling of trains through Lakewood would increase air pollution 800 tons per year. Most of the pollutant being nitrogen oxide.

Other issues of strong concern are:

Evacuation of the schools south of tracks should a train derail and spill hazardous cargo. There are no school buses in Lakewood, therefore, there would be no way for the children to get out of the city. A decrease of property value which would also be a decrease tax base for our schools. And a flight of families from Lakewood which would mean a general decline for our community.

This issue is one of great concern to all of us that live in Lakewood. Please be assured the citizens of the West Shore area are closely monitoring the STB proceedings. I am concerned about the safety issues and how my child (ren) will be affected.

Sincerely,

Brenda M. Blazer

ENVIRONMENTAL  
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October 19, 1997



Secretary Surface Transportation Board  
1925 K Street, NW  
Washington D.C. 20423

RE: FD # 33388

Dear Secretary:

I am writing you to voice my objection to Norfolk Southern Railroad's plan to increase train traffic in Rocky River, Ohio. I am greatly concerned about the health and safety of our two year old son due to the fact that our home directly borders the track. The potential for accidents will be greatly increased for our son and the many young children in this community. Hazardous materials are currently being transported and evacuation north of the tracks is impossible because of the lake. A delay in fire, medical, and police forces can mean the difference between life and death. Noise pollution, safety risks, and exposure to hazardous materials are very important reasons to be concerned about this plan.

This is a terrific community to live in and this plan would drive our property values down as well as compromising the health and safety of the residents. Please consider coming to our community to inspect the proximity of the houses to the track, the lake shore line, and population density. In addition a local public hearing should be held so the community you have an obligation to can express their concerns.

Sincerely,

*Mary E. White*

Mary E. White

21115 Stratford Avenue      Rocky River, Ohio 44116      216.331.6331

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Secretary  
Surface Transportation Board  
1925 K STREET, NW  
WASHINGTON, DC 20423



RE: FD# 33388

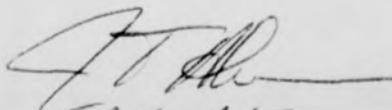
To Whom It May Concern:

I AM WRITING REGARDING NORFOLK SOUTHERN RAILROAD'S PLANS TO INCREASE TRAIN TRAFFIC UP TO 40 TRAINS THROUGH THE CITY OF ROCKY RIVER, OH. DUE TO ROCKY RIVER'S NORTHERN BORDER OF LAKE ERIE, IT - THE PLAN - CAUSES NUMEROUS HEALTH AND SAFETY ISSUES. EMERGENCY EVACUATION ARE A FEW CONCERNS.

I'D SUGGEST YOU COME TO ROCKY RIVER AND SEE THE ISSUES.

- A) TRACKS LOCATION TO HOUSING
- B) TRACKS LOCATION TO SHORE LINE
- C) TRACKS LOCATION TO POPULATION, DEMOGRAPHICS PLOTS...

I WOULD WELCOME A WORK PERSON INTEREST HEARING.  
PLEASE CALL ME IF THERE IS ANYTHING I CAN DO TO STOP THIS INCREASE IN TRAIN TRAFFIC. 216.331.0990.  
MY CHILDREN'S SAFETY IS THE MOST IMPORTANT THING TO ME. THANK YOU

  
JACK HEARN



ENVIRONMENTAL  
DOCUMENT



Valda Robeznieks  
990 Elmwood Road  
Rocky River, Ohio, 44116

October 16, 1997

Secretary, Surface Transportation Board  
1925 K street, N.W.  
Washington D.C. 20423

Re.: FD #33388

Dear Secretary;

Regarding Norfolk Southern Railroad's plan to increase train traffic up to 40 trains per day, may I submit the following:

The cities of Lakewood, Rocky River, Bay Village, and Avon are not places of industry and commerce, but rather communities of Homes. Local taxes are collected based on the values of home properties, which are bound to drop substantially should these communities become A MAJOR CORRIDOR FOR THE RAILROAD. A drop in city services and a general decline would follow.

At the same time, the Railroad has up to eight ( 8 ) optional Routes for traffic away from densely populated areas.

I do hope that your final decision will favor the People and the Communities.

Sincerely,

A handwritten signature in cursive script that reads "Valda Robeznieks".

( Valda Robeznieks )

P.S. Please ask the railroad engineers to Not lean on their air horns, be it day or night.

October 17, 1997

## ENVIRONMENTAL DOCUMENT



To Whom It May Concern:

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

Huron County has requested that CSX install either an overpass or underpass for all three rail crossings on Townsend Street in Greenwich, Ohio. We cannot deny public safety to our residents and schools! The County has also requested an overpass on Section Line 30, which is the main emergency response access route to Richmond and Norwich Townships. In Willard, Section Line 30 is currently blocked by stopped trains 30% of the time. Adding two more tracks will not lesson the blockage but only enhance it. Also needed is an isolation and containment rail spur and emergency response access drive along the new main tracks to handle chemical spills and releases.

New London is also going to be affected in a similar fashion with no access North or West of main lines.

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

Sincerely,

*James K. Youngs*  
James K. Youngs  
304 Boughtonville Rd.  
Willard, OH 44890

ENVIRONMENTAL  
DOCUMENT



Federal Surface Transportation Board  
Section of Environmental Analysis  
1925 K Street N.W.  
Washington, D.C. 20423

Dear Sir:

Re: No. FD 33388

This letter is my protest to the proposed increase in rail traffic through the westshore communities from 13 to approximately 38 trains a day.

As a westshore resident, I sincerely believe that the safety, health and economic impact that this proposal would have on virtually all of us in such a densely populated area could be devastating.

In closing, while railroads play a vital role in our country, common sense has to exist when the safety and welfare of literally thousands of individuals and families are at stake.

I thank you for reading my letter and I hope that an alternate solution will be forthcoming in the future.

Sincerely,

*Susan Young*

Address: 588 Humiston Drive  
Bay Village, OH 44140



10/10/97

ENVIRONMENTAL  
DOCUMENT



U.S. Surface Transportation Board  
on Environment Analysis  
1925 'K' Street  
Washington D.C. 20423

Re: Docket FPD #33388

Dear Members of the Board:

I live in Lakewood, Ohio, where Norfolk and Western Railroad tracks run through the middle of my block. Norfolk and Western has requested you allow them to nearly double the number of trains traveling through Lakewood. Please don't let that happen.

Since I reside to the north of the tracks, an increase in train traffic would deeply affect my family and me. Since my neighborhood is residential, we must cross the tracks to get to the store, library, school, work, and most importantly, the hospital.

Some days, I've waited as long as seven minutes for a train to pass. I can't tell you how many times I've traveled a few miles west just to get to the one underpass in the whole city. Lakewood residents have put up with the trains for years, but this increase would be a risk to public safety. Emergency and Fire vehicles couldn't get to my house. There would be more noise and more accidents with cars because drivers don't want to get stuck waiting for a long train or another train.

I'm also concerned about the type of cargo these trains are carrying through our city. How much of it is hazardous or toxic to humans? With more train traffic comes a greater threat of an accident. Lakewood has a large population, thousands of people live around those tracks. What happens when these chemicals leak after an accident? The ground water in this area empties right into Lake Erie on Lakewood's north border. Has anyone considered the environmental issues related to the Lake should a situation arise?

Norfolk and Western should not be permitted to increase traffic through Lakewood, Ohio.

Respectfully

A handwritten signature in cursive script that reads "Rita George".

Rita George  
1252 Brockley Avenue  
Lakewood, OH 44107

(216)228-8664

# ENVIRONMENTAL DOCUMENT

Philip and Elizabeth Pim  
1292 French Avenue  
Lakewood, Ohio 44107  
(216)521-2968



October 24, 1997

U.S. Surface Transportation Board  
Attn:L SEA - Finance Docket 33388  
1925 'K' Street, NW  
Washington, DC 20423

To Whom it may concern:

I am writing to express my concerns regarding the NS-Csx Proposal, now before the Federal Surface Transportation Board in Washington, on Lakewood, Ohio.

The joint application filed by Norfolk Southern and CSX to triple the number of trains that run through Lakewood and the adjoining suburbs is just plain arrogant.

Our city is the most densely populated city between New York City and Chicago and deserve extra consideration regarding this issue. Tripling the trains would increase pollution, and interfere with our city's response time for emergency situations, including fire and medical. The Children who cross these tracks on their way to school and the many residents who cross the tracks commuting to work in the downtown area would be put at greater risk.

But what bothers us the most about this unbelievable proposal is the impact it would have on our quality of life. Each morning at 12:30am, 2:15am, 2:30am etc., we are awakened by screaming, speeding trains. It is rare that any consideration is made by the train operators to not "lay on the horn" at those hours of the night and we are certain that they are breaking the speed limit through this area which increases the chance of derailment (I thought speeding through a residential area was against the law). So, it wouldn't matter if they built 10 underpasses, the noise of 38 plus trains would be unbearable. Even our neighbors who have lived here for many years and have adjusted to the present number of trains that run through our neighborhoods say an increase would even be too much for them to bear.

If this proposal is granted we will never have another nights rest and the peace and quiet that every tax paying American deserves will not be ours. We live on a beautiful street and do not want to be forced to sell our home that we have owned for only a short time. Will the railroads pay for our our loss of property value?

It is frightening to think that this proposal could become a reality in a community that I am currently very proud to live in. Lakewood and the adjoining suburbs will no longer be the desirable residential areas they once were, but will become cities in decline.

Sincerely,

A handwritten signature in cursive script, appearing to read 'Liz Pim'.

Liz Pim

C:Madeline A. Cain, Stephen W. FitzGerald

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

## ENVIRONMENTAL DOCUMENT



FD# 33388

Dear Secretary of the Surface Transportation Board:

This letter is in response to Norfolk Southern's plan to increase train traffic in the Northwest Cleveland suburbs. I feel this has an adverse effect on our community for the following reasons:

- The chances of collision with cars and pedestrians are already too high. The increased traffic will only mean increased fatalities.
- If hazardous chemicals were to spill the effects would be frightening especially considering the proximity of houses to the tracks and the limited access by emergency vehicles--the entire North side would be inaccessible.
- Because of the limited access by emergency vehicles, the entire North side would be inaccessible to police, medical and fire forces. The slightest increase in traffic would endanger thousands of people.
- The excessive dust and noise pollution would create a mess and affect everyone's sleep.
- The property values would plummet, turning the presently beautiful surroundings into a slum.

I request that the Surface Transportation Board visit the locations effected to see the proximity of the houses, the inaccessibility of the property North of the tracks and the density of the population along the tracks.

I feel the Surface Transportation Board's responsibility is to the public and request a local public hearing with the Board so our community's view can be aired.

Sincerely,

John Michos  
21324 Stratford Avenue  
Rocky River, OH 44116

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

## ENVIRONMENTAL DOCUMENT



FD# 33388

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I feel the Surface Transportation Board's responsibility is to the public and request a local public hearing with the Board so our community's view can be aired.

Sincerely,

Andrea Michos  
21324 Stratford Avenue  
Rocky River, OH 44116

*Christa Medvin*  
20615 Stratford Avenue  
Rocky River, OH 44116

October 21, 1997



Secretary  
Surface Transportation Board  
1925 K Street, NW  
Washington, DC 20423

## ENVIRONMENTAL DOCUMENT

Re: FD# 33388

Dear Secretary:

I am writing to urge you to visit my community to inspect the dangerous impact that an increase in train traffic would have. The health and safety of the people in the communities will be affected due to the very close proximity of the houses to the train tracks.

The surrounding communities are densely populated and largely comprised of individuals and families. The potential for an increase in pedestrian and automobile collisions is great. Above all, our communities are divided by the tracks with very few above or below ground crossings. The reduced response rate for emergency vehicles getting to the northern side of our communities is of deep concern. It means the difference between life and death.

In addition, the unknown materials being transported by freight train is very unsettling. An increase in the likelihood of a derailment with the increase in traffic is extremely serious given the tracks are, at most, within 100 feet from our residences.

The Surface Transportation Board has an obligation to hear the public and inspect the area. I am pleading that you visit our community and see the situation with your own eyes. Please do not make this grave decision without serious evaluation. Thank you.

With great concern,

*Christa Ferry Medvin*  
Christa Ferry Medvin



Gene E. Lamoreaux

1430 Boughtonville Rd. • Greenwich, Ohio 44837

Phone: (419) 752-7892

## ENVIRONMENTAL DOCUMENT

October 22, 1997



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

To Whom It May Concern:

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

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

Huron County has requested that CSX install either an overpass or underpass for all three rail crossings on Townsend Street in Greenwich, Ohio. We cannot deny public safety to our residents and schools! Huron County has also requested an overpass on Section Line 30 Road, which is the main emergency response-access route to Richmond and Norwich Townships. In Willard, Section Line 30 Road is currently blocked by stopped trains 30% of the time. Adding two more tracks **will not decrease the blockage but only increase it**. Also needed is an isolation & containment rail-spur and emergency response-access drive along the new main tracks to handle chemical spills & releases.

New London is also going to be affected in a similar fashion with no access North or West of the main lines.

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

Very truly yours,

*Gene E. Lamoreaux*  
Gene E. Lamoreaux

## ENVIRONMENTAL DOCUMENT

October, 1997



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

Sincerely,

Print Name and Address

Signature

FREDERICK H. BULTMAN  
P. O. BOX 242  
WILLARD, OHIO 44890  
PH. (419) 935-8953

October, 1997

## ENVIRONMENTAL DOCUMENT



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Sincerely,

*Dorothy L. Doan*  
1265 Peru Center Rd.  
Willard, Oh. 44890.

Print Name and Address

*Dorothy L. Doan*  
Signature

Also don't let them close the Peru Center Rd. railroad crossing as this is a straight shot from Sandusky, Ohio (fire dept.) to Steubenville, Penn. + Huron and Ripley, Ohio (fire dept.) is needed. Thank you for any consideration you may show as the taxpayers of Huron County.

*L. Doan*



ENVIRONMENTAL  
DOCUMENT

THIS SIDE FOR ADDRESS

ENVIRONMENT  
SYSTEMS

MAIL

RECEIVED  
OCT 28 1997



Harry S. Truman

USA 20c

Surgeon Transported on Board  
Section on Environmental Analysis  
1925 K Street NW  
Washington DC 20423

FD

Docket # 33388

Re: FD 33388

My husband and I OPPOSE the  
proposed increase in train traffic  
on the Norfolk & Southern railway  
bordering our community. It  
is a safety and pollution hazard.

Beverly Marsai

RECEIVED  
OCT 28 1997  
MAIL  
MANAGEMENT  
STB 7

STB

FD-33388

10-28-97

K

ID-CITIES



## NORTHEAST OHIO AREAWIDE COORDINATING AGENCY

Serving all county, municipal and township governments in Cuyahoga, Geauga, Lake, Lorain and Medina Counties

# ENVIRONMENTAL DOCUMENT



October 22, 1997

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

Attention: Ms. Elaine K. Kaiser  
Chief, Section of Environmental Analysis

Dear Ms. Kaiser:

The proposed rail acquisition of Conrail by CSXT and Norfolk Southern (NS), at a reported cost of \$10.4 billion, will have a significant impact on Ohio and other states throughout the eastern United States. We recognize that this merger presents the Surface Transportation Board with a very challenging and complex decision, made difficult by the many issues which must be given careful consideration prior to the final determination. Our comments are offered in a cooperative context, designed to assist the STB in its deliberations.

As the Metropolitan Planning Organization (MPO) representing 2.1 million residents, five counties and 172 municipalities in northeast Ohio, we have taken the opportunity to review the Environmental Reports produced as part of the merger process. We have looked at the proposed plan of CSXT and Norfolk & Southern (NS) including the mainlines selected for increases and/or decreases of trains. The current plan proposes doubling and/or tripling the number of trains per day in some of the most densely populated areas of Northeast Ohio. Of primary concern is the NS proposal to increase the number of trains per day on its Vermilion to Cleveland line from 13 trains per day to 32 trains per day. This proposal impacts a number of communities within this corridor. The City of Lakewood, by way of example, is a mature community with approximately 64,000 people in 6.7 square miles. Lakewood itself has 26 at-grade crossings within its city limits, the most at-grade crossings per square mile of any city in Ohio. Clearly Lakewood, the City of Cleveland and the other communities along this corridor already have serious safety concerns relating to pedestrian and vehicle crossing issues, and delays to ambulance, EMS, police and fire equipment, at times when response time is obviously critical. Any increase of train traffic through these areas can only exacerbate the situation with the most serious of consequences. As evidence to support our concerns we cite the FRA's recently completed safety audit of CSXT. The FRA's audit criticized CSXT for STB

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Greater Cleveland Regional Transit Authority

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City of South Euclid

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Cuyahoga County Engineer

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Gauga County Board of Commissioners

Erwin J. Odeat, Director  
N. Ohio Regional Sewer District

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Gauga County Board of Commissioners

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Lake County Board of Commissioners

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Vicent M. Urdin, Mayor  
City of Avon Lake

Mary Jo Vasi, President  
Lorain County Board of Commissioners

Michael R. White, Mayor  
City of Cleveland

### Ex officio Members

David J. Coyle, Deputy Director  
Ohio Department of Transportation  
District 12

William T. Skereminski,  
Chief, Northeast District Office  
Ohio Environmental Protection Agency

Isaiah R. Mair, Executive Director  
Northeast Ohio Areawide  
Coordinating Agency

### Executive Committee Members

emphasizing train operations over safety. It is alarming to note that these kinds of safety issues already exist with the potential to increase as the merger and the added rail traffic travels through our communities.

Our analysis also reveals that the proposed increase in freight traffic may preclude the potential for shared use of these tracks for operation of commuter rail. NOACA was awarded a grant by the Federal Transit Administration to assess the feasibility of commuter rail service in northeast Ohio and has not yet completed its study. If the potential currently exists for joint usage, the merger should not jeopardize this possibility and should consider what capital improvements would be necessary to maintain this possibility in the post merger system..

Review also indicates that the proposed plan significantly increases the number of trains per day through some of the most densely populated, urban areas of Northeast Ohio, while at the same time reducing the number of trains per day through less densely populated, rural areas. From a safety standpoint, this is puzzling since it is recognized that northeast Ohio is not the origin or destination of a vast majority of the rail freight moving through this area. There would appear to be no operational advantage and potentially serious safety problems with this aspect of the plan. All routing options contemplated in this plan should be re-considered to minimize the impact on urban areas where large numbers of people are at risk, even to the extent of considering agreements with other companies, such as the Wheeling & Lake Erie, to use available rail lines that do not traverse densely populated areas.

The region's economic growth and development is affected directly by the ability to efficiently move freight in and out of the region. Reducing rail traffic by diverting to other routes in less densely populated areas increases this efficiency while decreasing the region's safety concerns. Further, the two expanded railroads must address northeast Ohio's need for links between rail and other modes of freight movement, such as water (the ports), highway (trucks), air and pipeline as well as expand connections to markets for the region's manufacturers. The proposed plan cannot simply increase the numbers of trains per day passing through our region without providing service to the region's manufacturers.

Safety and economic competitiveness issues cannot be dismissed in assessing the results of the proposed acquisition. We respectfully suggest that the proposed plan does not adequately address either of these issues in northeast Ohio. We believe additional study is clearly warranted and essential to identifying regional and local impacts, identifying options and mitigation actions necessary to address the impacts. We urge you to require, as a condition of the merger agreement, that additional study be undertaken of the significant negative impact this action will have on northeast Ohio.

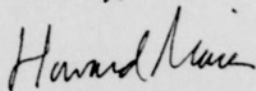


Finance Docket No. 33388  
October 22, 1997  
Page Three

I also refer you to the attached letter to Ms. Gail Morgan of the STB. The transmittal letter refers to needed grade separations, maintenance, and grade crossing improvements. It accompanies our NOACA Governing Board **Resolution No. 97-073**, adopted on September 12, 1997 and outlines the events and actions taking place in Northeast Ohio to monitor the acquisition of Conrail by CSXT and Conrail.

We appreciate the opportunity to express our concerns and trust this information will assist in your process. If we can be of assistance as your review continues please call or write.

Sincerely,

A handwritten signature in dark ink, appearing to read "Howard Maier", written in a cursive style.

Howard R. Maier  
Executive Director

HRM/JVH/SJ/sd/0821t

Attachments



## NORTHEAST OHIO AREAWIDE COORDINATING AGENCY

Serving all county, municipal and township governments in Cuyahoga, Geauga, Lake, Lorain and Medina Counties

October 16, 1997

Ms. Gail Morgan, Chairperson  
Surface Transportation Board  
Office of Congressional & Public Services  
1925 K Street, N.W., Suite 840  
Washington, DC 20423-0001

Dear Ms. Morgan:

NOACA was requested by its westshore member communities to assist in making their concerns known regarding the potential impact that the proposed acquisition of Conrail by Norfolk Southern (NS) and CSXT may have on their communities. As a result, attached is NOACA Board Resolution No. 97-073 which was adopted on September 12, 1997 and outlines the events and actions which are taking place in Northeast Ohio in order to monitor the acquisition of Conrail by NS and CSXT.

The NOACA Board, representing 2.1 million residents in five counties of Northeast Ohio, wishes to notify your agency of its concern that as proposed, the acquisition of Conrail by NS and CSXT may have a significant adverse impact on the residents of Northeast Ohio. The NOACA Board recognizes this proposed acquisition may offer the potential for economic development and redevelopment in the region, improved freight movement and intermodal connections. However, communities are concerned that possible negative impacts, both locally and region-wide, might occur, regarding the potential adverse safety issues related to delays in emergency equipment response and environmental issues. A multi-year program of grade-crossing improvements and some rail-roadway grade separations would begin to address these safety concerns.

In addition, increased freight rail traffic through the region may also have the negative result of reducing the potential for joint use of the freight rail corridors for commuter rail. A commuter rail feasibility study is currently underway at NOACA.

We appreciate your consideration of these factors as discussions and decisions continue regarding this merger and its impact on the Northeast Ohio region.

Sincerely,

Howard R. Maier  
Executive Director

HRM/RE/mal/3616s

Enclosure

- President:**  
Neil C. Hofstetter, Commissioner  
Gauga County Board of Commissioners
- Vice President:**  
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District-12
- William T. Skowronski  
Chief, Northeast District Office  
Ohio Environmental Protection Agency
- Howard R. Maier, Executive Director  
Northeast Ohio Area-wide  
Coordinating Agency

Executive Committee Members



**AMENDED RESOLUTION NO. 97-073  
(CSX/Conrail Merger Impact)**

**RESOLUTION OF THE GOVERNING BOARD  
OF THE  
NORTHEAST OHIO AREAWIDE COORDINATING AGENCY**

**WHEREAS**, Norfolk Southern (NS) and CSX Transportation (CSXT) have proposed the acquisition and distribution of the assets of Consolidated Rail Corp. (Conrail); and

**WHEREAS**, the proposed acquisition is currently being considered by the Surface Transportation Board (STB), the federally constituted body authorized to act on the proposal; and

**WHEREAS**, the proposal, as contained in a three volume document entitled Railroad Control Application - Environmental Report Parts 1 - 4, has been made available for public review and comment as part of the STB process; and

**WHEREAS**, this document is currently being reviewed by numerous interested parties in the northeast Ohio area in order to determine the present and future impact the proposed acquisition may have on the region as a result of revised operations; and

**WHEREAS**, this acquisition may offer the potential for economic development and redevelopment in the region, improved freight movement and intermodal connections; and

**WHEREAS**, the NOACA Board is concerned that the proposed acquisition may also have possible negative impacts, both locally and region-wide, due to increased and re-routed traffic throughout the region; and

**WHEREAS**, representatives of Avon Lake, Bay Village, Lakewood, Rocky River, and Westlake (the Westshore Communities) appeared before the NOACA Advocacy Task Force on August 26, 1997; and

**WHEREAS**, these representatives expressed concern regarding the potential adverse safety and other impacts the proposed acquisition would have on their communities, including the tripling of freight trains through a very densely populated residential area; and

**WHEREAS**, possible negative impacts may include safety issues related to possible delays in emergency equipment response and environmental issues related to possible air pollution, noise pollution and hazardous cargo shipments; and

**WHEREAS**, there may be alternative routing plans that would reduce the potential adverse impacts on the region; and

**WHEREAS**, increased freight rail traffic through the region may also have the negative result of reducing the potential for joint use of the freight rail corridors for commuter rail, the feasibility of which NOACA currently has under study.

**AMENDED RESOLUTION NO. 97-073**  
**(CSX/Conrail Merger Impact)**

-2-

**NOW, THEREFORE, BE IT RESOLVED** by the Governing Board of the Northeast Ohio Areawide Coordinating Agency that:

Section 1. The NOACA Board, representing 2.1 million residents in five counties of Northeast Ohio, the 20th largest metropolitan area in the U.S., wishes to notify the Surface Transportation Board of its concern that as proposed, the acquisition of Conrail by NS and CSXT may have a significant adverse impact on the residents of Northeast Ohio.

Section 2. The NOACA Board hereby directs the Executive Director to continue to monitor all current and future documents related to the proposed acquisition, to coordinate with other interested parties, specifically the Ohio Rail Development Commission, Greater Cleveland Regional Transit Authority, LAKETRAN, the Westshore Communities, the City of Cleveland, and the Greater Cleveland Growth Association (and others that may be identified), and to participate with these interested parties, as well as state and federal legislators, in working toward a regional position on the proposal including specific concerns as well as possible alternatives.

Section 3. The Executive Director is further directed to report to the NOACA Board, Committees, and the Advocacy Task Force, from time to time, on the status of this situation and to directly consult the Transportation Advisory Committee on all technical issues impacting the MPO planning process.

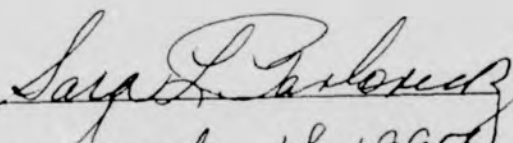
Section 4. The Executive Director shall further instruct the Agency's Washington and Columbus liaisons to monitor activities related to this proposal and to advise the NOACA Board of any necessary actions.

Section 5. The Executive Director is hereby authorized to transmit a certified copy of this resolution to Norfolk Southern, CSXT, Conrail, the Surface Transportation Board, the Ohio Rail Development Commission, the Greater Cleveland Regional Transit Authority, LAKETRAN, the Greater Cleveland Growth Association, state and federal legislators, the President of the United States and any other parties in the region interested in the impact this acquisition will have on Northeast Ohio.

Certified to be a true copy of a Resolution of the Governing  
Board of the Northeast Ohio Areawide Coordinating  
Agency adopted this 12th day of September, 1997.

Secretary: \_\_\_\_\_

Date Signed: \_\_\_\_\_

  
Sept. 18, 1997

STB

FD-33388

10-24-97

K

ID-GOV





## ENVIRONMENTAL DOCUMENT

October 14, 1997

George V. Voinovich • Governor  
Donald C. Anderson • Director

Vernon A. Williams, Secretary  
Surface Transportation Board  
1925 K St., N.W., Suite 700  
Washington, D.C. 20423  
ATTN: Attn: Dana White



**RE:** Railroad Control Application: Env. Assessment: Finance Docket No. 33388 (Sub Nos. 1-7)

To Whom It May Concern:

The Ohio Coastal Management Program (OCMP) was approved by the U.S. Department of Commerce, National Oceanic and Atmospheric Administration and became effective on May 16, 1997. The approval can be reviewed in the Federal Register (pp. 28448-9, May 23, 1997). One of the mandates of the OCMP is the requirement for federal consistency. The OCMP document indicates that federal actions reasonably likely to affect any land or water use or natural resource of the coastal zone, regardless of location, be consistent with approved state coastal management programs. Federal actions include:

- Federal agency activities and development projects;
- Private applicant activities that require federal licenses, permits or other forms of approval; and
- State and local government activities conducted with federal assistance.

This letter serves to make you aware of this program. As such, the Environmental Assessments (Chapter 3, Section 3.1 – Land Use) should be corrected to reflect the change in status of the OCMP. If you have any questions or need additional information, please contact me at 614/265-6411 (kim.baker@dnr.state.oh.us).

Sincerely,

Kimberly A. Baker, Env. Program Administrator  
Division of Real Estate and Land Management

STB

FD-33388

10-24-97

K

ID-PUBLIC

ENVIRONMENTAL  
DOCUMENT

p. Richter

U.S. Surface Transportation Bd.,  
ATTN. Sea Rocket 33588

On behalf of the City of  
Lakewood, Ohio and it's carving  
residents - I must say NO to  
this train situation -

(38) trains in (24) hours in  
this section of the city? My  
goodness - NO

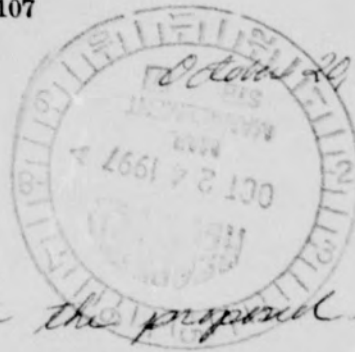
Margaret Carlson  
15555 Hillside  
Lakewood Ohio 44107

FRANCES E. STUCKI

1254 Ethel Avenue  
Lakewood, Ohio 44107  
(216) 221-5632

ENVIRONMENTAL  
DOCUMENT

Re. docket # 33388



Dear Sir or Madame,

I am strongly opposed to the proposed increase of rail traffic in our community. I believe it puts our lives at risk because:

- There have been two deaths on the tracks within one block of my home while I've lived here. One of the dead was a child. Children use the tracks as a short cut through our neighborhood.
- Emergency response in our community is currently outstanding. This is extremely important for us since a family member suffers from heart disease and a few minutes of response could mean life or death in an emergency.

I urge you to consider the impact your decision will have on our lives and our community. Please do not allow any increase in ~~rail~~ rail traffic.

Sincerely,  
Frances Stucki

# ENVIRONMENTAL DOCUMENT

Herbert E. Robeznieks  
990 Elmwood Road  
Rocky River, Ohio, 44116

October 16, 1997



Secretary, Surface Transportation Board  
1925 K street, N.W.  
Washington D.C. 20423

Re.: FD #33388

Dear Secretary;

Regarding Norfolk Southern Railroad's plan to increase train traffic up to 40 trains per day, may I submit the following:

The cities of Lakewood, Rocky River, Bay Village, and Avon are not places of industry and commerce, but rather communities of Homes. Local taxes are collected based on the values of home properties, which are bound to drop substantially should these communities become A MAJOR CORRIDOR FOR THE RAILROAD. A drop in city services and a general decline would follow.

At the same time, the Railroad has up to eight ( 8 ) optional Routes for traffic away from densely populated areas.

I do hope that your final decision will favor the People and the Communities.

Sincerely,

A handwritten signature in cursive script, reading "H. Robeznieks".

( Herbert E. Robeznieks

P.S. Please ask the railroad engineers to Not lean on their air horns, be it day or night.



ENVIRONMENTAL  
DOCUMENT

Sandra Hazners  
2042 Lincoln Ave.  
Lakewood, OH 44107

~~Herbert B. Rebezniak~~  
~~990 Elmwood Road~~  
~~Rocky River, Ohio, 44116~~

October 16, 1997



Secretary, Surface Transportation Board  
1925 K street, N.W.  
Washington D.C. 20423

Re.: FD #33388

Dear Secretary;

Regarding Norfolk Southern Railroad's plan to increase train traffic up to 40 trains per day, may I submit the following:

The cities of Lakewood, Rocky River, Bay Village, and Avon are not places of industry and commerce, but rather communities of Homes. Local taxes are collected based on the values of home properties, which are bound to drop substantially should these communities become A MAJOR CORRIDOR FOR THE RAILROAD. A drop in city services and a general decline would follow.

At the same time, the Railroad has up to eight ( 8 ) optional Routes for traffic away from densely populated areas.

I do hope that your final decision will favor the People and the Communities.

Sincerely,

*Sandra Hazners*

~~Herbert B. Rebezniak~~  
Sandra Hazners

P.S. Please ask the railroad engineers to Not lean on their air horns, be it day or night.

FD# 33388

ENVIRONMENTAL  
DOCUMENT

812 Elmwood Road  
Rocky River, OH 44116  
October 19, 1997

Secretary, Surface Transportation Board  
1925 K Street  
Washington, D. C. 20423



Dear Sir:

I am most concerned about the Norfolk Southern Railroad's proposal to increase train traffic to up to 40 trains per day; our current number of trains is 12 - 15 per day. Rocky River is a small suburb of Cleveland and is bordered on the north by Lake Erie. We live 4 houses north of the railroad tracks and there are only 3 residential blocks between the tracks and the 50+ foot cliff along the lake. In the event of a hazardous waste spill there would be a profound problem in evacuating the area.

I respectfully request that the STB come to Rocky River and inspect the community before making any allowance for Norfolk Southern to increase the number of trains. Besides many homes being very close to the railroad tracks and bordered on the north by Lake Erie, we have the additional concern with the fact that all ambulance and fire department services are located on the south side of the railroad tracks. An increase in trains severely affects the response time of such vehicles to our entire area.

Sincerely,

*Margot S. Gilbert*

Margot S. Gilbert

DOCKET NUMBER FD 33388

ENVIRONMENTAL  
DOCUMENT

October 19, 1997

586 Revere Drive  
Bay Village  
Ohio 44140



To whom it may concern,

As residents of Bay Village for more than 27 years we are extremely concerned with the proposal by the N&S Railroad. This plan to increase the daily traffic will cause a great hardship on our residents.

The thought of being "detained" in Bay by a train leaves my blood cold when I think of the emergencies that could arise. We are a residential area and pay premium taxes for this privilege and do not welcome the intrusion proposed by the N & S Railroad.

Sincerely,

*Robert A. Minium*  
*Judith H. Minium*  
Robert A. Minium  
Judith H. Minium

# ENVIRONMENTAL DOCUMENT

October 19, 1997

Secretary, Surface Transportation Board  
1925 K. Street, NW  
Washington, DC 20423  
Re: FD# 33388



To whom it may concern:

We are writing to object to the increase of train traffic proposed on the Norfolk Southern Railroad up to 40 trains per day. I feel that this increase poses a substantial safety risk to our family. Traffic of this magnitude could result in extended delays of fire, police and medical emergency assistance to ourselves and our neighbors. Our home is north of the train tracks and excessive traffic could prevent critical services from reaching us.

We request that the STB come to our community and view the proximity of our homes to the tracks and the density of the population in our community. We request that a local public interest meeting be held to hear the voice of the community not just the railroad industry.

We hope that our writing will not fall on deaf ears.

Sincerely,

A handwritten signature in cursive script, appearing to read "Harry J. Hoole".

Harry J. Hoole

A handwritten signature in cursive script, appearing to read "M. Kathleen Hoole".

M. Kathleen Hoole

ENVIRONMENTAL  
DOCUMENT

Oct. 17, 1997



Secretary  
Surface Transportation Board

Dear Sir or Madam, Re:FD# 33388

Please, please, please do not allow the railroads to increase traffic through Rocky River, Ohio.

This city is on the shores of Lake Erie and emergency medical and fire services are only available from the other side of the railroad tracks. One time about four years ago, when EMS was called for an emergency in my house they were delayed several minutes because of train traffic. If my call to EMS had been called because of a heart attack or other very serious situation I could have died because of the delay caused by rail traffic. Please, please do not let these situations occur.

Also, the current level of night time traffic causes significant noise pollution which disrupts sleep every night of the year. We can not tolerate even more such pollution.

Please, please, please do not allow the railroads to increase traffic.

Also, I like to think that government exists primarily for the benefit of the people. There are already too many stories of governments serving self interest groups rather than the people of this country. Please serve the people, please.

Sincerely,

*Richard T. Connelly*

Richard T. Connelly  
20782 Beaconsfield Blvd.  
Rocky River, Ohio 44116





WONDERFUL  
CHRISTMAS

*and a Happy  
New Year!*

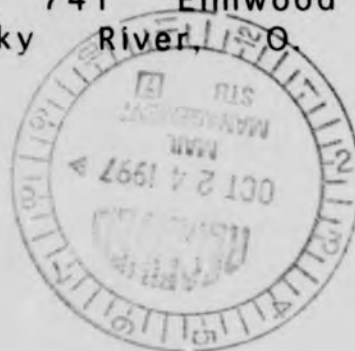
*The  
Jacobs*



# ENVIRONMENTAL DOCUMENT

The Jacobs Family  
741 Elmwood Rd.  
Rocky River, OH 44116

Secretary, Surface Trans. Board  
1925 K Street, NW  
Washington, D.C., 20423  
Re: FD# 33388



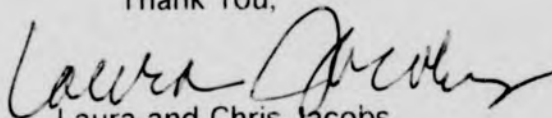
Dear Secretary:

I'm writing to show consolidation with my Lake Erie neighbors who oppose Norfolk Southern Railroad's plan to increase train traffic in Rocky River. My family lives on Elmwood Road, almost directly across from the heavily travelled entrance to Elmwood Park. We reside 6 houses from the RR tracks. Elmwood Road has become in recent years a very busy cut thru for motorists entering and exiting the local highway (I -90, at Detroit Avenue, just W. of Elmwood). I have three small children and have become increasingly concerned with the steady car traffic on our street - combine this with more train traffic and Elmwood Road will become a real traffic - and parents - nightmare. I frequently have trouble backing out of my own driveway and don't care to find out how much worse more frequent train traffic will make my once quiet, residential street.

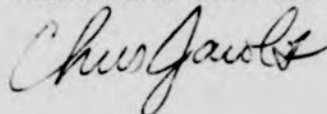
Of course I am concerned about problems arising in the event of emergency evacuation - as well as "routine" emergency visits to the hospital - or the response of a fire engine being delayed because of a long, passing train and no available alternate route.

This situation merits individual consideration because of the unique natural physical border of Rocky River: Lake Erie, and the man made physical border that is part of our community as well: the RR tracks. Because of this, we feel it necessary to ask you to reconsider the proposal to increase train traffic on the Norfolk Southern RR line thru the lake bordering suburbs of NW Ohio.

Thank You,

  
Laura and Chris Jacobs

for Michael, Clementine and Callie



ENVIRONMENTAL  
DOCUMENT



October 16, 1997

Secretary, Surface Transportation Board

**FD # 33388**

1925 K Street, NW

Washington, DC 20423

Dear Sir,

I am a resident of Rocky River, Ohio. I am writing to express my extreme level of concern regarding the Norfolk and Southern Railroad's present and future operating plans.

My concern relates to the safety and frequency of freight traffic through densely populated suburbs. Rocky River, Lakewood and the neighboring towns with residents north of the train tracks have few or no options for emergency response by fire, police or medical personnel when the freights roll through town. This is not an issue of convenience or attractiveness, but rather life and death.

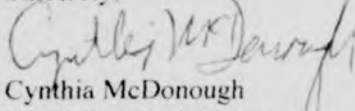
It is a well documented fact that proper response time in an emergency situation has resulted in reduced injury and fatality rates for heart attack, stroke victims and the like. Similarly, property damage and casualties are also dramatically reduced when fire departments have the ability to get to the scene of a fire or accident quickly before trouble can spread. The unique geography of being bounded on the north by Lake Erie while all principal emergency personnel and resources are south of the tracks makes present levels of traffic dangerous. An increase in traffic would be unconscionable.

Under present circumstances, the freight traffic has an erratic but frequent pattern. Norfolk and Southern's plan to increase traffic stands against the interest of safety as addressed above. There is great inconsistency in the speed and volume of their trains. They vary fast and slow, and of modest to great duration. I find it difficult to understand how one train can move along at 20 - 25 MPH while another just a short while later blasts through at considerably higher speeds. Is this a matter of conditions or load, or are some engineers willing to flirt with unsafe speeds?

As the enclosed copy of a Wall Street Journal article from October 15, 1997 indicates, there are meaningful safety issues at risk in today's overburdened transportation industry. For the sake of all the parties involved, I respectfully request the STB to conduct an on site review of conditions in northern Ohio and follow up with local public interest hearings. How tragic it would be if over-eager operators at Norfolk and Southern pressed the limits of their trains and crews only to result in a derailment, or worse, a derailment containing hazardous materials! A careful review of conditions and practices would improve safety. Further, it would put all operators on notice that standards must be met on an on going basis.

I am confident your findings will support my view that existing levels of traffic are risky and a greater amount of traffic would be completely inappropriate based on safety concerns. Thank you for your consideration. I look forward to your follow up here in our local communities.

Sincerely,

  
Cynthia McDonough  
21171 Stratford Avenue  
Rocky River, Ohio 44116

## U.S. to Criticize CSX Safety Procedures After Inquiry of Fatal Rail Collision

By ANNA WILDE MATHEWS  
Staff Reporter of THE WALL STREET JOURNAL

A report by the Federal Railroad Administration is expected today to criticize CSX Corp. for failures in safety procedures involving its train-signaling systems, handling of hazardous materials, and reporting of employee injuries.

The final language of the report was still being written yesterday, but people with knowledge of the matter said it will fault the railroad for fatigued train crews and for not properly tracking and labeling certain hazardous chemical shipments. A CSX spokesman said the company hadn't seen the final report but was "already putting into place processes and procedures to make a safe railroad even safer."

The investigation, which followed a fatal collision involving two CSX trains last June, comes at a bad time for the railroad industry, which is under unprecedented scrutiny for safety and operating concerns. Union Pacific Corp., the nation's largest railroad, was faulted in a federal report last month for a "fundamental breakdown" in safety procedures following three fatal collisions this year. Union Pacific also is involved in the biggest railroad snarl in history, with railcars paralyzed around the Gulf region and western U.S.

The CSX critique is not expected to be as harsh as the agency's criticism of Union Pacific. Still, CSX's handling of hazardous materials is a sensitive issue for the nation's third largest railroad. Last month, a

New Orleans jury in state court slapped the company with a \$2.5 billion judgment, after a 1987 chemical fire on a CSX track. The Richmond, Va., company is now appealing the verdict.

The Federal Railroad Administration's investigation followed a collision between two CSX trains that killed one worker near St. Albans, W.Va. A total of 100 federal investigators rode CSX trains, watched dispatchers and examined track. Though the probe didn't include every mile of CSX's 18,000 miles of track, it focused on areas where there had been safety problems.

The investigation's findings will include concerns about employee injuries that weren't properly reported to regulators, according to a draft version of the report and to people with knowledge of the matter. Accident statistics for railroads are closely tracked by the federal government. But the report also will say the railroad is making improvements, including in maintenance and training programs, as well as in crew dispatching procedures to cut back on fatigue problems. CSX said it has already changed its methods of dealing with hazardous cargo to improve handling and labeling.

CSX is seeking approval for the most expensive railroad deal in history, the \$10 billion acquisition of Conrail Inc. CSX wants to take over 42% of the Eastern rail giant, with the rest going to Norfolk Southern Corp. Unions and some rail customers have already raised concerns about the merger, which would leave just two major railroads east of the Mississippi.

# ENVIRONMENTAL DOCUMENT

637 Brooke Lane  
Bay Village, Ohio 44140  
September 21, 1997

Surface Transportation Board  
Section on Environmental Analysis  
1925 K Street, N.W.  
Washington, D.C. 20423

Re: Docket Number FD33388

Gentlemen:

I am writing to express my opposition to the increase in rail traffic proposed by Norfolk & Southern on the lines running through the communities of Lakewood, Rocky River, Bay Village, Avon Lake and westward. My opposition to this increase is based on safety primarily and secondarily, as a property owner who is concerned with my property values.

If the proposed increase comes to pass, there will more likely be larger numbers of trains stopped on the tracks for long periods of time. I reside in the southwestern quadrant of Bay Village and if the Bradley Road crossing was closed by a stopped train and I needed to make it to an emergency room quickly the increase in time to make it to the nearest hospital would be a minimum of 15 minutes, if not longer. This situation would occur not only in Bay Village but also the other communities these tracks pass through.

Additionally, my house is located approximately 100 yards from the railroad tracks. If a derailment were to occur, the likelihood of train cars ending up in my backyard is very great. Furthermore, the contents of said derailed cars would most assuredly end up in my backyard also. If the cars contained hazardous materials, as almost six percent of N&S's freight currently does, there would be a very real and very negative impact on my family's health and my neighbors' health. I am not an isolated house on these tracks. There are houses lining these tracks straight through each of the aforementioned communities and many of said houses are closer to the tracks than is mine.

My house represents the largest single investment we have made. We chose where we live based on the quality of housing and the assumption that our investment would increase in value, as is the hope of all homeowners. You can rest assured that if the number of trains is increased to the extent of the proposal, my property will not gain in value, but rather will precipitously decline in value. I was at a meeting held in Lakewood on September 21st and heard a spokesman from N&S talk about the ability to remain competitive. I, too, can make that same claim. I want my house to remain competitively priced so that I can protect my largest investment.



Humor me for a moment as I remind you that the Declaration of Independence includes the following phrase, "That to secure these rights, Governments are instituted among Men, deriving their just powers from the Consent of the governed." Further in Lincoln's Gettysburg Address he makes reference to a government "of the people, by the people and for the people". Gentlemen, the people from whom you ultimately derive your power are speaking. Those documents do not reference the corporations of America. They talk about us, the individual taxpaying citizens of the United States. DO NOT APPROVE the increase in train traffic.

Sincerely,

*Nancy M. Rodgers*

Nancy M. Rodgers



# ENVIRONMENTAL DOCUMENT

The Chew Family  
718 WAGNER RD.  
ROCKY RIVER, OHIO 44112  
FD # 33388

SECRETARY, SURFACE TRANSPORTATION BD.

1425 K Street NW  
WASHINGTON, DC 20003



Dear Secretary,

I am writing on behalf of my family and our deep concern and objection to the recent proposition to increase rail traffic in our neighborhood. Norfolk Southern Railroad does have a right to make profit - I am not arguing that. However, when their plans for making that profit Absolutely affects our quality of life here in this quiet suburb.

We live about 15 houses north of the tracks. The increased traffic means that my children will be put at more risk every day when they walk to school and must cross the tracks. Our access to emergency forces will be affected. The noise level will be nearly unbearable and hazardous materials related accidents will increase. We are begging to be heard. Please consider our request. Come see what we mean. I also ask that you at least come & listen & hold a meeting for us. I've always

believe that the government works for  
its citizens. It's what I, as a government  
teacher in high school have always taught  
my students. Please don't disappoint - Come-  
listen - see. I hope you will not  
let us down.

Sincerely,  
Carole Chew

ENVIRONMENTAL  
DOCUMENT

William C. Hale  
21520 Erie Road  
Rocky River, OH 44116  
October 18, 1997

RE: FD# 33388



Secretary, Surface Transportation Board  
1925 K Street, NW  
Washington, D.C. 20423

Dear Secretary,

I write with regard to the proposed divestiture of Conrail between the CSX and Norfolk-Southern railroads. My home in Rocky River (a Northwest suburb of Cleveland) backs up to the Norfolk-Southern tracks.

I am concerned about the reported plans of Norfolk-Southern to increase train traffic through Rocky River by more than 150% if the divestiture goes through.

Two hours ago this very day I was listening to both emergency sirens and train whistles at the same time. I have no idea whether the train prevented the emergency vehicles from a timely response or not, but it is a very real concern. The Norfolk-Southern bisects Rocky River with several grade crossings. All emergency services are located South of the railroad.

This is also an increased risk to our many children who cross the tracks twice daily if they live on the opposite side of the tracks from the school they attend.

I am also concerned about the hazardous materials that Norfolk-Southern is reportedly carrying through our community now and which will increase greatly if the divestiture goes through as presented.

Rocky River is bounded on the North by Lake Erie and on the East end by the Rocky River. In the event of a hazardous spill, the evacuation of the North side of the City could be constrained to going West and there is only one road in that direction.

I hereby request that the Surface Transportation Board

- 1) come to Rocky River and the other Northwest suburbs of Cleveland and view the proximity of the tracks to houses, the population density, and the limited evacuation routes from the North side of the city in an emergency.
- 2) hold a public hearing in the Northwest suburbs of Cleveland.
- 3) develop a program to require all railroads nationwide to inform residents of hazardous cargoes they carry and provide emergency phone numbers for both the railroad and the governments which should be notified in the event of a spill.

Thank you for your careful consideration of these issues. If I can help in any way, please contact me.

Very truly yours,

*William C. Hale*

# ENVIRONMENTAL DOCUMENT



October 17, 1997

Surface Transportation Board  
Section on Environmental Analysis  
1925 K St., N.W.  
Washington D.C. 20423

Atten: FD 33388

The purpose of this letter is to voice our objection to the proposed increase in rail traffic on the Norfolk / Southern line running through the western suburbs of Cuyahoga county and other western counties.

It goes without saying that the number one issue is the safety of all residents in this designated area. However, other issues include, but are not limited to, noise level, property value, and increased insurance rates, etc.

Because we are getting ready to retire, the property value issue is a major concern for our family. We have worked our entire life to prepare for a comfortable retirement and now that is in jeopardy. From what we are hearing, our home may not bring the type of return we expected, based on home sales in our immediate area over the past few years.

We cannot understand why you would want to ruin these beautiful neighborhoods. Why not keep the trains in a commercial corridor? Why not do something positive, run passenger trains? Many people in this area would welcome this convenience.

Please, think how you and your family would react to this if it were happening to you. Let your conscience be your guide.

Sincerely,

*Raymond Udovich*  
*Edythe Udovich*

Raymond & Edythe Udovich  
843 Carriage Park Oval  
Westlake, Oh. 44145

cc: Westlake Mayors Office

ENVIRONMENTAL  
DOCUMENT

ANTOINETTE M. HEALY

October 2, 1997

Federal Surface Transportation Board  
Section of Environmental Analysis  
1925 K Street, NW  
Washington, D.C. 20423

Attention: Document # FD 33388

Gentlemen:

This letter is a plea to you to prevent the addition of any rail freight traffic on the Cleveland-Vermilion line of Norfolk & Southern Railroad.

I am a homeowner since 1983 in Gatehouse Estates in Rocky River, Ohio. My backyard is not any more than 60 ft. from the railroad tracks. I have not been bothered by the trains until this year! In 1996 the double tracks were removed in this area. We now have a single track and a side track where trains park during the day and at night and leave their engines running! I have all this added noise and vibration of the house. You can't have any doors or windows open. Also my concrete patio is rock marked and very dirty. All this rail certainly lead to decreased property values and health problems.

I am sure Norfolk & Southern can find an alternate route for these 38 freight trains they want to run through the backyards of thousands of Rocky River residents. Please prevent the escalation of unsafe and unhealthy freight through our cities along Lake Erie.

Sincerely,

Antoinette M. Healy

CC: Mayor Roy Comerley  
City of Rocky River, Ohio

Congressman Dennis Lucinick

1030 BROOK LANE  
ROCKY RIVER, OH. 44116



## ENVIRONMENTAL DOCUMENT

Dear Sirs,

I am a concerned parent and home owner of Rocky River, Ohio. My main concern is for the safety of our children due to the close proximity of our homes to the tracks. I have enclosed a newspaper clipping on a train accident involving teens and Norfolk Southern Railroad.

Some other concerns are increase in traffic delays of fire, Ems and police and decrease in property value.

I am hoping this letter from a parent and home owner will help stop the increase in trains in our area for the future.

Thank-You,

*Kathleen Calvey*  
Kathleen Calvey



## Boys playing 'chicken' on tracks see teen die

By MAGGI MARTIN  
and MARK VOSBURGH

PLAIN DEALER REPORTERS

PAINESVILLE — A game of chicken with a freight train cost Jeffry Vest his life.

The 16-year-old linebacker for Harvey High School's football team was struck and killed about 11:30 p.m. Thursday as he and a teammate stared down an oncoming Norfolk Southern locomotive on tracks just east of Chestnut St. in Painesville, investigators said.

"Two of the boys were in the center of the tracks," said Terry Coleman, an investigator for the Lake County coroner's office. "One jumped out of the way. At the last second, it appears [Jeffry] froze up."

The second teen dove to safety after waiting until the approaching eastbound train was within 10



Vest

feet, said Susan Terpay, a railroad spokeswoman in Roanoke, Va. The engineer reported the train was moving about 35 mph.

At least three other football players, whose names were withheld by police, watched from the north side of the tracks but did not report the accident to authorities.

SEE TEEN/16-A



# ENVIRONMENTAL DOCUMENT

10/8/97

U.S. Surface Transportation Board  
on Environment Analysis  
Docket FPD #33388  
1925 'K' Street  
Washington D.C. 20423



Dear Board Members

As a longtime resident of Lakewood, Ohio, I am deeply concerned by the intent of Norfolk & Western Railroad to increase the train traffic through this area. Their request should be denied.

I live four houses from the railroad tracks and can't begin to imagine how we could live with an average of 38 trains passing by each day.

It may surprise you to know that though the tracks run through the middle of our city, Lakewood is a beautiful place. Lake Erie, part of the Great Lakes - the largest fresh water supply in the world, is at the north end of my street. This is an area filled with many fine century homes. For as long as those railroad tracks have existed, people in our neighborhoods have had to live with and accept the noise, dirt, dust, accidents, trash and general inconvenience of the N&W trains. Our patient acceptance will be rewarded with more of the same?

With this issue recently highlighted, many Lakewood residents are only now discovering that a multitude of hazardous materials are being shipped daily near their homes. What if one of those trains skipped the tracks and toxic chemicals were released into an area as densely populated as Lakewood? Plus, that ground water would drain directly into Lake Erie. *Are you willing to take that risk?*

There is one, just one, street in the entire city of Lakewood that has a bridge overpass for the train. It is at the furthestmost western border of the city. If I have an emergency, to get to that underpass I'd have to go in the opposite direction of the hospital. I have been delayed by slow trains, excessively long trains and stopped trains due to accidents with cars and bicycles. An increase in the number of trains will only add to the number of accidents.

Please do not allow Norfolk and Western to add traffic on their line through Lakewood, Ohio.

Sincerely

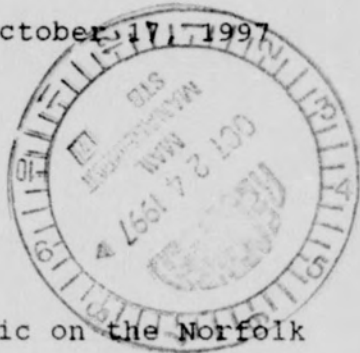
*Juliet C. McGowan*

Juliet C. McGowan  
1337 Cranford Ave  
Lakewood, OH 44107

ENVIRONMENTAL  
DOCUMENT

October 17, 1997

Surface Transportation Board  
Section on Environmental Analysis  
1925 K Street N. NW  
Washington D. C. 20423



Docket # FD 33388

In regard to the proposed increase of train traffic on the Norfolk Southern which runs through Lakewood Ohio I wish to protest this proposal.

My husband and I live on the North side of those tracks and the hospital nearest us is on the south side of the tracks. Since my husband has emphysema and if he should need immediate help, what happens if a train is going by (which could be the case if there is going to be such an increase in train traffic). There are quite a few seniors living in apartments on the north side of the tracks with the same situation.

I do hope you can come up with another solution to this problem.

Mr. & Mrs. Julian C. McGill

*Mr. & Mrs. Julian C. McGill*  
12000 Edgewater Drive # 501  
Lakewood, OH 44107

STB

FD-33388

10-22-97

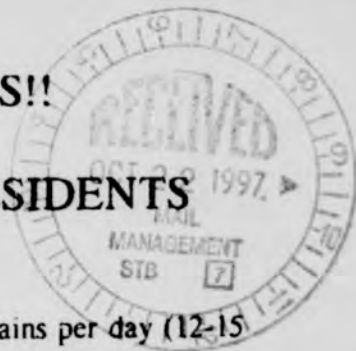
K

ID-PUBLIC

*THIS SAYS BETTER  
MAY EVIDENCE  
THAN I*

## HELP DERAIL THE RAILROADS!!

### ATTENTION: ALL ROCKY RIVER RESIDENTS THIS AFFECTS YOU!



*FD# 33388*

Norfolk Southern Railroad's plans to increase train traffic up to 40 trains per day (12-15 now). This will affect everyone in our community:

ENVIRONMENTAL  
DOCUMENT

- \*Increase risk of collision with pedestrians and cars- many young families live close to the tracks with children crossing them to catch school buses and go to the park.
- \*Increase the likelihood of derailment of hazardous materials that are currently being transported. Evacuation north of the tracks will be impossible because of the lake.
- \*Potential delays of fire, medical and police forces reaching those north of the tracks- delays of minutes in response time can mean the difference between life and death.
- \*Coal dust exposure and noise pollution with resulting sleep disturbances.
- \*Increase traffic delays waiting for slow moving freight trains.
- \*Decrease in property values throughout Rocky River. *ALL WORTHY SOUNDS*

ENVIRONMENTAL  
DOCUMENT

MRS. CHARLES ROBERT CARR  
1083 SUMMIT AVENUE  
LAKEWOOD, OHIO 44107



FD 33388

October 18, 1997

Dear Sirs,

I am protesting the plan of the Norfolk and Southern Railroad to increase the number of trains running through Lakewood and elsewhere in the Cleveland area.

This is a dangerous proposal. Hazardous waste, nuclear materials and chemical spills could cause terrible damage. Emergency medical vehicles, fire engines and police will lose valuable time if train traffic is increased.

There must be alternate routes through more industrial sections to alleviate this situation. Please do not rubberstamp Norfolk and Southern's plans, there are thousands of people in this area who are very concerned with what you decide.

Sincerely,

Katharine K. Carr

OCT. 14, 1997

DEAR SECRETARY  
SURFACE TRANSPORTATION BOARD  
1925 K STREET  
WASHINGTON, D.C. 20423  
FD # 33388



THE SOUTHERN RAILROAD'S PLANS TO INCREASE  
TRAFFIC UP TO 40 TRAINS PER DAY (12-15 NOW)  
DO NOT MAKE SENSE. LAST YEAR THEY  
REDUCED THE NUMBER OF LINES ON  
THEIR TRACK THROUGH ROCKY RIVER  
FROM 2 LINE TO 1 LINE.

THIS ACTION WILL INCREASE TRAFFIC  
DELAYS WAITING FOR FREIGHT TRAINS.

SINCERELY,

ANDREW M. HANDS  
10/14/97

**ENVIRONMENTAL  
DOCUMENT**





Livia Matt  
20758 Erie Rd.  
Rocky River, OH

FD # 33388

THE ILLINOIS COMPASS



Livia Matt  
20758 Erie Rd.  
Rocky River, OH 44116-1419

FD # 33388



To Whom It May Concern:

Dear Secretary,

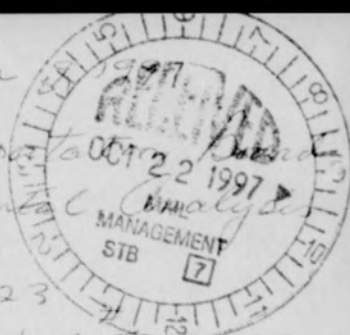
I am writing this letter in reference to Norfolk Southern Railroad's plan to increase train traffic. My home is located 1 street over from the railroad. There are no EMS services on the north side of the tracks - and there is only 1 overpass EMS or fire could take - which is 2-3 mi out of their way. I request that you come to my community to inspect the proximity of homes in relation to the tracks. Your 1st priority is to the public, and I sincerely request a local public interest hearing.

I have a 4 yrs old daughter. Her health & welfare are #1 to me. Please don't let the railroad industry jeopardize this. Thank you.

Livia Matt

October

Federal Surface Transporta  
Section of Environmental  
1925 K St., N.W.  
Washington, D.C. 20423



Re: Federal Docket FD 33388

My home is in an apartment at  
Oak Tree Manor. The Norfolk and  
Southern passes directly in front  
of our building. It is impossible  
even now to have the use of  
T.V. Radio or Television. Commu-  
tion is at a complete standstill  
when trains roll by. The dust  
and dirt is impossible. I am  
of the opinion if the train traffic  
increases even one iota, the apt.  
I call home now will become just  
another vacant building in a  
very short time. Even now the  
dirt and dust, to say nothing  
of the noise interference is just  
unbearable. This traffic should  
be completely banned.

Sincerely,

ENVIRONMENTAL  
DOCUMENT

(Mrs) Cath G Grandt  
1327 Bonaventure #303  
Lakewood Ohio 44107

% Oak Tree Manor Apts

FD # 33388

ENVIRONMENTAL  
DOCUMENT

L.M. Vareska  
1220 Wagar Rd  
Rocky River



Dear Secretary, STB

I am a widow living alone. One of the things that I am grateful for is the safe, healthy, quiet community in which I live - Norfolk Southern RR is threatening to take this from me. Rocky River is bordered on the north by Lake Erie. EMS, Fire, and Police are closer to the Southern border. The railroad transects this. Please come to my town to inspect the proximity of homes to the tracks. I kindly request a local public hearing - as I believe the STB cares about its people.

This is a picture of what I am most grateful for. I have the joy to babysit my grand-daughter. She is a happy, healthy child. Don't allow the RR to compromise hers - mine - and all my neighbors' health. Thank you.

Sincerely,

L. M. Vareska



ENVIRONMENTAL  
DOCUMENT



October 10, 1997

Dear Sir,

I am writing to request that Norfolk Southern Railroad be denied further access on the line running through the western suburbs of Cleveland. The noise, pollution, safety hazards will only multiply. The communities will find property devaluation to be costly. It is imperative that

you see for yourselves the  
havoc that 40 trains a day  
would create for established  
suburban cities.

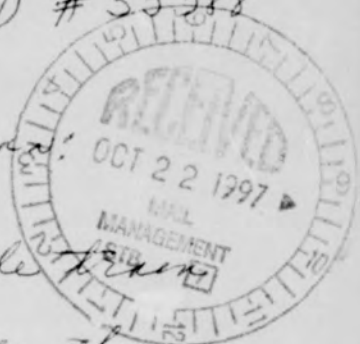
Railroads are not the "backbone"  
of the country that they once  
were. Please consider people  
not railroads.

Sincerely,  
Joyce Litzler



10-14-97

ENVIRONMENTAL # 33388  
DOCUMENT



TO WHOM IT MAY CONCERN:

I disagree with the ~~train~~ company's plan to triple the number of trains traveling the tracks in Rocky River! I believe increased train traffic could mean noise pollution, more delays where streets intersect railroad tracks, greater possibility of dangerous collisions, and decreased property values for our community.

Please come to our communities to inspect the proximity of houses to tracks, the lake shore line and the population density.

We are all concerned about all the young children who cross the tracks who go to school.

Please NO MORE TRAINS!

ANDREW & DIANA MANOS

ENVIRONMENTAL  
DOCUMENT

10/17/97

US SURFACE TRANS. BOARD  
S.E.A. FINANCE DOCKET 33388  
1925 K STR. N.W.  
WASHINGTON, D.C. 20423



My HUSBAND & MYSELF  
URGE YOU, THE BOARD  
NOT TO ALLOW NORFOLK  
WESTERN TO SEND 38  
TRAINS A DAY THROUGH  
LAKEWOOD, OHIO.

THESE TRACKS DIVIDE OUR  
CITY IN HALF FOR MANY  
MILES. FOR ALOT OF THIS  
DISTANCE YOU CANNOT GET  
AROUND THE TRAINS.

AMBULANCES & EMERGENCY  
VEHICLES, FIRE TRUCKS, ETC.,  
CANNOT GET THROUGH,

PLUS, OFTEN TIMES THE  
TRAINS STALL ON THE  
TRACKS, NOT EVEN MOVING.

THE CHILDREN, ELDERLY, &  
HEART PATIENTS, ARE  
ALL AT A GREATER RISK.

ANY EMERGENCY SITUATION  
IS ALREADY HAMPERED BY  
THE TRAINS PASSING, NOW.

PLEASE DO NOT ALLOW OUR  
CITIZENS FURTHER RISK OF  
NOT GETTING HELP IN TIME.

SINCERELY,

Tom & Sharonne Kelley  
11801 N. Lane Dr.  
Lakewood, Ohio 44107

# ENVIRONMENTAL DOCUMENT

**Cheryl A. Bolas, Ph. D.**

**Great Lakes Consulting**

21112 Maplewood Ave.

Rocky River, OH 44116-1242

Phone: 440-356-0457 Fax: 440-356-0482 Email: cbolas@aol.com

10/14/97

US Surface Transportation Board  
1925 K Street N W  
Washington, D.C. 20433



Dear Sir/Madam:

I am writting to oppose the proposed tripling of train traffic through the western suburbs of Cleveland (Lakewood, Rocky River, Bay Village). The Lakewood area is one of the most densely populated places in the United States (ranked 6th)!

There are train tracks through the industrial section of Cleveland, a few miles south of this heavily populated area that are being used now and which can handle increased traffic without endangering lives. There is no justification to ruin neighborhoods and to cause loss of life, just so a rail road can save a few dollars by cutting a mile or two off their route.

We expect our government to protect us from such thurgery on the part of large corporations. Please don't let us down.

Sincerely,

*Cheryl Bolas*

Cheryl Bolas

# ENVIRONMENTAL DOCUMENT

Tina Holt-Brown, RN

Surface Transportation Board  
12th Street & Constitution Avenue  
Washington, D.C. 20423

October 14, 1997

3704 Sharon Run  
Powder Springs, GA 30127



Dear Sirs,

I am contacting you today in response to the impending devastation that Norfolk and Southern Railway company proposes to wreak on our community. I have lived in this vicinity for all of my adult life and am deeply committed to this area. The growth I have witnessed in the past 10 years has been incredible and not all of it has been to my liking. This is why I am compelled to let you know the impact that this abhorrent railyard will have on our neighborhoods.

The effect on the environment will be incalculable. The defoliation and mass destruction of approximately 450-830 acres, including 137 acres of wetlands in Powder Springs and Sweetwater Creek's corridors will mean the slaughter of untold numbers of innocent animals. This area is home to abundant species of birds, insects, aquatic creatures, and both large and small mammals. I have personally seen deer, raccoon, beaver, not to mention squirrel and rabbit in the area. I realize that all these animals are considered common and proliferate freely, but does that make them any less alive or esteemed? Even if some of the animals and plants manage to survive annihilation, what kind of life would they have? Breathing diesel fumes, being covered with black oily residue. No one should have the right to exterminate so many plants and animals.

On the subject of diesel emissions, there is no firm estimate on exactly how many diesel trucks will be entering and leaving the yard. Approximations are 3,000-5,000 single and piggy-back trailers per day! It is certain that black, oily soot from truck and train emissions will be settling on the roadways and the surrounding wetlands, streams, and foliage (if there is any left). The water table will be contaminated with deadly, potentially carcinogenic agents! There is no way the water table could not be contaminated as the run-off for this property goes directly into Sweetwater Creek. Sweetwater Creek has enough problems to contend with without this additional insult. It is a known fact that ground water migrates extensively. Norfolk and Southern's railyard could potentially poison unforeseen regions, not just our precious towns. Powder Springs has seven springs, Lithia Springs produces Lithia water, Austell generates Benscot Mineral water. All of these pure water areas will be lost forever. The wetlands along the lower Powder Springs and Sweetwater Creek corridors flow southward into the Chattahoochee River basin. These basins will certainly be sensitive to change and should be protected. The implications are enormous.



Now to discuss the flooding issue. The U.S. Corps of Engineers should be aware of the flooding problems this district experiences at least twice a year. Part of the city Austell virtually goes underwater for several days until Sweetwater Creek subsides. Imagine what clearing all that land and paving it over will do to the run-off problem we already have. As I stated before, this property drains into Sweetwater Creek. Instead of an area where earth and plants help to absorb rainwater, there will be a desolate wasteland of pavement that will simply hasten, and undoubtedly worsen, the flooding.

Excessive noise is another issue. Norfolk and Southern Railway has stated that they will erect a 150 foot buffer to protect the surrounding community from noise. Pardon me, but even those of us who have less acute hearing can hear a huge diesel truck at 150 feet! Multiply this by 3,000-5,000 trucks per day and the noise will be unendurable. Anyone who has ever stopped at a truck stop knows how just a few trucks can virtually deafen one. No one can imagine the degree of cacophony our community will experience should Norfolk and Southern Railway prevail in their malevolent mission.

The safety of the community is another point. Trucks sometimes carry hazardous materials. It is a fact. No one in this community wants to have toxic waste or other hazardous substances sitting virtually in their backyards waiting to be picked up by the next train. Trucks not infrequently have accidents. I fear for our and our children's safety from vehicular accidents due to increased numbers of trucks on the road. I dread the possibility of hazardous material spillage during an accident. Multiply the number of trucks and you automatically multiply the number of accidents. Figure in the fact that trucks leaving the proposed facility going towards I-20 will have to climb a steep upgrade immediately upon entering Hwy 278. It is known that large trucks, even when empty, cannot simply dash up a long hill. This will create a monumental backlog of vehicles traveling the same direction. Since Hwy 278 is the main artery out of Powder Springs, Dallas, Hiram and surrounding towns, there are undoubtedly going to be more accidents due to auto driver frustration and impatience. I recently had an experience where there were only four tractor-trailer trucks traveling along with me on Hwy 278 between Westside Road and I-20. Westside Road is the road running through the proposed site. These four trucks had traffic congested for miles. They persisted in staggering themselves in both lanes so no one could get around them. Whether they were being malicious or simply ignorant of the distress they were causing other motorists is irrelevant. However, it illustrates my point. More tractor-trailer traffic on Hwy 278 is not a good idea. Additionally, Norfolk and Southern Railway has stated that Westside Road will not be available for the community's use once the railyard is built. The company has determined that the county will have to relocate the road at the taxpayer's expense. How can one company dictate what an entire government does with its roadways? I am wary of any company with that kind of power. Westside Road is the main thoroughfare for many of us in Powder Springs to get to Hwy 278. For me, it is the only direct route. I work at Parkway Medical Center and when I am on call for emergencies I have 20 minutes or less to get there. How do I explain to the grieving parents of a sick or premature newborn that their child may be permanently compromised because Norfolk and Southern closed Westside Road, a train blocked the road for over 10 minutes and that there were too many trucks on Hwy 278 for me to get there in time?



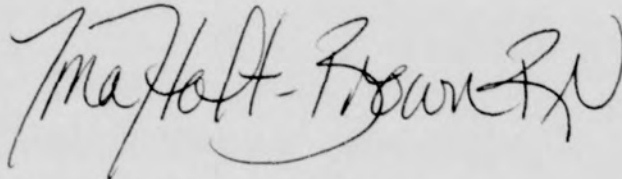
I consulted two real estate agents about the effect the railyard might have on the future selling of our home. The replies were not favorable. One said we would not be able to give away our house once the presence of the railyard was disclosed. The other stated that our property value would most likely plummet. We have no future plans to move as we love Powder Springs but should we make the decision to relocate, we would like to be able to sell our home at a fair price. Norfolk and Southern Railway could destroy more than the environment. The company could potentially impoverish our very lives.

I realize that some of the issues I have propounded are not the concern or jurisdiction of the U.S. Corps of Engineers but I wanted to make you aware of some of the other far-reaching implications involving Norfolk and Southern Railway Company's petition.

The ultimate responsibility for protection of sensitive wetlands has been entrusted to the care of the U.S. Army Corps of Engineers. Reliance upon that trust is the basis for my comments. The Army is sworn to protect our country from all enemies, both foreign and domestic. If allowed to proceed, the intermodal freight facility will destroy the land as surely as if an invading force had conquered us. I strongly urge you, moreover, implore you, to assist our community in our fight against Norfolk and Southern Railway Company and this maleficent project.

Sincerely,

Tina Holt-Brown, RN

A handwritten signature in dark ink, appearing to read "Tina Holt-Brown RN". The signature is fluid and cursive, with the "RN" at the end being more distinct.

cc: Mr. Aaron Valenta, Commander, U.S. Corp of Engineers

Speaker of the House Newt Gingrich

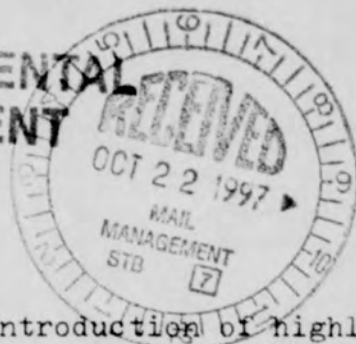
Senator Max Cleland

Senator Paul D. Coverdell

October 14, 1997

The Surface Transportation Board  
Washington, D.C. 20423

ENVIRONMENTAL  
DOCUMENT



Dear Ms./Sir:

I am writing in reference to the proposed reintroduction of highly competitive rail freight service in New York State--and, indeed across much of the United States--from the proposed dismemberment of Conrail by CSX Transportation and the Norfolk Southern Railway.

A concern of mine is the future of Conrail's "Southern Tier Extension," the ex-Erie Lackawanna Railway main line connecting Hornell, New York and Akron, Ohio via Meadville, Pennsylvania.

From my perspective, the "Extension" provides an interesting opportunity for restoration of excellent mainline service through Jamestown, New York to five major end points...Boston, New York, Chicago, St. Louis and Kansas City!

The 'key' to this would be for Norfolk Southern to have "overhead trackage rights" on CSX Transportation between Akron and Fostoria, Ohio. This would enable Norfolk Southern to restore the entire "Extension" as a premier route.

This would provide additional important considerations...that of avoiding possible freight congestion in the areas of Cleveland and Buffalo, improving traffic flow. Secondly, rerouting traffic away from Buffalo would free up capacity for Canadian National and CP Rail at the Buffalo gateway for service via the Southern Tier Line.

In summary, I support the CSX Corporation/Norfolk Southern Corporation joint acquisition of Conrail, Inc., as it will likely increase employment opportunities, improve rail service quality through competition, and improve the industry's safety.

Sincerely,

David A. Greenberg

P.O. Box 1

Big Indian, New York 12410-0001

# ENVIRONMENTAL DOCUMENT

SECRETARY, SURFACE TRANSPORTATION BOARD  
1925 K STREET, NW  
WASHINGTON, D.C. 20423



RE: INCREASE TRAIN TRAFFIC  
FD# 33388

MY FAMILY AND I ARE HIGHLY OPPOSED TO THE PLANS TO INCREASE THE  
NUMBER OF TRAINS THRU OUR COMMUNITY, NAMELY ROCKY RIVER, OHIO.

IF WE HAVE TO BE SUBMITTED TO THESE PLANS, WHICH WILL AFFECT THE  
HEALTH AND SAFETY OF OUR COMMUNITY, WE WILL VOTE AGAINST ANY  
POLITICIAN WHO SUPPORTS THIS ACTION.

BEFORE YOU MAKE ANY DECISION, PLEASE COME TO OUR COMMUNITY  
AND CONDUCT A LOCAL PUBLIC HEARING AND LISTEN TO OUR CONCERNS.

SINCERELY,

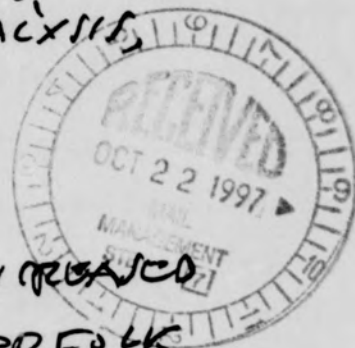
A handwritten signature in cursive script, appearing to read 'Karen Renner', written over the printed name.

KAREN RENNER  
20847 STRATFORD AVE  
ROCKY RIVER, OHIO 44116

ENVIRONMENTAL  
DOCUMENT

10/15/97  
SURFACE TRANSPORTATION BOARD  
ACTION ON ENVIRONMENTAL ANALYSIS

DOCKET # FD-33388



PLEASE DO NOT ALLOW INCREASED  
TRAIN TRAFFIC ON THE NORFOLK  
AND SOUTHERN TRACKS THROUGH  
LAKEWOOD, ROCKY RIVER, BAY VILLAGE,  
AND WEST LAKE, OHIO.

NORFOLK SOUTHERN INTENDS TO  
INCREASE PAID TRAFFIC FROM 13  
TRAINS PER DAY TO 38 TRAINS PER  
DAY.

THIS IS A 280% INCREASE.

WE OBJECT TO THIS POTENTIAL  
INCREASE.

YOUR TRULY  
W.J. Jones

W.J. JONES AND FAMILY.

600 DERBINGTON DR  
BAY VILLAGE, OHIO  
44140

October 15, 1997

## ENVIRONMENTAL DOCUMENT



Docket Number FD 33388  
Surface Transportation Board  
Section on Environmental Analysis  
1925 K Street  
N.W. Washington, D.C. 20423

Dear Board Member:

I'm writing to express my objection to the proposed increase in railroad traffic thru Cleveland's west shore communities.

My objections are based upon the predictable and significant increase in:

- emergency response time,
- noise pollution,
- hazardous waste transportation,
- potential for increased accidents between trains, cars and citizens.

Norfolk's proposal of increasing train traffic 280% is, no doubt, one of the biggest community-wide issues the west shore Cleveland communities have ever had to face. The fact that these communities have joined to resist Norfolk speaks to the magnitude and potential impact of this issue.

It seems the lines are drawn along the tracks between maintaining a quality community life and big business. I hope the final decision rests with maintaining a "quality community life" for our west shore citizens.

Sincerely,

Craig H. Shopneck

592 Debbington Drive  
Bay Village, Ohio 44140

## ENVIRONMENTAL DOCUMENT



Dear Railroad Company,

Please don't raise up your trains going threw haweswood, OH. In the last five years we've had at least 8 deaths and many injuries involving the trains. If you double the number of trains in haweswood there will be at least 16 deaths and many, many injuries by the year of 2002 from 1997. People who have lost loved ones and parents are scared for their children and others. How would you feel if you lost a loved one like a daughter, son, wife, or even a mother or father or even your best friend.

You should put more under ground streets under the railroad tracks to stop speeders and other kids from being killed. You shouldn't raise the trains in haweswood because most people will be late for school and work and because most of the carts will be carrying hazardous wastes and chemicals. If the waste and chemicals spill, people will lose their homes and maybe their lives. This will be your fault and you will end up being sued like the click of a finger. For people who walk the tracks you should put up sidewalks and fences on each sides of the tracks so there will be less injuries then. You never know that the next injury or death may be yours or one of your loved ones.

Sincerely,

Your unhappy student



October 15, 1997

ENVIRONMENTAL  
DOCUMENT

Surface Transportation  
Section on Environmental Analysis  
Washington, D.C. 20423



Re: docket number FD 33388

Dear Sirs/Madams,

I am writing to protest the proposed increase in train traffic through Cleveland's northwest suburbs. I am extremely concerned that the increase will:

- delay emergency vehicles en route to the hospital
- cause more pedestrian and vehicle/train fatalities
- substantially reduce my property value
- reduce my family's quality of life

My family is especially concerned about any increase in train traffic; my a very close friend of my husband's was killed by a train at an unmarked crossing in 1982.

We cross the train tracks at least 4 times each day; frequently to work, to school, to shop and to the doctor's office.

Thank you for your efforts to prevent this increase.

Sincerely,

Ellyn B. Unland  
30611 Timber Lane  
Bay Village, OH 44140

(216) 892-3505

October 14, 1997

ENVIRONMENTAL  
DOCUMENT

Secretary, Surface Transportation Board  
1925 K Street., NW  
Washington, D.C. 20423

FD #33388



Dear Sir:

We've lived at 20679 Stratford Avenue, Rocky River, Ohio since 1977. Our house backs up to the north side of the Norfolk and Southern railroad tracks that run through Cleveland, Lakewood, Rocky River, Bay Village and Avon Lake communities. Karin and I are writing this letter to express our deep concerns about the proposed increase of rail traffic through our town. Our major concerns relate to the POLICE, FIRE AND MEDICAL RESPONSE TIMES that would be seriously affected by this increase in traffic. Delays of these services to the north side of the tracks could result in the difference between life and death to us or our neighbors.

Included in our major concerns is the large number of tankcars carrying hazzardous shipments of SULFURIC ACID, CLORINE, NATURAL GAS and NUCLEAR WASTE and many other dangerous chemicals that go through our town on a daily basis. Norfolk and Southern wants to triple traffic through our town and THAT IS NOT ACCEPTABLE TO US.

Running parallel to the railroad tracks is interstate 90 which is posted for not allowing any truck cargos of hazzardous shipments to travel on that highway. How can the government say train traffic is ok but not truck traffic?

If a derailment occurred how would we be able to evacuate the dense population who live north of the tracks? Lake Erie borders those people to the north. Running parallel to the tracks are high energy power lines that bring electrical power to the surrounding suburbs from the Avon Lake Power Station. If a train derailed it would take out these poles which are 400 feet apart. You would have active power lines landing on nearby houses.

The increased traffic would result in more accidents with children who have to cross the tracks to get to school, more car accidents, more traffic delays, more noise pollution (which is just about intolerable now), and more exposure to the dust that trains create as they pass through our town. Our property values would be negatively affected with increased train traffic.

Page 2

Karin and I would like the Surface Transportation Board to come to our community to see the problems we all face with the prospect of increased train traffic and hold local public interest hearings so that we can express our concerns to you.

People of this country are becoming less enchanted with our government because they feel government is not sensitive to their needs. This is an opportunity for you to show us, thousands of people who live in quality communities along Lake Erie, that the government does care.

Sincerely,

Thomas M. Harper

*Thomas M. Harper*  
Karin L. Harper

*Karin L. Harper*

Page 2

Karin and I would like the Surface Transportation Board to come to our community to see the problems we all face with the prospect of increased train traffic and hold local public interest hearings so that we can express our concerns to you.

People of this country are becoming less enchanted with our government because they feel government is not sensitive to their needs. This is an opportunity for you to show us, thousands of people who live in quality communities along Lake Erie, that the government does care.

Sincerely,

Thomas M. Harper

Karin L. Harper

1328 Granger Avenue  
Lakewood, Ohio 44107

September 21, 1997

## ENVIRONMENTAL DOCUMENT



To: The Federal Railroad Administration

To Whom It May Concern:

I live two houses south of the Norfolk Southern railroad tracks that run through Lakewood. I am extremely opposed to the threefold increase in train traffic proposed by Norfolk Southern.

The increase would in essence mean that a large number of citizens in Lakewood, Bay Village and Rocky River would have to suffer with constant noise, ground rumbling, blocked streets and most importantly the increased danger to those living in these neighborhoods (especially youngsters). In addition, Norfolk Southern's action would drive down property values - which they should be barred from doing.

If one of my neighbors started creating such a nuisance in the neighborhood, it could be stopped because it would be considered a violation of the rights of other residents in the area. It should be the same with Norfolk Southern: **THEY SHOULD BE DENIED THE ABILITY TO SO DRAMATICALLY AND NEGATIVELY ALTER THE QUALITY OF LIFE FOR SUCH A LARGE NUMBER OF RESIDENTS. IN FACT, THEY SHOULD BE FORCED TO REDUCE THE CURRENT NUMBER OF TRAINS THAT PASS THROUGH THESE HEAVILY POPULATED AREAS AND TRANSFER THEIR TRAINS TO OTHER TRACKS.**

Norfolk Southern offers absolutely nothing to our community, they deserve no consideration. Stop them now.

*William A. Bartok*  
William A. Bartok  
Lakewood, Ohio



October 15, 1997

ENVIRONMENTAL  
DOCUMENT

To the Surface Transportation Board,



I protest the proposed increase of train traffic  
in the western suburbs of Cleveland, Ohio because:

1. emergency response times would nearly double.
2. hazardous material shipments would triple to more than 2 million tons a year.
3. air and noise pollution would severely increase.

Our lives are at risk here. How can such a thing  
even be considered? What a wonderful residential  
community changed greatly beyond what you could  
even imagine.

Rocky River residents,  
Susan G. Petty  
for F. Petty



Board of Surface Transportation  
Attn: SEA Finance Docket 33388  
1925 K street NW  
Washington, DC

ENVIRONMENTAL  
DOCUMENT



Gentlemen,

I am a resident of Lakewood, Ohio. My local government informs me that the railroad which passes 120 feet from my house, Norfolk and Southern, is planning on increasing train traffic through my neighborhood from 14 trains a day to 38 a day. There are some problems with this.

1) NOISE: The railroad has not provided crossing gates, hence is sounding an earsplitting horn almost constantly when proceeding through the neighborhood, crossing streets. The train horns have been sounded at all hours of the night the 3+ years I have been here. I spent over \$2000 to improve my windows and insulate my walls against the sound. Not all the other residents (renters, etc.) can do so. In a recent real estate assessment, the identical house across the street from mine was valued at \$5000 less due to the noise.

2) INFRASTRUCTURE: Lakewood obviously was not designed to have freight trains constantly interrupting traffic. There are no underpasses or overpasses in Lakewood. The closest underpass is in Cleveland (West Blvd) a mile from the closest point in Lakewood, almost 4 miles from the farthest.

3) SAFETY: The closest fire station to my house is on the other side of the tracks. What if they are needed in my neighborhood and cannot get through due to a long train moving (or STALLED) on the tracks? Obviously this is a possibility right now, but tripling the probability is not good. Similarly, large numbers of senior citizens live north of the tracks, but the hospitals and funeral homes (which employ paramedic ambulances) are all south of the tracks.

Lakewood, by the way, is not a slum, nor is it a spottily populated enclave in the midst of Cleveland area industry. It is a city that predates Cleveland, fully developed and in just about every respect a great place to live. I chose it from scores of neighborhoods when I transferred here 3 years ago.

Lakewood a decade ago was ranked the NUMBER ONE safest community in the country in an expert poll. These concerns should be heard at public hearings.

Sincerely,

Carlos Castells-Hogan  
Systems Accountant  
Defense Finance and Accounting Service  
Cleveland Center, Cleveland OH

10-13-97

ENVIRONMENTAL  
DOCUMENT



Federal Surface Transportation Board  
Section of Environmental Analysis  
1925 K Street N.W.  
Washington, D.C. 20423

Dear Sir:

Re: No. FD 33388

This letter is my protest to the proposed increase in rail traffic through the westshore communities from 13 to approximately 38 trains a day.

As a westshore resident, I sincerely believe that the safety, health and economic impact that this proposal would have on virtually all of us in such a densely populated area could be devastating.

In closing, while railroads play a vital role in our country, common sense has to exist when the safety and welfare of literally thousands of individuals and families are at stake.

I thank you for reading my letter and I hope that an alternate solution will be forthcoming in the future.

Sincerely,

*Stig Lundholm*

Address:

*2921 Hampton Rd  
Rocky River, Ohio 44116*

October 14, 1997

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

ENVIRONMENTAL  
DOCUMENT



Dear Sirs:

I am writing to you to express my feelings against NS increasing rail traffic through Lakewood, Ohio. The increase discussed of at least three times more is troublesome to me. In the small area of Lakewood, we have approximately 60,000 residents, not to mention businesses. The railroad tracks divide about 1/3 of the city. My concerns in this regard have to do with children who must cross the tracks at least 2 times a day between their home and school; the hinderance to fire and safety personnel getting to an emergency situation; the increase in pollution, secondary to nitrogen oxide emission, by 800 tons per year; and the significant increase of nuclear waste transportation through our community - which is already excessive. I have two very young children and I feel that as a parent I must advocate for their best interest.

Other issues of concern to me are in the case of a hazardous spill (which is very common in the news), it would be extremely difficult if not impossible to evacuate this condensely populated community; a decrease of property value; a flight of families from Lakewood which would mean a general decline for our community. As you are most likely aware, the citizens of Lakewood (and the Westshore area) have been and will be very closely monitoring the STB hearings.

Thank you for your time and attention to this letter of grave concern.

Sincerely,

A handwritten signature in cursive script, appearing to read 'Moira J. Dugan'.

Moira J. Dugan  
2128 Northland Ave.  
Lakewood, OH 44107

cc: Madeline A. Cain, Mayor

# ENVIRONMENTAL DOCUMENT

Craig J. McDowell  
1188 Wager Road  
Rocky River, OH 44116



October 17, 1997

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

RE: FD# 33388

Dear Secretary:

Right of way for rail traffic and eventual utilities was granted a long time ago for a corridor routed west from Cleveland near the Lake Erie shore. Originally, the stretch of rail ran through a rural setting of forests and farm land. That has changed. Today, the rails share neighborhoods with my family and others in small cities of Lakewood, Rocky River, Bay Village and Westlake. No longer are the trains moving through the countryside safely. Now the opportunity for an incredible accident is present.

Secretary, I am requesting the Transportation Board visit our communities to allow first hand evaluation of conditions. I am confident that after learning first hand of the hazards, you will recommend changing routes to avoid increased traffic in our communities.

My little boy has to cross these tracks each day to go to school. I am sure as a parent, you share my concern.

I look forward to seeing you and your board taking an active approach in evaluating these concerns.

Yours truly,

Craig J. McDowell

# ENVIRONMENTAL DOCUMENT

Mr. & Mrs. Richard N. Rosfelder, Jr.  
21398 Stratford Avenue  
Rocky River, Ohio 44116



October 17, 1997

Secretary, Surface Transportation Board  
1925 K Street, NW  
Washington D.C. 20423

FD # 33388

Dear Sir:

Norfolk Southern Railroad's plan to increase train traffic in our community is not a good idea. We live in a residential area that already sees 12 - 15 trains per day. An increase to 35 or 40 would:

1. Increase risk of collisions
2. Increase the likelihood of derailment
3. Cause delays of fire, medical and police forces reaching people north of the tracks
4. Increase coal dust exposure and noise pollution
5. Increase traffic delays
6. Decrease property values

Our community is bordered on the north by Lake Erie. When trains go by, we are isolated from safety, rescue and medical services. The Surface Transportation Board should be concerned about the well being of the public, not about the profits of the railroad industry. Please consider these serious concerns when making decisions about allowing an increase of train traffic in our area!

Cordially,

*Mr. and Mrs. Richard N. Rosfelder, Jr.*

Mr. & Mrs. Richard N. Rosfelder, Jr.



# ENVIRONMENTAL DOCUMENT

Laurie M. White  
20927 Beaconsfield Blvd.  
Rocky River, Ohio 44116  
(440) 356-9049



October 16, 1997

Secretary, Surface Transportation Board  
1925 K Street, NW  
Washington D.C. 20423

FD# 33388

Dear Secretary,

I am writing to you to express my sincere objections to Norfolk Southern Railroad's plans to increase train traffic through our community. Rocky River is a small, densely populated area that borders Lake Erie. My family lives north of the railroad tracks, between the tracks and the lake. Increased train traffic will have a serious and adverse impact on my family.

I have three school aged children (kindergarten, grade 3 and grade 6) and am very concerned for their safety. Three of the four Rocky River City Schools are south of the tracks, which means my children have to cross the tracks to attend school. Our church, the Rocky River Public Library and many of our parks are all south of the tracks. An increase in train traffic will increase the likelihood of a train collision with a pedestrian or a vehicle.

All emergency agencies (police, fire, and hospital) are south of the tracks. Increased train traffic will result in delays and potential life-threatening response times.

I am also very concerned about the increased likelihood of a derailment of a train carrying hazardous materials. An evacuation in such an event would be extremely difficult with the lake being to our north.

The proposed tripling of train traffic will also result in a tripling of coal dust exposure and noise pollution. My family's sleep will be greatly disturbed by an increase in traffic.

I urge you to come to our community and inspect the proximity of the houses to the tracks, examine the lack of evacuation routes with our Lake Erie border, and study the routes that all Rocky River students must take to get to and from school. As a parent, a PTA member and a concerned citizen, I would like to strongly suggest that a local public hearing be held before any determination is made. The Surface Transportation Board has an obligation to the public, not the railroad industry.

Sincerely,

*Laurie M. White*

Laurie M. White



# DAWSON INSURANCE

FD # 33388

JAMES A. WINTERICH  
20624 BEACONSFIELD BLVD  
ROCKY RIVER, OHIO 44116

## ENVIRONMENTAL DOCUMENT

October 16, 1997



To Whom it May Concern

I am writing due to the concern my family has regarding the potential increase in train traffic. This will create an even greater threat to the safety of the community and surrounding suburbs.

I request that you inspect the area in regards to the proximity of trains to the homes & also the population density surrounding the areas. Also there should be hearing to discuss this major safety hazard.

As a parent my child crosses these tracks at least 4 four times a day & I consider not safe now. Please remember you have an obligation to the Public!!

Sincerely  
James A. Winterich

October 11, 1997

Jonathan T. Hill  
21292 Stratford Avenue  
Rocky River, Ohio 44116

ENVIRONMENTAL  
DOCUMENT



Secretary, Surface Transportation Board  
1925 K Street, NW  
Washington, DC 20423

RE: FD# 33388

Dear Secretary,

I am writing to you concerning a matter of the greatest importance to my family; the proposed destruction of our neighborhood by Norfolk Southern. As you undoubtedly know, Norfolk Southern has proposed to triple train traffic through the western suburbs of Cleveland.

As a resident of one affected community, Rocky River, I am requesting your assistance in stopping Norfolk Southern. Like all the residents of Rocky River I am very concerned about the almost unbearable noise level, the increased risk of accidents, and the inability of emergency vehicles to operate in a timely manner.

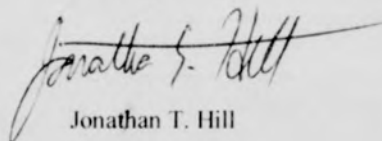
I am also concerned about your agency's total lack of communication on this subject. Norfolk Southern's proposal has sent our communities into panic. Home prices have plunged, elderly residents have become distraught, and great uncertainty reigns. As taxpayers, we are entitled to prompt, clear communication from your agency on Norfolk Southern's request.

I am certain that Norfolk Southern's argument is based on the promotion and protection of commerce. I would remind you that unimpeded automobile traffic flow within our communities is required for OUR commerce. This traffic flow will be severely constrained if Norfolk Southern's plan is implemented. Are their commercial interests more important than ours? I think not and trust you feel the same way.

Finally, I urge you to visit our communities and witness first hand the incredibly negative effect Norfolk Southern has on Rocky River at current levels. Quite simply, they are bad neighbors and we need your help to save our community.

Thank you.

Cordially,

  
Jonathan T. Hill

ENVIRONMENTAL  
DOCUMENT

SECRETARY, SURFACE TRANSPORTATION BOARD  
1925 K STREET NW  
WASHINGTON D.C. 20423  
RE: FD# 33388



HAS ANYONE IN YOUR OFFICE EVER SEEN OUR UNIQUE  
COMMUNITY? DO YOU UNDERSTAND THE RISK YOU ARE  
CONSIDERING IMPOSING ON US?

YOU ARE ABOUT TO THREATEN OUR VERY LIVES WITH THE  
PROPOSED TRAIN TRAFFIC INCREASE. YOU WILL ENDANGER  
THOSE WHO MUST CROSS THE TRACKS ON FOOT AND BY  
CAR, YOU WILL DISRUPT THE ABILITY OF OUR SAFETY  
SERVICES, YOU WILL INVADRE OUR HOMES WILL AIR  
AND NOISE POLLUTION.

WOULD YOU DO IT TO YOUR HOME COMMUNITY? WHO  
WILL BENEFIT? WHY DOES THIS HAVE TO HAPPEN  
AT ALL? WITH ONLY ONE TRACK THROUGH OUR  
COMMUNITY - DOESNT THAT POSE A DANGER TO  
RAILROAD PERSONNEL AS WELL?

IT IS NOT A GOOD IDEA! PLEASE COME AND  
SEE FOR YOURSELF THE PENALTY THAT WOULD  
BE IMPOSED ON US.

CC: DENNIS KUCINICH  
GEORGE VOINOVICH

KEN & ROSE MARY ZVERINA  
20661 ERIC ROAD  
ROCKY RIVER OH 44116

# ENVIRONMENTAL DOCUMENT

Maureen and David Bonifas  
20815 Beaconsfield Boulevard  
Rocky River, Ohio 44116



October 14, 1997

We live one block from the former Conrail and now Norfolk & Southern Railway in Rocky River, Ohio. The line bisects our city and that of several other cities here in Northeast Ohio. It has been a well-known fact for a number of years that these railroad tracks are extremely dangerous to residents and commuters who must cross them every day. The number of tragedies and near tragedies are well known. While we have lived close to these railroad tracks for a number of years, it has become increasingly clear that the tracks are not necessary and that railway traffic can be diverted to alternate routes only a few miles south of here (tracks that do not run so close to residential communities as does the Norfolk & Southern line).

Now that N & S has very quietly decided to increase the number of trains that will run along this northern Ohio railway, the danger has increased dramatically. As you have probably heard from thousands of other residents in our area, the N & S railway through the northern part of Ohio poses many hazards beyond just the amount of traffic that flows along the line. For one, there are environmental concerns to the area with so many hazardous chemicals being transported along this route. Because of the railroad's proximity to Lake Erie, there are few routes for quick evacuation should there be a hazardous chemical accident along the railroad.

It seems clear that this railroad has long been a dangerous transportation route through so many highly populous communities. Please take the time to come to this area (especially the communities of Western Cleveland, Lakewood, Rocky River, Bay Village and Avon/Avon Lake), to see just what we and our neighbors are talking about. Please consider holding a public hearing to find out exactly what the constituents that your organization represents have to say and what the impact has on them and their community.

As a family we have a particular concern about eliminating the railroad altogether. Our children, who are only a few years from starting school, will have to walk across those tracks to get to their school. We have seen a number of young children playing dangerous games on the tracks, and we know of, first-hand, a young child who was killed by a train while playing "chicken" with his friends. With other options available, isn't it time that these communities get back the land that is currently owned by the railroads and put it to safer, more promising uses?

Please consider our request to come to our communities to review the situation and thank you for taking the time to read this letter.

Best regards,



ENVIRONMENTAL  
DOCUMENT

October 16, 1997

Secretary, Surface Transportation Board  
FD # 33388  
1925 K Street, NW  
Washington, DC 20423



Dear Sir,

I am a resident of Rocky River, Ohio. I am writing to express my extreme level of concern regarding the Norfolk and Southern Railroad's present and future operating plans.

My concern relates to the safety and frequency of freight traffic through densely populated suburbs. Rocky River, Lakewood and the neighboring towns with residents north of the train tracks have few or no options for emergency response by fire, police or medical personnel when the freights roll through town. This is not an issue of convenience or attractiveness, but rather life and death.


It is a well documented fact that proper response time in an emergency situation has resulted in reduced injury and fatality rates for heart attack, stroke victims and the like. Similarly, property damage and casualties are also dramatically reduced when fire departments have the ability to get to the scene of a fire or accident quickly before trouble can spread. The unique geography of being bounded on the north by Lake Erie while all principal emergency personnel and resources are south of the tracks makes present levels of traffic dangerous. An increase in traffic would be unconscionable.

Under present circumstances, the freight traffic has an erratic but frequent pattern. Norfolk and Southern's plan to increase traffic stands against the interest of safety as addressed above. There is great inconsistency in the speed and volume of their trains. They vary fast and slow, and of modest to great duration. I find it difficult to understand how one train can move along at 20 - 25 MPH while another just a short while later blasts through at considerably higher speeds. Is this a matter of conditions or load, or are some engineers willing to flirt with unsafe speeds?

As the enclosed copy of a Wall Street Journal article from October 15, 1997 indicates, there are meaningful safety issues at risk in today's overburdened transportation industry. For the sake of all the parties involved, I respectfully request the STB to conduct an on site review of conditions in northern Ohio and follow up with local public interest hearings. How tragic it would be if over-eager operators at Norfolk and Southern pressed the limits of their trains and crews only to result in a derailment, or worse, a derailment containing hazardous materials! A careful review of conditions and practices would improve safety. Further, it would put all operators on notice that standards must be met on an on going basis.

I am confident your findings will support my view that existing levels of traffic are risky and a greater amount of traffic would be completely inappropriate based on safety concerns. Thank you for your consideration. I look forward to your follow up here in our local communities.

Sincerely,

  
Timothy McDonough  
21171 Stratford Avenue  
Rocky River, Ohio 44116

## U.S. to Criticize CSX Safety Procedures After Inquiry of Fatal Rail Collision

By ANNA WILDE MATHEWS  
Staff Reporter of THE WALL STREET JOURNAL

A report by the Federal Railroad Administration is expected today to criticize CSX Corp. for failures in safety procedures involving its train-signaling systems, handling of hazardous materials, and reporting of employee injuries.

The final language of the report was still being written yesterday, but people with knowledge of the matter said it will fault the railroad for fatigued train crews and for not properly tracking and labeling certain hazardous chemical shipments. A CSX spokesman said the company hadn't seen the final report but was "already putting into place processes and procedures to make a safe railroad even safer."

The investigation, which followed a fatal collision involving two CSX trains last June, comes at a bad time for the railroad industry, which is under unprecedented scrutiny for safety and operating concerns. Union Pacific Corp., the nation's largest railroad, was faulted in a federal report last month for a "fundamental breakdown" in safety procedures following three fatal collisions this year. Union Pacific also is involved in the biggest railroad snarl in history, with railcars paralyzed around the Gulf region and western U.S.

The CSX critique is not expected to be as harsh as the agency's criticism of Union Pacific. Still, CSX's handling of hazardous materials is a sensitive issue for the nation's third largest railroad. Last month, a

New Orleans jury in state court slapped the company with a \$2.5 billion judgment, after a 1987 chemical fire on a CSX track. The Richmond, Va., company is now appealing the verdict.

The Federal Railroad Administration's investigation followed a collision between two CSX trains that killed one worker near St. Albans, W.Va. A total of 100 federal investigators rode CSX trains, watched dispatchers and examined track. Though the probe didn't include every mile of CSX's 18,000 miles of track, it focused on areas where there had been safety problems.

The investigation's findings will include concerns about employee injuries that weren't properly reported to regulators, according to a draft version of the report and to people with knowledge of the matter. Accident statistics for railroads are closely tracked by the federal government. But the report also will say the railroad is making improvements, including in maintenance and training programs, as well as in crew dispatching procedures to cut back on fatigue problems. CSX said it has already changed its methods of dealing with hazardous cargo to improve handling and labeling.

CSX is seeking approval for the most expensive railroad deal in history, the \$10 billion acquisition of Conrail Inc. CSX wants to take over 42% of the Eastern rail giant, with the rest going to Norfolk Southern Corp. Unions and some rail customers have already raised concerns about the merger, which would leave just two major railroads east of the Mississippi.



STB

FD-33388

10-21-97

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ID-BUSINESS



# SIERRA CLUB

Northeast Ohio Group  
Cleveland, Ohio

ENVIRONMENTAL  
DOCUMENT



Surface Transportation Board, DOT  
Office of The Secretary  
Case Control Unit  
Finance Docket 3388  
1925 K St. NW  
Washington, DC 20423

Attention Elaine K. Kaiser:

## COMMENTS BY THE NORTHEAST OHIO GROUP OF THE SIERRA CLUB ON THE PROPOSED PURCHASE OF SECTIONS OF CONRAIL BY CSX & NS

The Local Northeast Ohio Group of the Sierra Club acknowledges that there are both positives and negatives for the Northeastern Ohio environment in the proposed purchase of Conrail by CSX and NS. The positives will win out if NS to the extent possible, existing and future increases in freight traffic be routed on the existing Conrail waterlevel route through the Cleveland area rather on the existing NS line.

It is desirable that to the extent possible all "Land Bridge" freight, steel business related freight, automobile parts, assembled vehicles and other heavy freight be shipped by rail rather than by truck. We also acknowledge that the nexus of the purchase occurs at the lift bridge of the Cuyahoga River and Lake Erie. The above mentioned commodities are important to Northeast Ohio, and we would like to see them off of our highways for a number of reasons. Following the Conrail Purchase, CSX and NS have stated their intent to more aggressively seek this business than has Conrail.

- More trucks lead to more and enlarged freeways, which in turn leads to urban sprawl, which we oppose. Recently a project to enlarge an East side suburban Interstate, 271, from 3 to 5 lanes in each direction was completed. The results have been more trucks and more cars from exurban destinations, but no less congestion, and, more air pollution. And, more urban sprawl.
- We acknowledge that the NS railroad system in particular has one of the best safety records in the railroad industry. This is in comparison to the recent events on the UPSP, which does not serve Northeast Ohio. Large trucks place smaller vehicles in harms way on the Interstates, and in addition accelerate the deterioration of highway surfaces and bridges.
- We also acknowledge that rail freight is far more fuel efficient on a ton-mile per gallon of Diesel fuel basis than trucks. This equates to less emissions, especially CO<sub>2</sub>, which is the primary driver for global warming-which has finally been recognized as a reality with all of the associated negative implications.

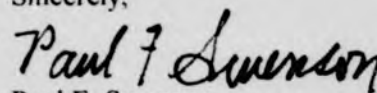
To summarize on the above points, we wish CSX and NS good fortune in winning freight from the Interstates following their purchase of Conrail. The environmental downside to the purchase relates to the NS proposal to triple freight train traffic on their existing line through the residential West side of Cleveland and several Western suburbs. These areas represent high population density residential neighborhoods. Most of this section of route is at grade, with numerous grade crossings. In addition the track is located within 50 feet of single and multiple family residences. The proposed major increase in traffic will severely degrade the urban environment in the affected areas. Increased emissions, noise and ground shaking, plus the continuous stream of traffic will cut the affected cities in half for much of the day, affecting residents and public safety vehicles alike.

The proposed increase in traffic on the existing NS line is difficult to understand in that the Conrail waterlevel mainline from the Cuyahoga River through to Chicago will become a part of NS through the proposed purchase. Whereas we are aware that NS expects to need more capacity through Cleveland than the existing line can provide, given that Cleveland's position on the southern-most point of Lake Erie represents a "pinch point" relative to North American land-based East-West traffic, we don't see why this can't be accommodated on the Conrail line.

Those of us old enough to remember know that in the days of the Centurys and Empire State Express the waterlevel route was 4-tracked. We would expect that the right of way margins remain. We respectfully suggest that enlargement and re enlargement of the waterlevel route would be an environmentally better means to accommodate future capacity needs through Northern Ohio, other than the NS line freight through densely populated residential areas.

Our wish for the existing NS West side line is for Cleveland RTA rail service on a right of way shared with NS, with heavy duty NS freight running largely through the Conrail waterlevel route. We do however recognize that there is on line NS Cleveland area delivery and pick-up service that should survive. This level of service should be able to co-exist with RTA, just as limited freight service co-exists with AMTRAK, MARTA, etc. on the East Coast.

Sincerely,



Paul F. Swenson  
For The NEO Sierra Club  
Executive Committee

cc: Robert Greenbaum, Committee Chairman  
Andrew Cox, Mayor White's Office

STB

FD-33388

10-10-97

K

ID-PUBLIC

Transport



612 Revere Drive  
Bay Village, OH 44140  
September 24, 1997

#10-046

*Let's please  
handle.  
10/10*

Surface Transportation Board,  
Section of Environmental Analysis  
1925 K Street, N.W.  
Washington, DC 20423  
Reference: # FD 33388

Dear Sir;

We are writing this letter with the sincere hope that you will hear our deep concerns on the Norfolk Southern's (NS) proposal to increase traffic through our western suburbs to more than triple from what we have been experiencing.

Bay Village is located between Lake Erie to the north and the Norfolk Southern train track to the south. All our major medical needs are located to the south of us on the other side of the tracks. Recently my wife had a stroke. I called 911 and had her in the hospital ( on the OTHER SIDE OF THE TRACK) in 10 minutes. The doctors were most appreciative of getting her to the hospital so soon. By having treatment so quickly her, the effects of the stroke were minimized. Had we been held up by a train going by at the particular time we crossed the tracks, time would have been lost - valuable time.

There are many reasons why we are very concerned about this latest change of increase train traffic. In addition to the concern for medical needs as pointed out, there is the inconvenience factor on all our daily activities, the concern for decreasing property values, the noise level. Since Bay Village is long in length (East to West) but short in depth (North to South), train traffic is very noticeable and unpleasant.

We live with what we have become accustom to. We feel that the proposed increase in train traffic would not be in the interest of our community. We hope and pray you will look at this proposal as a change that is not going to occur.

Thank you for your consideration.

Sincerely,

*June & Eric Peterson*  
June and Eric Peterson

STB

FD-33388

10-2-97

K

ID-BUSINESS



HAHNLOESER PARKS LLP

Attorneys at Law  
3300 BP America Building  
200 Public Square  
Cleveland, OH 44114-2301

Telephone: 216/621-0150  
Facsimile: 216/241-2824  
Cleveland • Columbus

F. Ronald O'Keefe

## ENVIRONMENTAL DOCUMENT

Direct Telephone: 216/274-2396

Direct Facsimile: frof

E-mail: frokeefe@hahnlaw.com

September 26, 1997

U.S. Surface Transportation Board  
Attention: SEA-Finance Docket 33388  
1925 K Street N.W.  
Washington, DC 20423

**Re: Norfolk Southern--Increased Traffic Through Lakewood, Ohio**

To whom it may concern:

I am a resident of Lakewood, Ohio, and I have learned of the proposed increase of traffic by the Norfolk and Southern Railway through Lakewood.

Lakewood is a fine residential community with much of the housing stock built in the 1920s. One of the difficulties with Lakewood as a neighborhood is that the Norfolk and Southern Railway runs right through the center of this residential environment. Each year there are several accidents reported. There are probably 40 or more streets that cross the railroad tracks; a number of these are not protected by crossing gates but are simply equipped with flashing red lights.

An increase in train traffic would definitely raise the level of nuisance and safety hazard in Lakewood. Further, the movement of medical, emergency and police vehicles across the tracks would be further restricted due to the increased track usage.

I understand that the Norfolk and Southern has alternate routes available to it, due to the newly-acquired Conrail routes south of the Cleveland metropolitan area, and I would strongly urge that Norfolk and Southern be prohibited from increasing traffic in Lakewood and using the more rural routes.

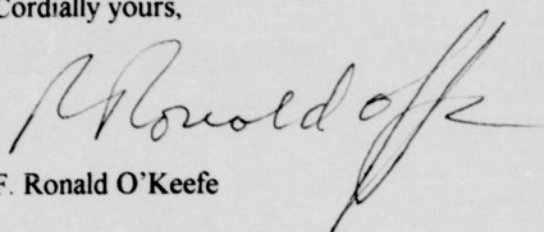
I believe the public feeling against the expanded use of this trackage is very strong among the residents of Lakewood, Rocky River, Bay Village and other west-side communities. The failure of the U.S. Surface Transportation Board to take into account the needs of the residents of these communities will likely spark a very severe public outcry against the increased traffic, which may eventually lead to legal action.

September 26, 1997

Page 2

Thank you for your consideration of my views. I sincerely hope the request for increased track usage by the Norfolk and Southern is denied

Cordially yours,

A handwritten signature in cursive script, appearing to read "F. Ronald O'Keefe". The signature is fluid and extends to the right.

F. Ronald O'Keefe

dth

from misc. ltr US Surface 9-26 ltr

STB

FD-33388

10-2-97

K

ID-GOV



Commonwealth of Pennsylvania  
Pennsylvania Historical and Museum Commission

Bureau for Historic Preservation  
Post Office Box 1026  
Harrisburg, Pennsylvania 17108-1026

ENVIRONMENTAL  
DOCUMENT ENVIRONMENTAL  
DOCUMENT

Sept. 23, 1997



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

TO EXPEDITE REVIEW USE  
BHP REFERENCE NUMBER

Re: ER 97-0776-042-J  
STB Finance Docket No. 33388  
Notice of Intent to Prepare an EIS and Request for  
Comments on Proposed EIS Scope in 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

Dear Ms. Kaiser:

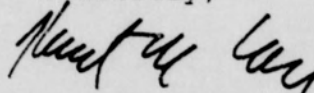
The Bureau for Historic Preservation (the State Historic Preservation Office) has reviewed the above named project in accordance with Section 106 of the National Historic Preservation Act of 1966, as amended in 1980 and 1992, and the regulations (36 CFR Part 800) of the Advisory Council on Historic Preservation. These requirements include consideration of the project's potential effect upon both historic and archaeological resources.

We are in receipt of Supplemental Volume 6. In our opinion this report does not adequately address the potential effect of the project on historic and archaeological resources in the Commonwealth of Pennsylvania. Volumes 6A and 6B address the noise and level of service on the rail lines involved in the project. However, the reports do not discuss the National Register eligibility of any of the resources involved. Previously our agency notified Dames and Moore, consultants involved in the research for this project, that the Pennsylvania Railroad Main Line (Conrail lines in PA) and the Rutherford Railyard had been determined eligible for the National Register of Historic Places. This status was not taken into account in the evaluation of the potential effect of this project. No mention was made of any archaeological potential for this action. If we are missing additional volumes which address these matters please forward them to our office. If these resources were not evaluated, then consultation under Section 106 of the National Historic Preservation Act of 1966 is not complete.

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E. Kaiser  
Sept. 23, 1997

If you need further information in this matter please  
consult Susan Zacher at (717) 783-8946.

Sincerely,

A handwritten signature in dark ink, appearing to read "Kurt W. Carr", written in a cursive style.

Kurt W. Carr, Chief  
Division of Archaeology  
and Protection

KWC/snz