

STB

FD-33388

4-24-98

K

ID-187256

DENNIS J. KUCINICH

10TH DISTRICT, OHIO

1730 LONGWORTH OFFICE BUILDING
WASHINGTON, D.C. 20515
(202) 225-5871

14400 DETROIT AVENUE
LAKEWOOD, OHIO 44107
(216) 228-8850



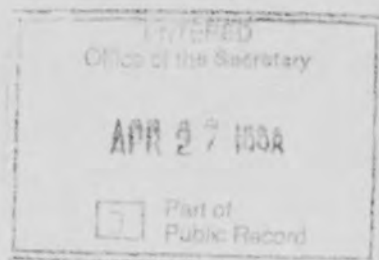
Congress of the United States
House of Representatives

Committees:
Government Oversight
Education
and the
Workforce



187253
April 24, 1998

Ms. Elaine Kaiser
Chief, Environmental Analysis
Surface Transportation Board
1925 K Street NW
Suite 500
Washington, D.C. 20423-0001



K

Dear Ms. Kaiser:

Re: Finance Control Docket No. 33388

As discussions and negotiations have progressed between the applicant railroads Norfolk Southern and CSX, and the communities in Ohio's 10th Congressional District, the parties are in agreement that there is a need for mitigation at Bagley Road, in Berea, Ohio, if the number of trains will increase along the Berea-Greenwich rail line segment. Among the mitigation measures under consideration are grade separation options, either in the form of an underpass or an overpass. It has come to my attention that such mitigation would have adverse environmental impacts on the residents of Abbyshire Drive, in Berea.

Attached is an addendum to my comments on the Draft Environmental Impact Statement requesting that you instruct the Section on Environmental Analysis to analyze the effect of such mitigation on the residents of Abbysnre Drive and to make recommendations on how to mitigate such effects. Thank you for your attention to this important matter to the people of my district.

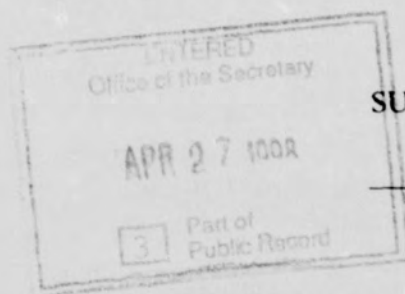
Sincerely,

Dennis J. Kucinich

Dennis J. Kucinich
Member of Congress

DJK:mg

187256



[PUBLIC]

**BEFORE THE
SURFACE TRANSPORTATION BOARD**



FINANCE DOCKET NO. 33388

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

**ADDENDUM TO
COMMENTS ON THE DRAFT ENVIRONMENTAL IMPACT STATEMENT
AS ISSUED BY THE SURFACE TRANSPORTATION BOARD'S
SECTION ON ENVIRONMENTAL ANALYSIS
FILED BY CONGRESSMAN DENNIS J. KUCINICH**

Dated April 24, 1998

[PUBLIC]

BEFORE THE
SURFACE TRANSPORTATION BOARD

FINANCE DOCKET NO. 33388

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

**ADDENDUM TO
COMMENTS ON THE DRAFT ENVIRONMENTAL IMPACT STATEMENT
AS ISSUED BY THE SURFACE TRANSPORTATION BOARD'S
SECTION ON ENVIRONMENTAL ANALYSIS
FILED BY CONGRESSMAN DENNIS J. KUCINICH**

Congressman Dennis J. Kucinich, representing the 10th Congressional District of Ohio, hereby submits this addendum to his comments in response to the Draft Environmental Impact Statement (DEIS) as issued by the Surface Transportation Board's Section on Environmental Analysis (SEA) for the purpose of relaying newly acquired information about Abbyshire Drive in the City of Berea, Ohio.

Abbyshire Drive is a residential street that runs parallel to the Berea-Greenwich rail line segment near to the southwest of Bagley Road. Abbyshire begins at Lindberg Boulevard approximately 100 feet south of Bagley Road and ends approximately 3/10 mile to the southwest at Crescent Drive. The backyards on the even side of Abbyshire abut the Berea-Greenwich rail line from the grade crossing at Bagley Road to the end of Abbyshire.

The Draft Environmental Impact Statement (DEIS) did not address the environmental effects that the proposed Conrail merger will have on Abbyshire Drive. As part of the negotiations that have been taken place between the applicant railroads, the City of Berea, and other communities in Ohio's 10th Congressional District, a grade separation has been proposed for Bagley Road. This grade separation could have a tremendous adverse impact on the environmental health and safety of the residents of Abbyshire Drive.

This office requests that the SEA investigate the effects that the proposed rail merger will have on Abbyshire Drive in the City of Berea. The results of that investigation be reported in the SEA's Final Environmental Impact Statement. The investigation should take into include:

- An analysis of the increase in the number of trains that will run along the Berea-Greenwich rail line segment if the proposed transaction is approved by the STB;
- An analysis of the effect that an increase in train traffic will have on the natural and human environment for residents living on Abbyshire Drive, taking special note of the proximity of the homes and yards on the even side of the street to the track;
- An analysis of the effect that construction of a grade separation will have on the natural and human environment for residents of Abbyshire Drive;
- An analysis of the effect that the completed grade separation will have on the natural and human environment for residents of Abbyshire Drive; and
- Recommendations on how to mitigate any effects that a grade separation at Bagley Road would have on the residents of Abbyshire Drive.

STB

FD-33388

4-18-98

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ID-PUBLIC

ENVIRONMENTAL
DOCUMENT

March 31, 1998

Elaine K. Kaiser
Environmental Project Director
Section of Environmental Analysis
Surface Transportation Board
ATTN:: STB Finance Docket No. 33388
1925 K Street, N.W.
Washington, D.C. 20423-0001



Re: Finance Docket No. 33388 CSX Corporation and
Norfolk Southern Railway Company--Control and
Operating Leases/Agreements--Conrail Inc.

Dear Ms. Kaiser:

I am writing to inform you of the serious problems that my community faces because of the excessive levels of local railroad traffic.

I have been a resident of East Chicago for 60 years. Unfortunately, my community is suffering from the significant levels of railroad traffic moving through the area. Our roads are clogged, our air quality suffers, and the safety of residents and children are being put in great jeopardy. On February 8, 1998, two young men were killed when their pick-up truck was hit by a moving railroad train at a crossing in Hammond.

I understand that the railroads plan to increase operations in northwest Indiana. Such increases should be opposed. we are already suffering enough from the existing high levels of railroad traffic, and we cannot stand any further, increases.

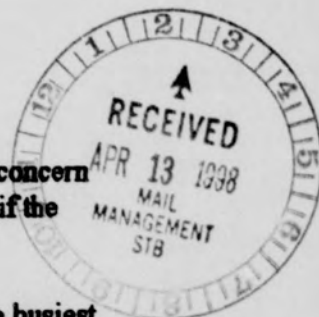
You must take action to ensure that northwest Indiana is protected from further harm as a result of additional railroad operations. Thank you for your consideration of this letter.

Sincerely,

ENVIRONMENTAL
DOCUMENT

Dear Ms. Kaiser,

I am a resident of Wellington, Ohio and am writing you to express my concern about how my village will be adversely affected by the increased train traffic if the CSX/Conrail merger goes through.



According to a CSX representative, the crossings in Wellington are the busiest along the proposed new route on which we are located. Yet CSX plans to do nothing to alleviate the traffic problems we will incur when we have a 400% increase in train traffic. We need a grade separation, probably in the form of an underpass. Our safety and the safety of our children is at stake. We have a volunteer fire department, which would be greatly hampered in responding to emergencies with the increased train traffic. We have schools on both sides of the tracks and buses which already have trouble getting across the tracks to get the children to school and back home on time.

Please, as the only agency with the authority to require CSX to build a grade separation, I ask you on behalf of our town to help us.

Sincerely,

Marilyn V. Andel
223 Forest St
Wellington, Oh 44090

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

ENVIRONMENTAL DOCUMENT

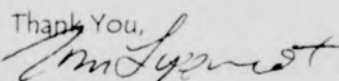
Attention: Elaine K. Kaiser
Chief, Section of Environmental Analysis
Environmental Filing

Dear Ms. Kaiser

I would like to first thank you for allowing me the opportunity to express my concerns regarding the Conrail / CSX Norfolk Southern Acquisition. My concern is the proposed use of this right of way by NJT for passenger services are numerous.

1. Air Quality- The community that I live in presently has one traffic controlled intersection. This line will require that no less than 6 intersections are signaled. (This is only 1/2 mile of this 30+ mile line)
The meager ridership numbers that NJT projects will never offset the increase in car exhaust and traffic congestion along this line. Two highways Rt. 130 and I-95 that flow freely parallel this line!
2. Noise - Trains every 7.5 minutes at peak, signal horns blasting at every intersection, and a school one block from the tracks.
3. Safety- School children cross the tracks FOUR times a day! We are not a bussing district and half of our kids cross the line on foot to get to school!
4. This line is the third choice for NJT and is the line of least resistance the people along this line do not have the political or financial clout to stop it as they did when this was proposed for more affluent areas.

This may be South Jersey's only chance for a major Public Transportation system, and it is about to be put in the wrong place! The river corridor is fine without it, the people here do not want it, and the people who need mass transit can not use it here! Please support us in having this built where it is needed!

Thank You,

Tom Lippincott
205 2nd St.
Riverton, NJ 08077

ENVIRONMENTAL
DOCUMENT

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Please, as the only agency with the authority to require CSX to build a grade separation, I ask you on behalf of our town to help us.

Sincerely,

Kenel McNamee

Please consider this issue in the light of if you had to use the RR crossings on a several times daily basis, and had children in daily close proximity to these RR crossings and also be dependent upon emergency services needing to cross these RR crossings upon demand.

Thank you

Kenel McNamee

ENVIRONMENTAL
DOCUMENT

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Please, as the only agency with the authority to require CSX to build a grade separation, I ask you on behalf of our town to help us.

Sincerely,

Lawrence Long

ENVIRONMENTAL
DOCUMENT

Dear Ms. Kaiser,

I am a resident of Wellington, Ohio and am writing you to express my concern about how my village will be adversely affected by the increased train traffic if the CSX/Conrail merger goes through.

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Please, as the only agency with the authority to require CSX to build a grade separation, I ask you on behalf of our town to help us.

Sincerely,

Donna Lary

ENVIRONMENTAL
DOCUMENT

Dear Ms. Kaiser,

I am a resident of Wellington, Ohio and am writing you to express my concern about how my village will be adversely affected by the increased train traffic if the CSX/Conrail merger goes through.

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Please, as the only agency with the authority to require CSX to build a grade separation, I ask you on behalf of our town to help us.

Sincerely,

Nancy Gore.



ENVIRONMENTAL
DOCUMENT

Dear Representative Gillmore,



As a citizen of Wellington, Ohio, I am writing to urge you to be present at a meeting on June 4, 1998 in Washington, D.C. when the Surface Transportation Board will hear arguments regarding the proposed merger of CSX and Conrail.

According to a CSX representative, the crossings in Wellington are the busiest along the proposed new route on which we are located. Yet CSX plans to do nothing to alleviate the traffic problems we will incur when we have a 400% increase in train traffic. We need a grade separation, probably in the form of an underpass. Our safety and the safety of our children is at stake. We have a volunteer fire department, which would be greatly hampered in responding to emergencies with the increased train traffic. We have schools on both sides of the tracks and busses which already have trouble getting across the tracks to get the children to school and back home on time.

Please, as our State Representative, I am asking you to *represent* Wellington's citizens at this meeting. As the Surface Transportation Board is the only agency with the authority to require CSX to build a grade separation, we need someone at your level of government to be there to plead our case.

Sincerely,

John L. Andrie

Dear Sir:

I am Eugene Baldurn. I live here at Wellington Manor Nursing Home in Wellington, Ohio. I have lived in Wellington, Ohio for 23 years. I am going to comment about the planned takeover of and split up of Conrail by C&D and between C.S.T. Transportation Company and Norfolk Southern. I am aware of the problems that the tripling or quadrupling of freight train traffic on Conrail's East Big Route of New York Central R.R. mainline through Wellington. Some years back, the citizens of Wellington hollered a lot about the freight trains blocking the railroad crossings here in Wellington.

I attended two recent meetings here in Wellington at Wellington High School Cafeteria and at St. Patrick Church Hall, that was about the proposed C.S.T. Norfolk Southern Split-up of Conrail. The Chairman of the Ohio Rail Development Commission, two of the Lorain County, Ohio Commissioners and officials of C.S.T. Transportation Company were at the meetings. We discussed the problems the proposed merger will likely bring to Wellington and other communities.

Among my concerns about the proposed merger are the questions of about competition and the chances for renewed railroad passenger transportation. Another railroad, the Wheeling and Lake Erie Railroad, also runs through Wellington. I have heard say that if the proposed Conrail split-up between C.S.T. and Norfolk Southern goes through, then the Wheeling & Lake Erie Railroad will be forced into bankruptcy because C.S.T. and Norfolk Southern will most, if not all of the traffic on Wheeling and Lake Erie to their lines.

I do not want to see the big railroads put the small railroads out of business. I am entirely in favor of competition among the railroads. I believe that the small railroads should be allowed to do business along with the bigger railroads.

I belong to the Lake Shore Railroad Assoc, a group which is trying to rebuild, restore, rehabilitate and re-open the former W. & A. T. Railroad, which ran from the W. & L. E. Railroad, main line at Wellington, Ohio to the Sheffield T. W. P. Soaring Ohio area a distance of about 25 or 26 miles.

I have been with this group for around 5 years.
Re-opening of this railroad would help to
slow down the trend toward abandoning rail-
road mileage.

I am also a model railroad buff. I have a small HO gauge 4 ft by 6 ft layout board kept under my bed in my bedroom at Wellington 4 and as well as some of my rolling stock. But I have the rest of my rolling stock kept in the main garage located behind our Nursing Home because there is very little, if any, room in my bedroom to keep model railroad equipment.

I am 69 going on 70 years of age and so I am coming along in years. I used to live at W. Cherry, Nursing Home, also located here in Wellington until it was downsized late in 1996. Then I moved across town to Wellington Manor. The Council of Big "M" route runs right in back of Wellington, Manor.

Please write to me when you can and tell me what effect the planned split up of Conrail between C&D and Norfolk Southern will have on railroad competition and on safety. I will close for now. Eugene Baldwin
P.O. Box 393 Wellington Manor, Wellington, Ohio 44090

STB

FD-33388

4-16-98

K

ID-STBSEA



SURFACE TRANSPORTATION BOARD
Washington, DC 20423

4/20/98 10:14:01 AM

Section of Environmental Analysis

April 16, 1998

Peter J. Shudtz
General Counsel
CSX Transportation
3 Foxmere Drive
Richmond, VA 23233

**ENVIRONMENTAL
DOCUMENT**

Bruno Maestri
System Director, Environmental Protection
Norfolk Southern Corporation
1500 K Street, NW
Suite 375
Washington, DC 20005

Re: Finance Docket No. 33388 -- CSX and NS -- Control and Acquisition --
Conrail: Request for Supplemental Environmental Report

Dear Messrs. Shudtz and Maestri:

In our letter dated March 27, 1998, SEA requested that CSX and NS provide to SEA by April 3, 1998 clarifying information related to any proposed activities, operations, or train traffic data. Since the March 27th letter, SEA has received the following letters from CSX and NS that contain clarifying information:

CSX:

- April 3, 1998: Canadian Pacific Haulage Rights between Detroit and Chicago
- April 3, 1998: Revised Train Routings
- April 3, 1998: Submission of CSX Settlement Agreements with Other Railroads

NS:

- April 3, 1998: Changes in Train Traffic Due to Changing the Location of Proposed Bellevue, OH TCS Facility to Sandusky, OH
- April 3, 1998: SEA Data Validation Request for Train Traffic and MGT Data for Canadian Pacific Haulage Rights on Detroit to Chicago Corridor
- April 8, 1998: NS Proposed Sandusky, Ohio Triple Crown Services Facility - Update on Truck Traffic Routing and Train Traffic Routing
- April 12, 1998: Traffic Changes Associated with Greater Cleveland/Cloggsville Potential Mitigation

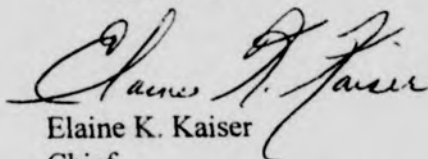
In several instances, the letters have offered substantially new data, rather than clarifying changes along: (1) rail line segments for which SEA has already completed its review and analysis; and (2) rail line segments that SEA has not analyzed because the train traffic reported earlier by CSX and NS did not meet or exceed the Board's thresholds for environmental analysis. In addition, the information further suggests that new communities could realize environmental impacts and other already-identified communities could face additional impacts as a result of the new information.

For these reasons, SEA requests that CSX and NS provide, no later than **April 24, 1998**, Supplemental Environmental Reports (SERs) to address the potential environmental implications of changed activities and operations that would meet or exceed the Board's environmental thresholds. CSX and NS should provide separate SERs.

The content of the SERs should be consistent with the Board's environmental rules at (49 CFR 1105) and should explain the planned changes in railroad operations on the rail line segments noted in the letters listed above. The SERs should include technical explanations and supporting documentation of the methodologies used to project proposed operational changes as well as the methodologies used to measure environmental impacts. Finally, the SERs should include any recommended voluntary or other mitigation measures regarding potential environmental impacts in these communities or other areas that would be affected by the changed operations.

It is critical that we receive the SERs by April 24th so that SEA can proceed with preparation of the Final EIS. If you have any questions or need further clarification regarding this letter, please call Mike Dalton at (202) 565-1530.

Sincerely yours,

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

Elaine K. Kaiser
Chief

Section of Environmental Analysis

STB

FD-33388

4-16-98

K

ID-MOEH



Office of the Chairman

Surface Transportation Board
Washington, D.C. 20423-0001

April 16, 1998

The Honorable Dennis Kucinich
U.S. House of Representatives
Washington, D.C. 20515

ENVIRONMENTAL
DOCUMENT

Dear Congressman Kucinich:

I have received your letter of April 8, 1998, regarding the impact of the Conrail acquisition on Brooklyn, Ohio. In your letter, you indicate that CSX has refused to discuss with Brooklyn environmental mitigation, citing a recent decision by the Surface Transportation Board (Board) in this matter. You demand that the Board order CSX to meet with the Mayor and the people of Brooklyn.

The Board decision to which you refer did not, nor was it intended to, preclude anyone from having any private-sector negotiations with anyone else. In any event, I understand that your office appropriately has been in contact with CSX about various matters of interest to you, and that a representative of CSX is contacting representatives of Brooklyn to discuss the community's concerns.

I am having your letter and my response included in the formal docket for this proceeding. I am glad to have been of assistance to you in this matter.

Sincerely,

Linda J. Morgan
Linda J. Morgan

DENNIS J. KUCINIC
10TH DISTRICT, OHIO

1730 LONGWORTH OFFICE BUILDING
WASHINGTON, D.C. 20515
(202) 225-5871

14400 DETROIT AVENUE
LAKEWOOD, OHIO 44107
(216) 228-8850



Committees:
Government Oversight
Education
and the
Workforce

Congress of the United States
House of Representatives

April 8, 1998

Ms. Linda J. Morgan
Chairman
Surface Transportation Board
1925 K St. NW #820
Washington, D.C. 20423

Re: Finance Control Docket No. 33388

Dear Ms. Morgan:

On April 3, 1998, Stephen L. Watson, Regional Vice President for State Relations for CSX Corporation, wrote to Brooklyn, Ohio, Mayor John M. Coyne, stating his refusal to discuss environmental mitigation for Brooklyn. Mr. Watson acknowledged that Brooklyn would experience an increase from 20 to 44 trains per day as a result of CSX's acquisition of the Conrail Short Line. However, Mr. Watson cited the Draft Environmental Impact Statement and Decision No. 71 as justification for excluding Brooklyn from environmental mitigation discussions.

On February 4, 1998, this office filed an addendum to our comments on the DEIS that asked the STB to analyze the environmental effects the proposed Conrail merger would have on Brooklyn. Even though Brooklyn was not mentioned in the DEIS, the STB is aware of the environmental problems that the proposed merger will cause in Brooklyn and is working on a mitigation plan to be included in the Final Environmental Impact Statement.

On March 23, 1998, the Surface Transportation Board issued Decision No. 73. That decision interprets Decision No. 71 as follows:

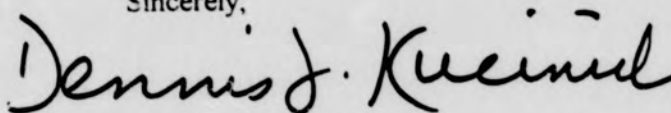
Decision No. 71 was intended to facilitate negotiations among the various interested parties. It was not intended to define who should, or should not, be involved in any specific negotiation, and it was certainly not intended to limit the participation of any appropriate party in any negotiations that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

The STB ordered Decisions 71 and 73 to encourage inclusion of affected communities in environmental mitigation discussions. CSX Corporation and Mr. Watson have misunderstood Decision No. 71 and applied it in a way that purposely excludes the City of Brooklyn from environmental mitigation discussions.

The STB has ordered CSX and Norfolk Southern railroads to engage in environmental mitigation discussions with the affected communities. The STB has further ordered that if the railroads and affected communities fail to settle their differences by April 15, 1998, then the STB's Section on Environmental Analysis will develop its own environmental mitigation for each of the communities in the Greater Cleveland area.

As Congressman from Ohio's 10th Congressional District, I demand that the STB take action to assure representation for the people of Brooklyn, Ohio, in environmental mitigation discussions with CSX Corporation. I am demanding that the STB order CSX to meet with the Mayor and the people of Brooklyn for discussions about how the merger will affect Brooklyn and to order good faith settlement discussions as ordered by Decision No. 71.

Sincerely,

A handwritten signature in black ink that reads "Dennis J. Kucinich". The signature is written in a cursive, flowing style.

Dennis J. Kucinich
Member of Congress

DJK:mg

enclosures: Addendum to Comments on the Draft Environmental Impact Statement
Letter from Stephen Watson to Brooklyn Mayor John M. Coyne



Stephen L. Watson
Regional Vice President State Relations

040698

700 Harrison Building
143 West Market Street
Indianapolis, IN 46204
(317) 267-3003
FAX (317) 267-3005

April 3, 1998

Hon. John M. Coyne, Mayor
City of Brooklyn
7619 Memphis Avenue
Brooklyn, Ohio 44144-2197

Dear Mayor Coyne:

We have received your letter of March 25, 1998 concerning the CSX/NS acquisition of Conrail.

As you correctly note, the Surface Transportation Board's Section of Environmental Analysis (SEA) in its Draft Environmental Impact Statement (DEIS) requires CSX and NS to consult with and attempt to negotiate mutually acceptable mitigation settlements with "affected communities." However, the City of Brooklyn was not identified in the DEIS as an "affected community", nor was it so identified in the STB's Decision No. 71, issued March 17, 1998, which set the April 15, 1998 deadline you cite in your letter.

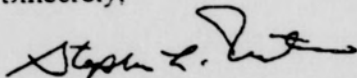
The portion of the Conrail Short Line passing through Brooklyn is expected to experience an increase in train traffic from the current average of 20 Conrail trains per day to approximately 44 trains per day on average. The increase from "7 to 44" you cite in your letter is incorrect for the portion of the line passing through Brooklyn. Also, the Brooklyn portion of the line has no at-grade rail-highway crossings, and is entirely grade separated, so there will be no delays in safety forces' response times. Additionally, the DEIS identified for noise mitigation those areas where the projected train noise exceeded certain noise thresholds established by SEA. Brooklyn had no areas exceeding the thresholds, and therefore requires no noise mitigation. Finally, the SEA has recommended to the STB that CSX and NS develop and implement a comprehensive hazardous materials safety and training program for the communities on our railroads that will experience an increase in hazardous materials traffic, and we have agreed to fully comply with that recommendation. Your public safety forces will be contacted and invited to participate in this program after the acquisition is approved by the STB.

The portion of the current CSX line from Lester, which passes through Brooklyn, is not expected to experience any increase in train traffic as a result of the acquisition. The train traffic on that line is only 5.8 trains per day on average.

Mayor J. Coyne 4/3/98
page 2

I trust that this addresses the issues raised in your letter of March 25, and explains why we have not contacted your community concerning the CSX/NS acquisition of Conrail.

Sincerely,



Stephen L. Watson

cc: Congressman Dennis Kucinich
Ms. Elaine Kaiser, SEA
Mr. Thomas O'Leary, ORDC
Mr. Paul Alsenas, Cuyahoga Planning Comm.
Mr. Thomas F. O'Malley, Brooklyn Law Dir.

DENNIS J. KUCINICH
10TH DISTRICT, OHIO

1730 LONGWORTH OFFICE BUILDING
WASHINGTON, D.C. 20515
(202) 225-5871

14400 DETROIT AVENUE
LAKEWOOD, OHIO 44107
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Committees:
Government Oversight
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Workforce

Congress of the United States
House of Representatives

April 8, 1998

Ms. Elaine Kaiser
Chief, Environmental Analysis
Surface Transportation Board
1925 K Street NW
Suite 500
Washington, D.C. 20423-0001

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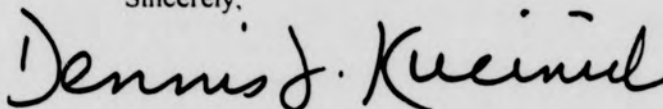
Decision No. 71 was intended to facilitate negotiations among the various interested parties. It was not intended to define who should, or should not, be involved in any specific negotiation, and it was certainly not intended to limit the participation of any appropriate party in any negotiations that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

The STB ordered Decisions 71 and 73 to encourage inclusion of affected communities in environmental mitigation discussions. CSX Corporation and Mr. Watson have misunderstood Decision No. 71 and applied it in a way that purposely excludes the City of Brooklyn from environmental mitigation discussions.

The STB has ordered CSX and Norfolk Southern railroads to engage in environmental mitigation discussions with the affected communities. The STB has further ordered that if the railroads and affected communities fail to settle their differences by April 15, 1998, then the STB's Section on Environmental Analysis will develop its own environmental mitigation for each of the communities in the Greater Cleveland area.

As Congressman from Ohio's 10th Congressional District, I demand that the STB take action to assure representation for the people of Brooklyn, Ohio, in environmental mitigation discussions with CSX Corporation. I am demanding that the STB order CSX to meet with the Mayor and the people of Brooklyn for discussions about how the merger will affect Brooklyn and to order good faith settlement discussions as ordered by Decision No. 71.

Sincerely,

A handwritten signature in black ink that reads "Dennis J. Kucinich". The signature is written in a cursive, flowing style.

Dennis J. Kucinich
Member of Congress

DJK:mg

enclosures: Addendum to Comments on the Draft Environmental Impact Statement
Letter from Stephen Watson to Brooklyn Mayor John M. Coyne

DENNIS J. KUCINICH

10TH DISTRICT, OHIO

1730 LONGWORTH OFFICE BUILDING
WASHINGTON, D.C. 20515
(202) 225-5871

14400 DETROIT AVENUE
LAKWOOD, OHIO 44107
(216) 228-8850



**Congress of the United States
House of Representatives**

Committees:
Government Oversight
Education
and the
Workforce



February 4, 1998

Ms. Elaine Kaiser
Chief, Environmental Analysis
Surface Transportation Board
1925 K Street NW
Suite 500
Washington, D.C. 20423-0001

RE: Finance Docket No. 33388

Dear Ms. Kaiser:

As Member of Congress representing Ohio's 10th district, and as a Party of Record to this proceeding, I hereby submit an original and twenty-five copies of an Addendum to Comments on the Draft Environmental Impact Statement as issued by the Surface Transportation Board's Section on Environmental Analysis for Finance Docket No. 33388.

Please accept this addendum in order to evaluate the effect that the proposed Conrail merger will have on the City of Brooklyn, Ohio. Thank you for your consideration.

Sincerely,

Dennis J. Kucinich
Member of Congress

DJK ec

[PUBLIC]

BEFORE THE
SURFACE TRANSPORTATION BOARD

FINANCE DOCKET NO. 33388

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

ADDENDUM TO
COMMENTS ON THE DRAFT ENVIRONMENTAL IMPACT STATEMENT
AS ISSUED BY THE SURFACE TRANSPORTATION BOARD'S
SECTION ON ENVIRONMENTAL ANALYSIS
FILED BY CONGRESSMAN DENNIS J. KUCINICH

Dated February 4, 1998

[PUBLIC]

BEFORE THE
SURFACE TRANSPORTATION BOARD

FINANCE DOCKET NO. 33388

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

**ADDENDUM TO
COMMENTS ON THE DRAFT ENVIRONMENTAL IMPACT STATEMENT
AS ISSUED BY THE SURFACE TRANSPORTATION BOARD'S
SECTION ON ENVIRONMENTAL ANALYSIS
FILED BY CONGRESSMAN DENNIS J. KUCINICH**

Congressman Dennis J. Kucinich, representing the 10th Congressional District of Ohio, hereby submits this addendum to his comments in response to the Draft Environmental Impact Statement (DEIS) as issued by the Surface Transportation Board's Section on Environmental Analysis (SEA) for the purpose of relaying newly acquired information about the City of Brooklyn, Ohio.

Brooklyn, Ohio, is a west-side residential and industrial suburb bordering Cleveland at Brooklyn's west, northwest, and east sides, and bordering Parma, Ohio, at its south side. Three sets of railroad tracks currently traverse Brooklyn. A Conrail line, formerly Cleveland's Short Line, crosses Brooklyn parallel to Brookpark Road near Brooklyn's southern border. Another Conrail line abuts Brooklyn's northwest border with a spur crossing Ridge Road just south of the

northernmost tip of Brooklyn. And a CSX line from Cleveland to Medina crosses Brooklyn from the northeast edge to the southwest edge.

The Draft Environmental Impact Statement did not address the environmental effects that the proposed Conrail merger will have on the City of Brooklyn. This office requests that the SEA investigate the effects that the proposed rail merger will have on the City of Brooklyn and include the result of that investigation in its Final Environmental Impact Statement.

An analysis of the effects on the City of Brooklyn should include the following:

- If the Conrail merger is approved, what noise and safety mitigation will be offered to the residents living adjacent to the Conrail line parallel to Brookpark Road? Residents on Idlewood Drive, Summer Lane, Kennedy Drive, Southwood Drive, Autumn Lane, Springwood Drive, and Melody Lane live in homes abutted by the Conrail tracks to the south and Interstate 480 to the north. The only evacuation routes in the event of a hazardous material spill at that segment of the rail line are Idlewood Drive at the eastern edge of the neighborhood, and Southwood Drive at the western edge of the neighborhood. A derailment along this section of track would pose a clear and immediate threat to public safety. An increase in trains will increase the risk of a hazardous waste spill in the event of a derailment. Furthermore, an increase in trains will increase the noise levels experienced by residents living adjacent to the tracks on Idlewood Drive. Noise mitigation may be necessary.
- The Cleveland-Medina CSX route crosses American Road in Brooklyn. American Road is the access road for employees of American Greetings, Brooklyn's largest employer, employing approximately 3,000 workers. An increase in train traffic along this line will result in an increase in delays for American Greetings's workers and could result in traffic queues as far as Tiedeman Road. The SEA should investigate whether mitigation against the effects of traffic delays on American Road would be warranted.
- The Cleveland-Medina CSX route also abuts the Spring Crest-Pepper Ridge Drive neighborhood, which is already subject to significant noise from train traffic. Sixty-three homes are located there. The SEA should investigate whether noise mitigation is warranted if there is an increase in train traffic as a result of the merger.
- The Conrail line abutting the northwest edge of Brooklyn crosses Ridge Road at an at-grade crossing. Ridge Road is a major north-south commuter route between Cleveland and the southwestern suburbs. The SEA should investigate the effect that an increase in train traffic along this Conrail route would have on commuter traffic on Ridge Road, and recommend mitigation as appropriate.

The aforementioned investigations should be conducted by the SEA in preparation for its Final Environmental Impact Statement. This office, in conjunction with the Office of the Mayor of Brooklyn, Ohio, will provide additional assistance as necessary in order to help the SEA investigate these important environmental issues.

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DENNIS J. KUCINICH
10TH DISTRICT, OHIO

1730 LONGWORTH OFFICE BUILDING
WASHINGTON, DC 20515
(202) 225-5871

14400 DETROIT AVENUE
LAKEWOOD, OHIO 44107
(216) 228-6850
(216) 228-6465 FAX

5983 W 54TH
PARMA, OHIO 44129
(216) 845-2707

Committees:
Government Oversight
Education and Labor

Congress of the United States
House of Representatives

April 13, 1998

Ms. Elaine Kaiser
Chief, Environmental Analysis
Surface Transportation Board
1925 K Street NW
Suite 500
Washington, D.C. 20423-0001

ENVIRONMENTAL
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Dear Ms. Kaiser:

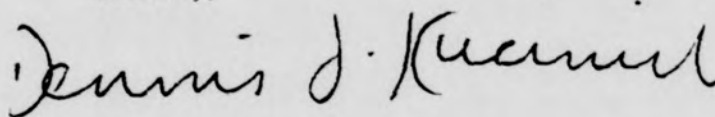
Re: Finance Docket No. 33388

Decision No. 71 requests that parties involved in the Conrail merger notify the Section on Environmental Analysis (SEA) by April 15, 1998, to advise the SEA of progress toward reaching mutually acceptable agreements.

As the April 15 date approaches, I would like to let you know that the communities of the 10th Congressional District are in negotiations over environmental mitigation with applicant railroads Norfolk Southern and CSX. I am cautiously optimistic that the parties will reach an agreement. I will notify you by the end of this week as to whether or not it is advisable for the SEA to begin work toward a Board directive at that time.

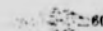
Thank you for the close attention you are giving to the Greater Cleveland area in this matter.

Sincerely,



Dennis J. Kucinich
Member of Congress

DJK:mg



STB

FD-33388

4-13-98

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ID-BUSINESS

WELLINGTON EXEMPTED VILLAGE SCHOOLS

201 SOUTH MAIN STREET
WELLINGTON, OHIO 44090-1315

GREGORY S. BACKUS
SUPERINTENDENT
Phone (440) 647-4286

April 8, 1998

LEWIS E. GALANTE
TREASURER
Phone (440) 647-4695

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

ENVIRONMENTAL
DOCUMENT



Dear Ms. Kaiser:

As superintendent of the Wellington Exempted Village Schools, I am quite concerned over the proposal to increase rail traffic in Wellington and the surrounding area by 400%. There are two areas of major importance to the Wellington Schools.

1) Safety

Our school busses cross over railroad tracks many times during the day while transporting our students to and from school. With the increased volume in trains the chances for an accident increase dramatically. Many of our students walk to school and cross over the tracks, also a major safety issue. Our school buildings are located on different sides of the tracks. If emergency service is needed at any building and a train is going through town or switching they probably wouldn't be able to respond to the emergency in a timely manner.

2) Efficient Transport of Students

Transporting students to and from school in a timely manner will be a major problem with the increase in the volume of trains. On a recent Friday afternoon our busses were a half-hour late because of a train. With the volume increasing the schools could face a transportation nightmare.

I would encourage you to look at all options so that the safety and well being of our students and community is foremost in your decision-making process.

Sincerely,

Greg Backus
Superintendent
Wellington Exempted Village Schools

GB/pc

WESTWOOD ELEMENTARY SCHOOL
305 Union Street
Wellington, Ohio 44090-1099
Phone (440) 647-3636

McCORMICK MIDDLE SCHOOL
201 South Main Street
Wellington, Ohio 44090-1315
Phone (440) 647-2342

WELLINGTON HIGH SCHOOL
629 North Main Street
Wellington, Ohio 44090-1096
Phone (440) 647-3734

STB

FD-33388

4-13-98

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ID-CITIES

CITY OF WHITING

OFFICE OF

Mildred Greer
Councilperson 5th District



219-659-7700

PHONE

FAX: (219) 473-4452

WHITING, INDIANA 46394

March 23, 1998

ENVIRONMENTAL
DOCUMENT



Elaine K. Kaiser
Environmental Project Director
Section of Environmental Analysis
Surface Transportation Board
Attn: STB Finance Docket No. 33388
1925 K Street
Washington, D. C. 20423-0001

Re: Finance Docket No. 33388 CSX Corporation and
Norfolk Southern Railway Company - Control and
Operating Leases/Agreements - Conrail Inc.

Dear Ms. Kaiser:

I am writing to inform you of the serious problems that Northwest Indiana and the Whiting community face because of the excessive levels of local railroad traffic.

I have been a resident of Whiting all my life and am currently the elected mayor. Unfortunately, the Whiting community is suffering from the significant levels of railroad traffic moving through the area. Our area roads are clogged, our air quality suffers, and the safety of residents and children are being put in great jeopardy each day this situation continues. On February 8, 1998, two young men were killed when their pick-up truck was hit by a moving railroad train at a crossing in the city of Hammond.

I understand that the railroads plan to increase operations in northwest Indiana as a result of a proposed merger of CSX Corporation and Norfolk Southern Railway Company. These increases should be opposed. Northwest Indiana is already suffering enough from the existing high levels of railroad traffic. We cannot stand any further increases.

You must take action to ensure that northwest Indiana is protected from the impacts and further harm as a result of additional railroad operations caused by such a merger. Thank you for your consideration of this letter.

Sincerely,

A handwritten signature in cursive script that reads "Mildred Greer".

Mildred Greer
Councilperson 5th District
City of Whiting

MG:mr

STB

FD-33388

4-9-98

K

ID-CITIES

John M. Coyne
Mayor

CITY OF

BROOKLYN OHIO

COUNCIL:
John E. Frey
Paula A. Ritter
Kenneth P. Loeri
Thomas E. Coyne
Gregory L. Frey
Rita M. Brown
Regis Barrett

7619 Memphis Avenue, Brooklyn, Ohio 44144-2197 • (216) 351-2133
"Home of the Seatbelt Law"

April 9, 1998

Stephen L. Watson, Regional Vice President
CSX Transportation
700 Harrison Building
143 West Market Street
Indianapolis, IN 46204

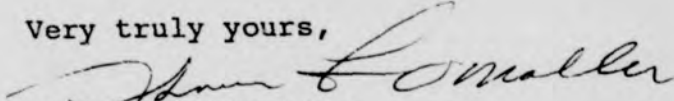
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Dear Mr. Watson:

The City of Brooklyn accepted an invitation to and did in fact attend a meaningful discussion meeting chaired by the Honorable Congressman Dennis J. Kucinich at his Lakewood Headquarters. At this meeting we were assured that negotiations would include all interested parties which certainly would include the City of Brooklyn. Your letter of April 3, 1998 to Mayor John M. Coyne stated that since the City of Brooklyn was not identified in the DEIS as an "affected community" Brooklyn would not be contacted or participate in the CSX/NS acquisition of Conrail. Subsequently, the City of Brooklyn was made aware by virtue of Congressman Dennis J. Kucinich's report of April 8, 1998 that the STB has ordered CSX and Norfolk Southern to engage in environmental mitigation discussions with all of the affected communities and Brooklyn is certainly an affected community.

Based on the above we look forward to participating in negotiations with CSX to discuss the affects the merger will have on the City of Brooklyn.

Very truly yours,


Thomas F. O'Malley
Law Director, City of Brooklyn

TSR\lg

cc: Congressman Dennis J. Kucinich
Elaine Kaiser, Chief, Environmental Analysis
Mayor John M. Coyne
TSR040998.LC2

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4-9-98

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FD 333 ENVIRONMENTAL
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Dear Ms. Kaiser,

I am a resident of Wellington, Ohio and am writing you to express my concerns about how my village will be adversely affected by the increased train traffic if the CSX/Conrail merger goes through.

According to a CSX representative, the crossings in Wellington are the busiest along the proposed new route on which we are located. Yet CSX plans to do nothing to alleviate the traffic problems we will incur when we have a 400% increase in train traffic. We need a grade separation, probably in the form of an underpass. Our safety and the safety of our children is at stake. We have a volunteer fire department, which would be greatly hampered in responding to emergencies with the increased train traffic. We have schools on both sides of the tracks and buses which already have trouble getting across the tracks to get the children to school and back home on time.

Please, as the only agency with the authority to require CSX to build a grade separation, I ask you on behalf of our town to help us.

Sincerely,

Maxine Lee



Mrs. Maxine Lee
264 Grand Avenue
Wellington, OH 44090-1330

STB

FD-33388

4-6-98

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ID-MOEH

DENNIS J. KUCINICH
9TH DISTRICT, OHIO

1730 LONGWORTH OFFICE BUILDING
WASHINGTON, DC 20515
(202) 228-5871

14400 DETROIT AVENUE
LAKEMOOD, OHIO 44107
(216) 228-8880
(216) 228-8485 FAX

5983 W. 54TH
PARMA, OHIO 44129
(216) 845-2707



Congress of the United States
House of Representatives

Committees:
Government Oversight
Education and Labor

Central Unit

April 6, 1998

**ENVIRONMENTAL
DOCUMENT**

Ms. Nancy Beiter
Office Of Congressional Affairs
U.S. Surface Transportation Board
1925 K Street, NW
Washington, D.C. 20423

Re: Finance Docket No. 33388

Dear Ms. Beiter:

This office filed comments to the Draft Environmental Impact Statement (DEIS) with the Surface Transportation Board's (STB) Section on Environmental Analysis (SEA). Our comments were meant to inform the SEA about problems in Brooklyn, Ohio, that were overlooked by the SEA in its DEIS. The purpose of our comments was to ensure that the SEA realized that there are problems in Brooklyn that need to be resolved among the parties, or by the STB pursuant to the Final Environmental Impact Statement (FEIS), due to be published late next month.

The STB's Decision No. 71 urges the railroads and affected communities in the Cleveland area to continue to discuss mitigation for the affected communities. In footnote 1 of Decision No. 71, several, though not all, of the affected Greater Cleveland communities are listed. Brooklyn was not listed.

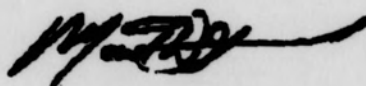
Pursuant to Decision No. 71 and this office's comments to the SEA regarding problems in Brooklyn, Mayor John Coyne of Brooklyn contacted CSX Regional Vice President Steven Watson, seeking to discuss problems, and mitigation, associated with the merger as they affect Brooklyn. Mr. Watson cited Decision No. 71 and the DEIS as reasons to not discuss mitigation with the City of Brooklyn.

Is the fact that Brooklyn was not discussed in the DEIS and was not mentioned in footnote 1 of Decision No. 71 adequate reason for CSX to not enter into discussion with Brooklyn? Now that the SEA is aware of the problems in Brooklyn, through this office's comments to the SEA, should CSX be encouraged to enter into discussion with the City of Brooklyn. What policy does the STB have regarding railroad merger proponents entering into discussion with affected communities such as Brooklyn, Ohio?



Please respond as soon as possible. Thank you in advance for your answer to these questions.

Sincerely,



Martin D. Gelfand
Congressional Staff Counsel

enclosures:

- (1) Addendum to Comments on the Draft Environmental Impact Statement
- (2) Decision No. 71
- (3) Letter from CSX to Mayor of Brooklyn, Ohio

cc: Hon. John Coyne
Mr. Steven Watson, CSX
Ms. Elaine Kaiser, SEA
Mr. Thomas O'Leary, ORDC
Mr. Paul Alsenas, Cuyahoga County
Mr. Thomas F. O'Malley, Brooklyn Law Dept.

ENVIRONMENTAL
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City of Cleveland
Michael R. White, Mayor

Cleveland City Hall
601 Lakeside Avenue
Cleveland, Ohio 44114
216/664-2270

March 19, 1998

Linda Morgan, Chairman
Surface Transportation Board
1925 K Street, N.W., Suite 820
Washington, D.C. 20423

Re: STB Docket No. 33388, CSX Corporation, et al,
Control and Operating Leases/Agreements,
Conrail, Inc. and Consolidated Rail Corporation

Dear Chairman Morgan:

I have received and reviewed the Board's Decision No. 71 issued in this proceeding on March 17, 1998. I am puzzled and concerned by the Decision. As you know, the impact of this proposed transaction on the health, safety, lives and living conditions of the people in Cleveland's neighborhoods has been at the forefront of all of the materials filed by the City in this proceeding.

- Unprecedented increases in train frequencies through residential neighborhoods ranging from 114% to 1,188%
- Life-threatening delays for Police, Fire and Emergency Medical Service at thirteen grade crossings on the affected rail lines
- One of the largest increases in hazardous materials transportation nation-wide, from 7,000 to 81,000 car loads per year through Cleveland's premier cultural district and the surrounding neighborhoods
- Up to a three-fold increase in noise for homes, schools, hospitals and businesses near certain tracks

The process in which the Section of Environmental Analysis (SEA) is now engaged, as I understand it, is to take a careful, detailed study of the potential impacts of the transaction, based on information SEA and its consultants gather from every possible source with knowledge of those impacts. The City has filed extensive Comments on the Draft

CHAIRMAN MORGAN

MAR 19 1998

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Environmental Impact Statement (EIS) that I hope you have had a chance to review. We have documented the impacts of increasing train frequencies and proposed solutions in an attempt to engage the railroads in serious discussions about ways to reduce these impacts.

Now, the SEA is in the process of gathering its own information about these impacts. That is its job as it works to create the Final EIS. In the limited contacts that my staff and counsel have had with SEA and its consultants, SEA has been nothing but objective and entirely neutral - they have been forthright that all they want or are able to do at this time is listen and analyze, in order to gain a better understanding of our concerns, the potential impacts and the possible solutions to the serious problems the proposed transactions will create for the people who live, work, raise children and plan their futures in our neighborhoods.

SEA also offered to mediate discussions between Cleveland and the railroads, a function that appeared to the City to be entirely appropriate for the Board. This is particularly important, because in more than a dozen meetings with the railroads, there has been NO PROGRESS on the core issue of the need to reduce train frequencies in our residential neighborhoods in order to mitigate the communities' concerns with noise, safety, hazardous materials transportation, property values and environmental justice. At a time when the railroads were refusing to engage in any meaningful dialogue about the horrendous situation their proposal created and the solutions we proposed to address it, SEA's willingness to listen and its offer to mediate were a welcome change from the terse responses we had been getting in private meetings with the railroads, notwithstanding the many "feel good", "we can work this out" letters we continue to receive from the railroad companies. Decision No. 71 appears to cut the SEA staff and consultants off from being able to do their jobs fully.

Please do not misunderstand my reason for writing. We in Cleveland are eager to have a meaningful, substantive discussion with the railroads about real solutions to the fundamental problem of increased train frequencies. We have tried before to meet with the railroads, but they have not demonstrated any real willingness to find a meaningful way to address our fundamental problem with their plan - the railroads are proposing to route too many freight trains through our residential neighborhoods when viable alternative routes exist in industrial corridors and around Cleveland. In fact, I personally have told Mr. Snow and Mr. Goode that I believe the best resolution would come from intense, good faith negotiations among the railroads and the affected communities, and that the City of Cleveland stands ready and willing at any

ENVIRONMENTAL
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time and any where to engage in serious, meaningful negotiations with the railroads.

Unfortunately, rather than working with the affected communities to devise a routing plan that serves both the business interests of the railroads and the human needs of the people of this community, the railroads have attempted to isolate us from our neighboring communities by attacking our alternative proposals, and attempting to buy off our neighbors one by one. This is particularly disturbing because the proposed train frequencies will cause the greatest damage in the neighborhoods of Cleveland in terms of complexity and severity. We remain convinced, however, that if the railroads would use their expertise to work with us to find a mutually acceptable, long term regional solution - rather than expending their vast resources to attack us for trying - together we would find a way to resolve our differences.

Chairman Morgan, it is important to me that you understand that I am happy to meet and talk with Mr. John Snow of CSX - again. Over the past six months, I personally have met with Mr. Snow twice, spoken with him by telephone at least four times, and have met with CSX Chief Operating Officer Carl Taylor twice. In addition, key members of my Cabinet and Executive staff have participated in numerous meetings and telephone conferences with CSX staff.

I also am happy to meet and talk with Mr. David Goode of NS - again. While my staff has had ongoing meetings and telephone conversations with NS staff, Mr. Goode came to Cleveland to meet with me for the first time last week. While I would have expected Mr. Goode to come to meet with me much earlier in this process, I believe we had a productive meeting. On that same day, key members of my staff met with NS staff to hear their preliminary thoughts regarding environmental mitigation for the first time. The next day, NS engineers met with our planners and consultants to discuss the railroads' concerns with the Cleveland alternatives.

To date, the railroads have offered no meaningful solution to the problem of train frequencies in our neighborhoods. Now that the Board has issued Decision No. 71, I hope that our ongoing discussions with the railroads will be productive and that both CSX and Norfolk Southern will come to these meetings prepared to think creatively about solutions to the problems their transaction will create for the people of Cleveland and the surrounding communities. I hope that they will participate in these discussions with an open mind. I hope that we will be able to come to you together on April 15 with a report that we have reached an agreement about a plan for mitigation of the harm to Cleveland's people and neighborhoods. I also hope, however, that if we

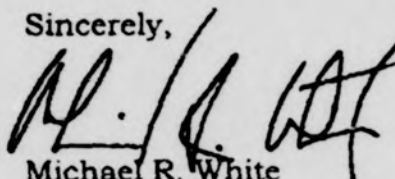
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are not able to reach an agreement, that SEA will have been able to gather the information it needs to complete the analysis of the situation here and of possible remedies for it.

In closing, I want you to know that it is not my desire to fight the railroads. My clear preference is to achieve a negotiated settlement. However, if the railroads continue to refuse to directly deal with the core issue of train frequencies in our neighborhoods, I believe they will leave this community with no choice but to do everything within our means to fight this plan before the Board, and if necessary, the courts. No matter what the ultimate outcome – win or lose – the people of the City of Cleveland are worth the fight.

Thank you for your attention to this important matter.

Sincerely,



Michael R. White
Mayor

cc: Secretary Rodney Slater, Department of Transportation
Congressman Louis Stokes
Congressman Dennis Kucinich
Vice Chairman Gus A. Owen, Surface Transportation Board
Governor George V. Voinovich
Thomas O'Leary, Ohio Rail Development Commission
Mr. John Snow
Mr. David Goode

STB

FD-33388

2-18-98

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STATE OF FLORIDA

DEPARTMENT OF COMMUNITY AFFAIRS

"Helping Floridians create safe, vibrant, sustainable communities"

LAWTON CHILES
Governor

JAMES F. MURLEY
Secretary

ENVIRONMENTAL
DOCUMENT

February 9, 1998



Ms. Elaine K. Kaiser, Chief
Section of Environmental Analysis
Surface Transportation Board
1925 K Street, Northwest
Washington, DC 20423-0001

RE: Surface Transportation Board - Draft Environmental Impact Statement - Proposed
Conrail Acquisition - CSX Corporation, Norfolk Southern Corporation and
Norfolk Southern Railway Company - Control and Operating Leases/Agreements
- Finance Docket Number: 33388 - Florida
SAI: FL9712260822C

Dear Ms. Kaiser:

The Florida State Clearinghouse has received your notification of the above-described project, and has forwarded it to the appropriate state agencies for review. In order to receive comments from all agencies, an additional fifteen days is requested for completion of the review. Therefore, the clearance letter due date for this project will be extended from February 9, 1998, to February 24, 1998. If all comments are received prior to the extended date, every effort will be made to forward the clearance letter to you at an earlier date.

Thank you for your understanding. If you have any questions regarding this matter, please contact Ms. Cherie Trainor, Clearinghouse Coordinator, at (850) 922-5438.

Sincerely,

Ralph Cantral, Executive Director
Florida Coastal Management Program

RC/ct

2555 SHUMARD OAK BOULEVARD • TALLAHASSEE, FLORIDA 32399-2100
Phone: 850.488.8466/Suncom 278.8466 FAX: 850.921.0781/Suncom 291.0781
Internet address: <http://www.state.fl.us/comaff/dca.html>

FLORIDA KEYS
Area of Critical State Concern Field Office
2796 Overseas Highway, Suite 212
Marathon, Florida 33050-2227

GREEN SWAMP
Area of Critical State Concern Field Office
155 East Summerlin
Bartow, Florida 33830-4641

SOUTH FLORIDA RECOVERY OFFICE
P.O. Box 4022
8600 N.W. 36th Street
Miami, Florida 33159-4022

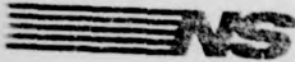
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FD-33388

2-13-98

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ID-BUSINESS



**NORFOLK
SOUTHERN**

ENVIRONMENTAL DOCUMENT

Norfolk Southern Corporation

February 13, 1998



Elaine K. Kaiser, Chief
Section of Environmental Analysis
Surface Transportation Board
Washington, D.C. 20423

Re: Finance Docket No. 33388: CSX and NS - Control
and Acquisition - Conrail: Safety Integration Plans

Dear Ms. Kaiser:

This responds to your letter of February 6, 1998, requesting brief and informal responses on several issues associated with Norfolk Southern's Safety Integration Plan and the overall safety implementation process. As you have noted, the implementation process is dynamic and most of the information provided with this letter reflects a "snap shot" of where we are today in the Conrail implementation planning process. While the formal addenda we have discussed also will provide a "snap shot," it is likely to include revisions reflecting the most updated information available.

Our responses to your questions are set forth below:

1. **How are the safety critical issues within the railroad's broader integration planning (schedule delays, technical problems, etc.) identified and tracked? Please describe the role of KPMG or others in monitoring the safety integration issues.**

Executive Management at NS has direct oversight of the implementation process. NS has a vice president and assistant vice president who head a team with full-time responsibilities for implementation planning. This team is receiving the further assistance of KPMG Peat Marwick with implementation program management. There are 119 teams and sub-teams working actively on Conrail implementation planning and projects. Each team has identified project definitions and has outlined goals, deliverables and project milestones.

Centrally, Norfolk Southern, assisted by its consultant, KPMG Peat Marwick, is using sophisticated program management tools to guide and monitor its Conrail implementation planning process. One aspect of program management is identification, assessment, and elimination/mitigation of risks associated with every aspect of the transaction. Norfolk Southern's risk management program is focused upon risks falling within four categories: safety, service, realization of economic benefits, and avoidance of delays. Among these four areas of risk, safety and service are given highest ranking and attention.

The NS process for addressing risk is identical for each of the four principal areas of risk. Initial risk identification occurs on two levels. So-called "macro" risks affect the entire implementation

program and often are generated from sources external to Norfolk Southern. For example lengthening the duration of the STB's procedural schedule is considered by Norfolk Southern to be a macro risk. The majority of threats to successful implementation of the Conrail acquisition are associated with a particular NS implementation team or individual business process; we refer to these as "team" risks. A risk faced by many teams is delayed receipt of Conrail data because of concerns about confidentiality and premature control.

Norfolk Southern's risk management efforts formally began only recently and are in the identification stage. For initial identification of implementation risks, principal sources are our implementation team leaders, the KPMG and NS implementation staff coordinators who work closely with each team, and certain members of Norfolk Southern's Strategic Planning Department.

The next stage -- assessment of risks -- will begin soon. The Norfolk Southern implementation staff group, working with KPMG, will gather the necessary information about each risk from the teams and other sources within and outside Norfolk Southern. Risk assessment will be followed by decisions upon the approach to each risk; abatement, contingency planning, continued monitoring, and acceptance are among the possible options for addressing each risk.

2. What is your process for reviewing the reasonableness of the transition schedule, and are you on schedule, considering progress made to date?

The implementation teams update their progress weekly, and regular meetings are conducted with team leaders to gauge progress and identify any new situations that may alter the critical paths. Dependencies are closely monitored to assure implementation planning proceeds without delay. Scheduling is generally divided into three phases: from now to the Control Date, the Control Date to the Closing Date, and after the Closing Date. Teams plan to complete as many activities as possible before the Control Date. Among other events triggered by that date, all external constraints upon access to Conrail data will be eliminated. Therefore, activities that require confidential data cannot be completed until after the Control Date. Between the Control Date and the Closing Date, many activities will occur to enable Conrail to be split into NS Operations, CSXT Operations and Shared Assets Areas Operations on the Closing Date.

Norfolk Southern's program management tools offer the opportunity constantly to monitor and evaluate the progress of our implementation

planning for the Conrail acquisition. To date, we have identified no significant scheduling difficulties. If a particular implementation team or department were to fall behind its schedule and appear to be unable quickly to regain schedule compliance, we would consider adding additional resources, adjusting the team or overall schedule, and other potential solutions to the individual scheduling problem.

3. **What significant changes in operations do you plan for Day One versus those for other key milestones? Please provide a specific list (e.g., Conrail and NS engineer seniority rosters for "Division X" combined, NS issuing all Bills of Lading and Train Lists, specific IT systems/applications cutover, etc.)?**

Norfolk Southern's implementation teams are currently in the process of determining these types of operational details. In view of the fact that such changes have not yet been finalized (except to the extent that any operational changes as of Day One were discussed in the Operating Plan and/or in the Safety Integration Plan), and given the fact that such decisions necessarily involve input and review from a number of different departments and officials within the company, it is premature to provide the kind of details sought by this question.

4. **Have any specific issues which may affect safety been identified that could result from going forward too slowly? What are these and how are they being managed?**

As noted in response to Question No. 2, Norfolk Southern has not encountered any significant scheduling delays to date. Because we believe that the internal schedule under which we are operating is realistic and achievable, we do not anticipate major delays. Of course were the STB once again to extend its procedural schedule, an unnecessary and unexpected delay would be incurred.

Among the issues raised by such an external delay are: (1) adverse effects upon Conrail employee morale; (2) Year 2000 compliance of Conrail systems; (3) Conrail's ability to continue to maintain its current excellent safety and service performances; (4) deterioration of the U.S. and global economy at the time of or soon after startup, thus threatening realization of anticipated transaction benefits; (5) sufficiency of STB staff numbers to complete evaluation of the Conrail acquisition while beginning analysis of the recently announced CN-IC merger. Most of these and other possible results of delay could

indirectly affect safety. Depending upon NS' ultimate assessment of the risk of delay from various sources, internal and external, contingency plans will be developed.

5. **How are you coordinating your preparation for Day One with CSX, and how will you establish the final date for Day One? What other coordination is occurring with CSX?**

CSXT and NS implementation efforts are closely coordinated. Both NS and CSXT teams are well aware of the importance of a coordinated approach on various transition issues. In many cases, there are direct dependencies between these parallel teams, and in some cases, team actions must be accomplished simultaneously. At the highest level the NS and CSXT implementation leadership hold monthly conference calls or meetings to share information and address specific current issues; informal contacts between the two implementation groups occur on a regular basis. The implementation leadership initially agreed upon a hypothetical target Closing Date, for internal planning purposes only, used by both Norfolk Southern and CSXT teams. If the need arises to adjust that date, the recommendation to the senior managements of Norfolk Southern and CSX will emanate jointly from the implementation leaders.

Many NS implementation teams have comparable teams at CSXT. As necessary, depending upon the particular responsibilities of each team, the teams meet jointly to coordinate their efforts and make joint decisions. Formal and informal communication between such teams occurs on a regular basis. The Shared Assets Areas teams and the teams responsible for allocation of Conrail equipment are two examples of the NS and CSXT implementation teams that are working closely to address mutual issues.

As we have discussed, both CSXT and NS believe that the achievement of implementing agreements with certain labor organizations will be necessary for Day 1. In addition, it is important to note that many of the teams do not complete their activity until after full integration is achieved. Therefore, teams will continue directing and monitoring functional aspects of their team's project beyond Day 1.

6. **What discussions are underway with other parties (e.g., NIT League, labor unions) and what is the general nature of the settlement agreements you have already achieved?**

For several months, the Applicants have been conducting discussions with the labor organizations which will be involved with this transaction. While the status of these negotiations is confidential, we do note the January 15 announcement by the United Transportation Union that they will support the joint acquisition of Conrail by NS and CSXT.

As you know, Applicants entered into a very significant settlement with the National Industrial Transportation League ("NITL") in December 1997. This settlement was described in Applicants' Rebuttal filing, CSX/NS-176.

Among the other parties with which NS has reached agreements are the following states--New Jersey, Maryland, Pennsylvania and Michigan; major carriers and commuter operators--Canadian Pacific, Buffalo & Pittsburgh, Wisconsin Central, Illinois Central and New Jersey Transit; and other parties including the Port of Philadelphia, the City of Philadelphia and Pennsylvania Power & Light.

Applicants are continuing to have discussions with a number of other parties, and will keep SEA advised as these discussions progress.

7. **Has the matrix with start/end dates and critical resources been presented to FRA yet? If so, would you provide SEA with a copy?**

A limited matrix of start and completion dates and some critical resources (called "SIP Accountability Worksheets") was presented to FRA prior to its filing of comments on the DEIS. This information was limited to specific areas of interest identified by FRA and was accomplished informally with FRA's commitment to maintain the confidentiality of the document. FRA reflected its understanding that many of the start and completion dates are projections at this time and will change as new information is gathered and circumstances are altered. We are concerned about maintaining the confidentiality of the matrix because it contains proprietary business plans. In order to release this matrix to SEA, we would request the same level of commitment to confidentiality as that provided by FRA.

8. **Please describe your efforts to identify and resolve railroad cultural differences.**

Norfolk Southern is encouraged by the increasing realization that the similarities between Norfolk Southern and Conrail greatly exceed the dissimilarities. As contacts between Norfolk Southern and Conrail people increase, the areas of commonality are becoming more apparent. Norfolk Southern's focus is upon creating a common culture for the new Norfolk Southern, not identification of differences.

Both Conrail and Norfolk Southern are the product of earlier consolidations of multiple railroads, each of which were former competitors with unique cultures. Therefore, both companies and their employees are familiar with the requirements and challenges of combining rail operations and employees.

Each NS implementation team has a Conrail liaison, appointed by Conrail at NS' request. While team contacts are by no means limited to the single liaison, that person plays an invaluable role in steering data inquiries to the correct source within Conrail, responding to NS questions, and myriad other forms of cooperation already in place between the two companies at a working level.

The implementation leadership of Conrail and Norfolk Southern are in daily contact on a myriad of issues. On any one day numerous E-mail messages and telephone calls are exchanged. In addition the leaders meet regularly in Philadelphia and elsewhere on Conrail.

As the STB is well-aware, many of Norfolk Southern's principal consultants in developing its control application were former Conrail employees. Working with these people provided Norfolk Southern with useful insights into the Conrail culture from the outset, and some of these people continue to advise Norfolk Southern in important areas of implementation planning.

In addition, Norfolk Southern recently hired six Conrail employees to assume positions of strategic significance within the Norfolk Southern organization (including as Director of Safety for NS); additional offers to certain Conrail employees can be expected in the near future. These new Norfolk Southern employees are helping NS to build strong bridges to employees remaining at Conrail and provide excellent insight into the best approaches to assure smooth, relatively painless implementation.

Norfolk Southern uses several methods to communicate directly with all Conrail employees. Our weekly report to NS employees on Conrail

implementation -- the Implementation Update -- also is distributed widely within Conrail. A recent video by Norfolk Southern's implementation leadership answering questions about the transaction posed by a Conrail interviewer will be available to all Conrail employees and likely will be followed by additional videos as more answers to questions become available. Other periodical communications are distributed within Conrail and Norfolk Southern.

Norfolk Southern's Training Department is preparing an orientation program for both current and new Norfolk Southern employees. This program will focus specifically upon integration of the two cultures.

To further supplement the discussion in Section V of the NS Safety Integration Plan filed with the STB, I enclose a letter recently provided to FRA addressing our further thoughts regarding the manner in which and processes by which "team building" and safety culture integration will be fostered during the consolidation of NS and Conrail Management and work forces.

9. **How do you provide incentives or mechanisms to encourage prompt notification of safety problems in situations where safety priorities may conflict with schedule pressures?**

Norfolk Southern has made it clear to its employees over the years that safety is the company's highest priority. A strong and visible management commitment to safety has created a work environment--a safety culture--in which agreement employees and supervision all believe that safety is the top priority for all activities undertaken on the railroad. This safety-dominated orientation provides assurance to employees that management will support actions that prevent accidents and injuries and further enhance NS' safety process and goals. There are often schedule pressures when one is trying to run an efficient transportation business. NS makes it clear to everyone in the company that safety must take precedence over a schedule.

NS has a number of mechanisms in place to encourage prompt notification of safety problems. NS explains its commitment to safety in its Six Point Safety Action Plan and its Six Tenets of Safety. NS' operating rules and safety and general conduct rules provide avenues for reporting unsafe matters and ensuring correction. NS has an Internal Control Plan, a complaint procedure for accident/incident reporting, and requires complete and accurate reporting of all accidents, incidents and occupational illnesses arising from the operating of the railroad. Safety suggestion boxes and hot lines are provided throughout the system. Safety committees provide an avenue for the exchange of

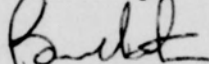
Elaine K. Kaiser
February 13, 1998
Page 8

information, discussion of safety issues and reporting of unsafe acts and safety problems. NS provides recognition for safety achievement, through, among other things, safety banquets and award ceremonies, stock incentive programs, and family activities.

Finally, NS subscribes to the belief, which it imparts to its employees, that no job is so important and no task so urgent that an employee cannot take the necessary time to perform his or her work safely.

We appreciate this opportunity to respond to SEA's questions.

Sincerely,



Bruno Maestri

Enclosure

**NORFOLK
SOUTHERN**

Norfolk Southern Corporation
Law Department
Three Commercial Place
Norfolk, Virginia 23510-9241

Roger A. Petersen
General Attorney

Writer's Direct Dial Number

(757) 629-2844
(757) 629-2607 (fax)

January 26, 1998

Ronald R. Newman
Staff Director
Motive Power and Equipment
U S. Department of Transportation
Federal Railroad Administration
Office of Safety Assurance & Compliance
RRS-14, Mail Stop 25
400 Seventh Street, SW
Washington, D.C. 20509

Dear Mr. Newman:

In follow-up to discussions at Norfolk Southern's meeting with you of January 14, 1998 regarding the NS Safety Integration Plan ("SIP"), we are writing to provide FRA with our further thoughts regarding the manner in which and processes by which "team building" and safety culture integration will be fostered during the consolidation of NS and Conrail management and workforces. We note that Section V of the SIP, "The NS-Conrail Safety Integration Process," discusses a number of initiatives in this area. We are herein providing some additional and updated information, as well as reiterating some of the information discussed in the SIP and elsewhere in the Control Application filed with the Surface Transportation Board ("STB").

We begin by highlighting the fact that NS has recently hired six Conrail management officials for important leadership positions at NS, most of which will have direct bearing on the safe and efficient integration of NS and Conrail operations and personnel.

- John M. Samuels, Conrail's Vice President Operating Assets, has been appointed, effective January 16, 1998, as Vice President Operations Planning and Budget in NS' operating division. Mr. Samuels worked in a variety of executive positions at Conrail since 1978. Mr. Samuels has relocated to NS' headquarters in Norfolk, Virginia. In his new position, Mr. Samuels brings substantial background and understanding of Conrail's operating practices to a high level position at the new NS. Mr. Samuels will be directly involved in the development of future Operations budgets.

• William L. Barringer, Jr., Conrail's Director of Safety, has been hired, effective January 16, 1998, to become Director of Safety at NS. Mr. Barringer has worked for Conrail and its predecessor (Penn Central) for some 24 years, and has been Conrail's Director of Safety since 1990. Mr. Barringer is relocating to Roanoke, Virginia, the site of NS' Environmental and Safety Office. As Director of Safety for NS, Mr. Barringer will be in a position to directly assist in the assessment and development of the best safety practices on the expanded NS. Mr. Barringer's responsibilities will cover the entire NS system. However, given Mr. Barringer's intimate knowledge of Conrail and its safety processes, he is expected to play a key role in the safety integration process.

• Daniel M. Mazur, Conrail's Assistant Vice President Asset Management and Development, Unit Train Service Group, has been hired, effective January 12, 1998, as Assistant Vice President Strategic Planning for NS. Mr. Mazur has over 25 years of railroad sales and marketing experience. He was Penn Central's Director Planning and Control when it became part of Conrail in 1976, so he brings with him more than 20 years of experience at Conrail and its predecessor lines.

• Joseph E. Arsenault, Conrail's Director-Systems Development, has been appointed Director-Systems Development for NS, effective February 1, 1998. Mr. Arsenault has worked for Conrail since 1985, advancing from a computer programmer position to positions of increasing responsibility in the information systems area. Mr. Arsenault will carry out his NS position in offices in Philadelphia, and will be directly involved in the process of integrating Conrail and NS information systems in order to support the requirements of the expanded NS.

• Richard J. Davison, Director-Selection and Placement in Conrail's Human Resources department, has been hired as Director-Selection and Placement for NS, effective February 1, 1998. Mr. Davison has been in his current Conrail position since 1996, and has worked for Conrail since 1977. Mr. Davison's knowledge of Conrail personnel will be a valuable asset in the selection, assignment and integration of Conrail personnel into the expanded NS.

• James Newton, President of Conrail's multi-modal subsidiary ConrailDirect, was appointed as President of Triple Crown Services ("TCS") in November 1997. Newton had been with Conrail in a variety of commercial and marketing positions for 20 years. TCS operates bimodal RoadRailer

Mr. Newman
January 26, 1998
Page 3

units which combine the functionality of conventional highway trailers with the capability of riding directly on the rails. TCS was created by NS in 1986, but since 1993 it has been operated as a 50/50 joint venture between NS and Conrail. Following the acquisition of Conrail by NS and CSX, TCS will be wholly owned by NS. TCS plays an important role in NS' intermodal marketing and service, which role will be even more important as the NS system expands into new service territories.

NS has been judicious in the pre-control hiring of Conrail managers, since it is obviously in NS' long-term interest that Conrail continue to be operated effectively pre-control by an experienced managerial staff. It is no accident that most of the Conrail officials hired by NS to date have experience in and will serve in areas of particular importance to the integration effort. As explained in NS' SIP, NS places great value on the knowledge and experience of Conrail's managers and employees. The hiring of the above individuals is a prominent illustration of NS' determination to draw upon that knowledge and experience. It also manifests NS' view that "team building" will be fostered by having former Conrail and NS managers working together in positions of responsibility at the "new" NS. These early appointments will help NS move more quickly and effectively down the path toward integration.

As we also explained in the SIP, NS and Conrail representatives have been meeting frequently for months in a variety of functional areas. Many of these meetings have been formal, like the joint operating divisions meetings of November 1997 described at Page 42 of the SIP. But there have also been a large number of informal contacts, many on a one-to-one basis, between NS and Conrail personnel. Members of the NS transition teams have been working diligently to learn as much as possible about Conrail's operations, policies, procedures and people, and have had informational contacts with their counterparts at Conrail in the field, by telephone and through other means of communication. These contacts have not been one-sided; not only has NS been learning about Conrail, but Conrail officials and employees have also been learning about NS. While the more formalized programs and meetings are valuable, the informal one-to-one contacts between NS and Conrail employees may well be the most effective means of furthering the integration process and enabling employees to become comfortable with each other and with the future expanded NS.

The nature of the anticipated consolidation of NS and Conrail operations encourages the retention of Conrail's institutional knowledge. This consolidation involves personnel

Mr. Newman
January 26, 1998
Page 4

of two companies with a history of working cooperatively. The largely end-to-end nature of the NS and Conrail systems has made it mutually beneficial for NS and Conrail to work together over the years to develop and maintain efficient and competitive interline service. NS and Conrail have also been equal partners in operating TCS. There is thus a history of mutual respect and cooperation rather than a history of substantial head-to-head competition. NS and Conrail are not historical rivals like the Pennsylvania and New York Central or the Union Pacific and Southern Pacific (to use only two examples). There is no ingrained "us" versus "them" mentality at the two companies. This will greatly enhance the ability of Conrail managers and employees to become integrated with their NS counterparts.

Moreover, the essentially end-to-end nature of this consolidation means that NS will be operating in some entirely new geographic areas. NS has been carefully studying these areas, which will be new to its system, but still has much to learn about them. NS recognizes that it would be counterproductive to fail to take advantage of the experience and expertise of Conrail managers and employees with regard to these territories. Indeed, it is anticipated that on Day 1 (the date of the "split" of Conrail operations between NS and CSX), the Conrail lines and facilities being allocated to NS will be operated on a day-to-day basis by virtually the same individuals who operate them today.

In its filings to the STB, NS has indicated that this transaction will not result in large-scale reductions in personnel. Indeed, in some of the operating areas that are viewed as critical to safety, such as train and engine service and dispatching, it is anticipated there will be no net loss of job positions whatsoever. As reflected in the labor impact statement submitted with the Control Application, the projected job loss over three years is only 3.6% of total 1996 employment at CSX, NS and Conrail. Such a job loss rate is actually below the national average attrition rate for railroads.

While there will be some reductions in some managerial areas, particularly in redundant support operations, NS plans to offer employment to a large number of current Conrail managers post-control. In order to facilitate this process, and to provide information to Conrail's management employees about it, NS (as well as CSX) has taken a number of actions. In September 1997, NS and CSX held two weeks of informational sessions in Philadelphia for Conrail nonagreement personnel. In October and November, 1997, the respective Human Resource Departments of NS and CSX conducted preliminary interviews with Conrail non-agreement employees. In December, 1997, NS and CSX jointly

Mr. Newman
January 26, 1998
Page 5

announced to Conrail non-agreement employees the structure and timetable for the employment process that would be followed after the first of the year. The process will include several months of interviews by individual NS departments (NS' Information Technology Department began interviews with Conrail non-agreement employees on January 19, 1998, and the remaining departments are scheduled for such interviews through March). Employment offers will be made on or after May 1, 1998, to be effective on the control date and thereafter.

NS also has taken steps to resolve differences between various policies, practices and programs of particular interest to non-agreement employees. For example, in November 1997, NS' Board of Directors took steps to amend NS' Retirement Plan to provide that Conrail employees who join NS can get credit for their Conrail non-agreement service (and can get credit for agreement service after five years of non-agreement service). NS is also reviewing its various benefit plans, policies and programs, from vacation to short-term salary continuance to 401(k) participation, with the goal of modifying these to remove length of service requirements that would otherwise bar participation by Conrail employees who join NS. Additionally, NS has modified its relocation package in order to make it sufficient enough to relieve Conrail employees of many of the worries and concerns related to relocation. Taking these steps not only increases the likelihood that Conrail employees will join the new NS, but also, by addressing their personal transition concerns, conveys to them NS' commitment to making them part of the "team."

Naturally, hiring sufficient employees mandates that such employees receive adequate training and development. NS has established a corporate training team, and each transaction team that has responsibility for integration of functions is participating, insofar as training needs are identified, with respect to establishment of timetables and allocation of resources necessary to accomplish the training subsequent to control date, but prior to closing, as conditions warrant. It is anticipated that the expanded NS will continue to utilize training facilities at Conrail as appropriate. Furthermore, as the SIP indicates, NS will continue to operate Conrail activities until such time as NS is confident that a changeover can be successfully implemented.

NS has taken steps to establish lines of communication with Conrail employees. For example, as mentioned in the SIP, NS has been distributing its company magazine, Thoroughbred Paces, to most Conrail employees since early 1997. NS has also made a concerted effort to keep its own employees informed about the

Mr. Newman
January 26, 1998
Page 6

Conrail transaction and to educate them about Conrail. NS has been distributing a weekly Implementation Update newsletter. Articles or items about Conrail and its heritage are regularly included in these publications. NS is considering other actions and activities to foster communication and cultural integration. Included in this is consideration of a two-way mentoring program, in which Conrail and NS employees would mentor each other as part of the integration process.

In short, throughout the entire planning process, NS has given recognition to the word "integration"--i.e., "to bring together or give equal opportunity and consideration to a group, to meld with"--this is the essence of creating a smooth transition to the "new" NS. We hope that the above information assists you in further understanding NS' approach to these important safety integration issues. Please do not hesitate to contact the undersigned if you have any questions about these matters.

Very truly yours,

Roger Petersen / ANP

Roger A. Petersen
General Attorney

Charles Wehrmeister / ANP

Charles J. Wehrmeister
Assistant Vice President-
Safety and Environmental

Mr. Newman
January 26, 1998
Page 7

bcc: S. C. Tobias
P. N. Austin
J. L. Manetta
P. R. Ogden
A. R. Plump, Esq.
C. J. Wehrmeister
D. A. Brown

STB

FD-33388

2-11-98

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ID-CITIES



SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Section of Environmental Analysis

February 11, 1998

**ENVIRONMENTAL
DOCUMENT**

Joan E. Eaton, Clerk
Huntington Township Trustees
48401 Bursley Road
Wellington, OH 44090

Re: Finance Docket No. 33388: CSX and NS -- Control and Acquisition --
Conrail: Request for Extension of Comment Period

Dear Ms. Eaton:

Thank you for your letter of February 3, 1998 requesting an extension of time to file comments regarding the Draft Environmental Impact Statement (Draft EIS) for the Proposed Conrail Acquisition. The Surface Transportation Board's (Board) Section of Environmental Analysis (SEA) prepared the Draft EIS to address the potential environmental effects of the Proposed Conrail Acquisition and to propose possible measures to mitigate those effects.

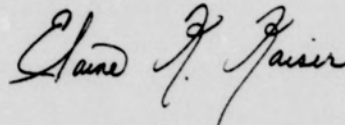
SEA recognizes the complexity of issues facing townships such as yours and appreciates your request for an extension of the 45-day public review and comment period. The 45-day public review and comment period provided by SEA for the Draft EIS is required by the Council on Environmental Quality's regulations implementing the National Environmental Policy Act. Consistent with this requirement, SEA established February 2, 1998 as the due date for public comments on the environmental analysis, potential environmental impacts, and preliminary recommended mitigation in the Draft EIS. Also, because SEA is conducting this environmental review process within the Board's well-defined procedural schedule, we must allow sufficient time to review and respond to the public comments and to conduct appropriate additional analysis to include in the Final EIS. Accordingly, SEA is unable to extend the comment period.

SEA will consider all written comments to the Draft EIS that are received by February 2, 1998 and incorporate them into the Final EIS. The Final EIS will include SEA's final recommendations to the Board on possible mitigation measures to address the potential environmental effects of the Proposed Conrail Acquisition. SEA plans to issue the Final EIS in

late-May 1998. The Board will hold an open voting conference on June 8, 1998 and intends to issue its final written decision on July 23, 1998. In making its final decision on the Proposed Conrail Acquisition, the Board will consider the entire environmental record, including the Draft EIS, the Final EIS, and all public comments.

Thank you for your interest in the Proposed Conrail Acquisition. If you have any further questions, please contact SEA's toll-free Environmental Hotline at 1-888-869-1997.

Sincerely yours,

A handwritten signature in cursive script, reading "Elaine K. Kaiser". The signature is written in dark ink and is positioned above the printed name and title.

Elaine K. Kaiser
Environmental Project Director
Section of Environmental Analysis

Huntington Township Trustees

Joan E. Eaton, Clerk

Trustees

Mary Beth Derikito 647-2590
Burt Rollin 647-3486
Ernest H. Hartman 647-3723

February 3, 1998

48401 Bursley Road
Wellington, Ohio

CENTRAL ADMINISTRATIVE UNIT

REC'D: 2/10/98

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ENVIRONMENTAL
DOCUMENT

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

Re: Proposed Acquisition of Conrail by
Norfolk Southern Railroad and CSX Railroad

Dear Ms. Kaiser:

We have just received a copy of your letter of December 12, 1997, which asks for comments regarding the above proposed acquisition.

We wish to ask if this comment time could be extended, as it does not give adequate time for people to be notified to respond.

We do not have a Conrail crossing in our township but feel that we would still be affected because of our fire and ambulance service coming from the neighboring town of Wellington, which does have a Conrail crossing.

Thank you for considering our comments.

Very truly yours

HUNTINGTON TOWNSHIP TRUSTEES

Joan E. Eaton, Clerk

STB

FD-33388

2-2-98

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ID-PUBLIC



Jan 28. 1998

ENVIRONMENTAL
DOCUMENT

Re: Finance Docket No. 33388 - C & X
and Norfolk Southern - Control and
Acquisition - Community Notification

We live at the corner of 3rd St
and Adams. The 3rd St crossing is
about 1 block from our house. The
crossing is blocked numerous times
during the day. This causes more
trouble in our drive ways with people
having to turn around. With increased
trains the situation will be worse.

Also ^{with} more trains the noise pollution
will be worse - Especially since the
trains have to whistle for the crossings

Respectfully,
William & Leek Smith



STB

FD-33388

1-28-98

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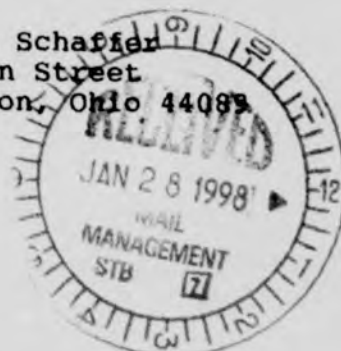
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ENVIRONMENTAL DOCUMENT

January 22, 1998

Gail M. Schaffer
612 Main Street
Vermilion, Ohio 44089

Elaine K Kaiser, Chief
Finance Docket No 33388
surface Transportation Board
1925 K Street, NW, Room 500
Washington, DC 20423-0001



Dear Ms. Kaiser;

As a resident and business owner located in Vermilion, Ohio, I am requesting that you provide the necessary protection of the North shore communities of Lake Erie from the harms created by the proposed rail mergers. Vermilion, like its sister lake shore communities, is densely populated, with housing, churches, businesses and schools within 500 feet of the CSX and NS tracks. The proposed merger would increase rail traffic four times the current volume as well as increase the hazardous transports from nine thousand (9,000) cars to thirty two (32,000) cars per year.

You state in your environmental analysis that you intend to recommend to CSX and NS certain emergency response plans be prepared for communities in case of a spill. This is laudable, but considering the increased probability of a spill because of such high volume of hazardous materials in such close proximity to Lake Erie, insufficient. Surely we have learned something from the Valdez spill in Alaska — keep hazards away from water sources. This is not the wilderness, northern Ohio is dependent on Lake Erie for potable water.

The proposed merger will send over fifty (50) trains each day through the heart of Vermilion. The tracks cross each north to south street, effectively cutting Vermilion in half. This is a very unsafe system for the timely response for fire, police and emergency medical vehicles. With over two trains per hour, this means too frequent delays for north/south traffic seeking access to major interstate highways.

Today the Cleveland Plain Dealer reports that the merger proponents promise ninety (90) jobs in the Collinwood yards; as a "creation of jobs and service to the community." Ninety jobs in Cleveland does not enhance any other community for the cost in safety, decrease in property values or quality of life drained from it by this proposal.

Very truly yours,

Gail M. Schaffer
Gail M. Schaffer

STB

FD-33388

1-21-98

K

ID-BUSINESS



MAIN TOWERS

330 East Main Street
Newark, Delaware 19711
(302) 737-9574
TDD (302) 761-9700

ENVIRONMENTAL DOCUMENT

January 14, 1998

Surface Transportation Board
Section of Environmental Analysis
1925 K Street NW, 5th Floor/Suite 500
Washington, DC 20423-0001

CENTRAL ADMINISTRATIVE UNIT
REC'D: 1/21/98
DOCUMENT # 1/22/98

To Section of Environmental Analysis:

I am writing this letter to request our Company name being taken off your mailing list. We have received several mailings from your company and we are in no further need of any more information.

I would appreciate your cooperation in this matter. It would also save you monies in postage.

Sincerely,

Claire Manista
Claire Manista
Asst. Manager

STB

FD-33388

1-16-98

K

ID-PUBLIC

ENVIRONMENTAL DOCUMENT

January 12, 1998

Elaine K. Kaiser
Environmental Project Director
Section of Environmental Analysis
FD33388



Dear Ms Kaiser:

This letter is in regards to the Proposed Acquisition of Conrail by Norfolk Southern Railroad and CSX Railroad. We are against any acquisition that will increase the amount of rail traffic through our suburb of Rocky River. We are presently down to just one track and less rail traffic than in previous years. This is better because there is less noise pollution and all pedestrian and vehicle crossings are safer. In the future, we would not want to see any road crossings closed in Rocky River, Lakewood or any other cities through which these tracks run. We think this acquisition is a bad idea for all the suburbs affected.

Thank you,

Jill Duffin
Brian Duffin

Jill and Brian Duffin
325 Northcliff Dr.
Rocky River, OH 44116

STB

FD-33388

10-27-97

K

ID-FEDS



United States Department of the Interior

FISH AND WILDLIFE SERVICE

Ecological Services
6950 Americana Parkway, Suite H
Reynoldsburg, Ohio 43068-4132

(614) 469-6923/FAX (614) 469-6919
October 17, 1997



ENVIRONMENTAL DOCUMENT

Ms. Elaine K. Kaiser
Environmental Project Director
Surface Transportation Board
Washington DC 20423

RE: Finance Docket No. 33388--CSX and Norfolk Southern--Acquisition and Control-- Conrail: Environmental Assessment; Finance Docket No.33388 (Sub Nos.1, 3, 4, and 7)

Dear Ms. Kaiser:

This responds to your October 2, 1997 letter requesting our comments on the project referenced above. The four construction (connection) projects in Ohio are located as follows:

- No. 1 Crestline, Crawford County, Ohio
- No. 3 Greenwich, Huron County, Ohio
- No. 4 Sidney, Shelby County, Ohio
- No. 7 Bucyrus, Crawford County, Ohio

We note, that National Wetland Inventory Maps were used to identify potential wetlands in the project areas. While these maps are very good, they are not 100 per cent accurate. Thus, we recommend that onsite inspections be conducted at Crestline, Sidney and Bucyrus to verify the absence of wetlands and potential impacts.

ENDANGERED SPECIES COMMENTS: The proposed projects lie within the range of the Indiana bat, a Federally listed endangered species. Summer habitat requirements for the species are not well defined but the following are thought to be of importance:

1. Dead trees and snags along riparian corridors especially those with exfoliating bark or cavities in the trunk or branches which may be used as maternity roost areas.
2. Live trees (such as shagbark hickory) which have exfoliating bark.
3. Stream corridors, riparian areas, and nearby woodlots which provide forage sites.

Considering the above items, we recommend that if trees with cavities or exfoliating bark (which could be potential roost trees) are encountered in the project areas, they and surrounding trees should be saved wherever possible. If they must be cut, they should not be cut between April 15 and September 15.

If desirable trees are present, and if the above time restriction is unacceptable, mist net or other surveys should be conducted to determine if bats are present. The survey should be designed and conducted in coordination with the endangered species coordinator for this office, Mr. Buddy Fazio. The survey should be conducted in June or July since the bats would only be expected in the project area from approximately April 15 to September 15.

Sincerely,

Kent E. Kroonemeyer
for Kent E. Kroonemeyer
Supervisor

cc: DOW, Wildlife Environmental Section, Columbus, OH
ODNR, Division of Real Estate and Land Management, Columbus, OH
Ohio EPA, Water Quality Monitoring, Attn: C. Crook, Columbus, OH
US EPA, Office of Environmental Review, Chicago, IL

STB

FD-33388

10-22-97

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ID-STATES



10/24/97 10:20:28 AM

SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Section of Environmental Analysis

October 22, 1997

Honorable Scott Oelslager
Ohio State Senate
Senate Building
Columbus, Ohio 43215

Re: Finance Docket No. 33388 -- CSX and Norfolk Southern -- Control and
Acquisition -- Conrail: Request for Information on the Environmental Review
Process

Dear Senator Oelslager:

Thank you for your letter dated September 23, 1997 on behalf of the City of Cincinnati. This letter is in response to concerns raised by the City about through-freight movements in the linear park system along the north bank of the Ohio River and the proposed abandonment of the Riverfront Running Track. The City also expressed concerns about proposals for trackage rights over the Riverfront Running Track.

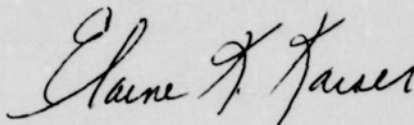
The Surface Transportation Board's (Board) Section of Environmental Analysis (SEA) is conducting an environmental review of the potential environmental impacts associated with the proposed Conrail acquisition, including any proposed rail line abandonments, and will prepare an Environmental Impact Statement (EIS). A copy of the Final Scope of the EIS is enclosed for your reference. As part of its environmental review, SEA will consider the environmental effects associated with any inconsistent and responsive applications (such as requests for trackage rights) submitted in response to the primary application filed by CSX, Norfolk Southern, and Conrail. Under the procedural schedule adopted by the Board, inconsistent and responsive applications must be submitted to the Board by October 21, 1997.

Under the procedural schedule, SEA plans to issue the Draft EIS in November 1997, with a forty-five day public review and comment period. After conducting an independent environmental analysis, reviewing all environmental information available to date, consulting with appropriate agencies, and fully considering all public comments, SEA plans to issue a Final

EIS in April 1998 for consideration by the Board. In its final decision, the Board will consider the entire environmental record, including all public comments, the Draft EIS, and the Final EIS. The Board will issue its final written decision in June 1998.

If you need further assistance or have additional questions concerning the environmental review process, please contact Mike Dalton, SEA Project Manager for the Conrail acquisition, at (202) 565-1530.

Sincerely yours,

A handwritten signature in cursive script, reading "Elaine K. Kaiser".

Elaine K. Kaiser
Chief
Section of Environmental Analysis

Enclosure

STB

FD-33388

10-20-97

K

ID-BUSINESS

**ENVIRONMENTAL
DOCUMENT**

COMMERCE PLAZA
5100 TILGHMAN STREET
BUILDING 2, SUITE 255
ALLENTOWN, PA 18104
OFFICE (610) 366-1959
DISPATCH (800) 786-1066 (U.S. ONLY)
FAX (610) 366-1968

October 15, 1997

Honorable Vernon A. Williams, Secretary
Surface Transportation Board
Mercury Building, #711
1925 K Street, NW
Washington, DC 20423-0001

RE. Finance Docket No. 33388
CSX Corporation and CSX Transportation, Inc.
Norfolk Southern Corporation and
Norfolk Southern Railway Company
--Control and Operating Leases/Agreements--
Conrail Inc. and Consolidated Rail Corporation

Dear Secretary Williams,

I am writing to you to support the request by Reading Blue Mountain Railroad (RBMN) to interchange with the DHRC from the Lehigh Line without penalty, and the right to allow DHRC over the Reading Division and out of Reading.

I am the General Manager of the Northeast Region of JTM Industries, Inc. (JTM), a by-product management company, which has a satellite office in Allentown, Pennsylvania. For the past several years we have been shipping approximately 150,000 tons of coal combustion by-products from Connecticut to Pennsylvania for mine reclamation. JTM has invested over one million dollars in a terminal for handling coal combustion by-products on the RBMN, and are continuing to pursue additional business.

It is my belief that increasing accessibility via rail to the region will promote additional business for the region through competition. I would be available to discuss the issue with you at your convenience.

Thank you.

Sincerely,

S. T. Benza

Stephen T. Benza
General Manager
Northeast Region

STB:t1

WS\STB\SBJRBM1

STB

FD-33388

10-20-97

K

ID-PUBLIC

Attn: SEA-Finance Docket 33388

We as sixth graders at Horace Mann Middle School request that the Surface Transportation Board come to Lakewood to review the situation we have in this unique community of approximately 9000 children to hold a public interest hearing. Norfolk & Southern Rail road is planning to add about 34 more trains per day that will run through our densely populated city on Lake Erie. We are worried.

Here are some of the problems.

My home town in Lakewood, Ohio has been put in danger by TRAINS! and it's getting out of control now. I heard your letting 38 trains through Lakewood. I for one would not allow it if I were mayor. The childrens population is about 9000 and many of these children cross the tracks several times each day to and from school. I bet each time those children, including myself, are crossing the tracks they're thinking what might happen to them if a train was coming by. What you are doing is putting friends, neighbors, seniors, and family members at risk. What would happen also if there was a fire on the Gold Coast are emergency vehicles would have to go all the way to the west end of town to get to a location on the east side of town. If a train spilled toxic waste, evacuation procedures would be very difficult with 60,000 people. This had better change fast or a whole lot of people will be seriously injured!

Sincerely yours,
A concerned citizen
Thomas F. Gilbert

ENVIRONMENTAL
DOCUMENT



1215 W. Clifton Blvd.
Lakewood, Oh. 44107
October 8, 1997

ENVIRONMENTAL DOCUMENT



Surface Transportation Bd.
1925 K. St. N.W.
Washington, D.C. 20423

Attn: SEA-Finance Docket 33388

The sixth and some of the seventh graders are writing letters about trains. The Norfolk & Southern Railroad are planning on putting 34 trains through Lakewood each day, and some things could happen here are a few problems that could happen:

- 1) Toxic waste falls and injures or kills someone.
- 2) Somebody could be dying and paramedics can't get there on time.
- 3) Lots of kids have to go to school by going over the tracks but some kids want to beat the trains and don't quite make it.
- 4) Some kids put rocks on the tracks and it backfires and injures somebody.

Thank you for taking time off to read this letter.

Sincerely,
Andy Keaney

1215 W. Clifton Blvd.
Lakewood, Ohio 44107
October 8, 1997

**ENVIRONMENTAL
DOCUMENT**



Surface Transportation Bd
1925 K. St., N.W.
Washington, D.C. 20423

Attn: SEA - Finance Docket 33388

We as sixth graders at Horace Mann Middle School request that the Surface Transportation Board come to Lakewood to review the situation we have in this community of approximately 9000 children to hold a public interest hearing. Norfolk & Southern Railroad is planning to add about 34 more trains per day that will run through our densely populated city on Lake Erie. We are worried.

Here are some of the problems involved. First there are 60,000 people in a 6 square mile area, 9,000 are kids. Half of those kids cross the train tracks to get to school. Think of the kids walking to school wearing headphones, they can't hear the train, they don't see the flashing lights, there are no gates and boom; they are dead.

Second there is only one under pass in the city of Lakewood. Think of all the people in the Gold Coast condominiums. If they need emergency medical attention which could lead to their death.

Third if there is a toxic spill, by the train, the evacuation procedures would be very difficult.

So as you can see with all the problems the extra train traffic would cause, we don't need or want these trains.

Thank you for your time. Please help us out.

Sincerely,

Nora McReynolds

1215 W. Clifton Blvd.
Lakewood, Ohio 44107
October 8, 1997

ENVIRONMENTAL DOCUMENT



Surface Transportation Bd.
1925 K St. N. W.
Washington, D. C. 20423

Attn: SEA- Finance Docket 33388

We as sixth graders at Horace Mann Middle School request that the Surface Transportation Board come to Lakewood to review the unique station we have in this community of approximately 9000 children to hold a public interest hearing. Norfolk and Southern Railroad is planning to add about 34 more trains per day that will run through our densely populated city on Lake Erie. We are worried.

Here are some of the problems involved. When kids walk to school, half of them cross the tracks. About two years ago, there was a kid that was killed by a train. If they triple the amount of trains, they triple the amount of deaths! Also there is only two under passes, this limits accessibility of emergency vehicles. If there is a toxic spill, evacuation may be very difficult, and it will kill people and homes! Please help us by taking part in this war!!!



Thank you for your time.

Please help us out.

Sincerely,
Emma Riley



1215 W Clifton Blvd.
Lakewood, Ohio 44107
October 9, 1997

ENVIRONMENTAL DOCUMENT



To Whom it May Concern:

These letters were written in response to Norfolk & Southern adding about 30 or more trains to the one-train-track that runs through our small city along Lake Erie, a city with many children who walk everywhere. The sixth graders are worried about this situation and wanted to write to someone who would listen where it may make a difference. They feel someone from Washington should come for a hearing to observe just what may happen here.

The purpose is two-fold. As a teacher, I want the students to know how to write letters well. The second reason is that in social studies we must teach political action and doing something about a problem instead of just complaining. Our proficiency tests warrant getting involved some way to see if it works.

I hope the letters and pictures done in chalk will make a difference. We were studying how art is a big part of culture. We learned about a screever in Boston who draws in chalk on sidewalks so we did the same on construction paper with railroads as a theme. Thank you for your time.

Sincerely,

Mrs. Dianne Blackburn

Mrs. Dianne Blackburn
Horace Mann Middle School Teacher of Sixth Graders

1215 W. Clifton Blvd.
Lakewood, Ohio 44107
October 8, 1997

Surface Transportation Bd.
1925 K St. N.W.
Washington, D.C. 20423

ENVIRONMENTAL
DOCUMENT



Attn: SEA - Finance Docket 33388

We as sixth graders at Horace Mann Middle School request that the Surface Transportation Board come to Lakewood to review the situation we have in this unique community of approximately 9000 children to hold a public interest hearing. Norfolk & Southern Railroad is planning to add about 34 more trains per day that will run through our densely populated city on Lake Erie. We are worried.

Here are some of the problems involved. Half of the children in Lakewood cross the tracks to go to school almost everyday. If 34 trains are going through Lakewood, it could triple the amount of deaths. In addition, the police, firemen, and paramedics would have a problem getting to houses in an emergency. There are only two underpasses and this limits accessibility to Lakewood Hospital which is south of the tracks. Also, a toxic spill could be hazardous to the community and evacuation procedures would be very difficult. I hope they do not increase the amount of trains running through the suburbs.

Thank you for your time. Please help us out.

Sincerely,

Jennifer Krivosh

October 10, 1997

ENVIRONMENTAL
DOCUMENT



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

Dear Secretary,

I am writing in regards to Norfolk Southern Railroad's plan to increase traffic on a line running through several Northern Ohio Towns and Villages. This will affect everyone in several communities:

***Increase risk of collision with pedestrians and cars - many young families live close to the tracks with children crossing them to catch school buses.**

***Increased likelihood of derailment of hazardous materials that are currently being transported. Evacuation north of the tracks will be impossible due to the lake.**

***Potential delays of fire, medical and police forces reaching residents north of the tracks - delays of minutes in response time can mean the difference between life and death.**

***Coal dust exposure and noise pollution will result in serious health and safety issues.**

You have an obligation to the public, NOT the railroad industry. We encourage you to come to our communities and inspect the proximity of houses to tracks, the lake shore line and the population density. At that point you will know raising the train traffic from 12-15 trains per day to 40 is a serious health and safety issue that cannot happen.

Thank you for your attention to this matter and we would again encourage you to hold a local public interest hearing.

Sincerely,

A handwritten signature in dark ink, appearing to read "Mark Hill".

Mark Hill
1159 Harwich CT.
Rocky River, Ohio 44116
216-331-6517

19751 Riverwood Avenue
Rocky River, Ohio 44116
Oct. 13, 1997

ENVIRONMENTAL DOCUMENT



Surface Transportation Board
ATTN: Secretary
1925 K Street, N.W.
Washington, D.C. 20423
F.D. 33388

Dear Secretary of the Surface Transportation Board:

As a resident of Rocky River, Ohio for the past 25 years, I am writing to formally protest the proposed plans of Norfolk Southern that would increase the number of trains passing through my city on a daily basis.

My reasons are quite elementary. I believe the increased train traffic will result in triple the number of trains on the Cleveland-Vermilion rail line. This will effectively cut off the northern section of my city from the Rocky River Fire Department, which has the Emergency Rescue Squads, and the Rocky River Police Department.

The increased trains will also spew forth coal dust, harmful to the lungs of residents, causing respiratory illnesses, and quite probably, increase the number of hazardous cargo spills that will harm those in the area.

In my city, the house prices are quite high, including the homes near to the railroad tracks. These homes will understandably lose value with the increase in train traffic.

Residents living near the trains will have sleep disturbances, noise pollution and the constant threat of train derailments.

Please add my letter of protest to the file for the hearings.

Sincerely yours,

Ann C. McCauley
Ann C. McCauley

ENVIRONMENTAL
DOCUMENT



31123 Jonathan Lane
Bay Village, OH 44140
October 14, 1997

Surface Transportation Board
ATTN: Secretary
1925 K Street, N.W.
Washington, D.C. 20423
F.D. 33388

Dear Secretary of the Surface Transportation Board:

As a resident of Bay Village, Ohio for the past 18 years and living next to the railroad tracks for the past 9 years, I am writing to formally protest the proposed plans of Norfolk Southern that would increase the number of trains passing through my city and home on a daily basis.

I believe the increased train traffic will result in triple the number of trains on the Cleveland-Vermilion rail line. This will effectively cut off my city from the closest hospital.

The increased trains will spew forth coal dust and increase the number of hazardous cargo spills.

I do not want my home to lose property value with the increase in train traffic. Since my home backs up to the tracks, increased train traffic will cause sleep disturbances, noise pollution and the threat of train derailments.

Please add my letter of protest to the file for the hearings.

Sincerely yours,

A handwritten signature in cursive script that reads 'Donna D. Shumaker'.

Donna D. Shumaker

October 10, 1997

ENVIRONMENTAL DOCUMENT



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

Dear Secretary,

I am writing in regards to Norfolk Southern Railroad's plan to increase traffic on a line running through several Northern Ohio Towns and Villages. This will affect everyone in several communities:

***Increase risk of collision with pedestrians and cars - many young families live close to the tracks with children crossing them to catch school buses.**

***Increased likelihood of derailment of hazardous materials that are currently being transported. Evacuation north of the tracks will be impossible due to the lake.**

***Potential delays of fire, medical and police forces reaching residents north of the tracks - delays of minutes in response time can mean the difference between life and death.**

***Coal dust exposure and noise pollution will result in serious health and safety issues.**

You have an obligation to the public, NOT the railroad industry. We encourage you to come to our communities and inspect the proximity of houses to tracks, the lake shore line and the population density. At that point you will know raising the train traffic from 12-15 trains per day to 40 is a serious health and safety issue that cannot happen.

Thank you for your attention to this matter and we would again encourage you to hold a local public interest hearing.

Sincerely,

A handwritten signature in cursive script, appearing to read "Julie Hill".

Julie Hill
1159 Harwich CT.
Rocky River, Ohio 44116

ENVIRONMENTAL DOCUMENT



Walter W. Schcurdell
1117 Whittlesay Lane
Rocky River, Ohio
44116

October 12, 1997.

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

Subject: FD 33388
Norfolk & Southern's Plans
to effect our Community.

Dear Secretary:

For over eighty nine years I have lived in Lakewood and Rocky River, Ohio in close proximity to the Nickle Plate and now Norfolk & Southern railroad. As a boy I hiked rides on slow moving trains crossing Rocky River to look down on the water one hundred fifty feet below. As an adult I came home from work one day to find my wife convulsed in tears because her car had stalled in front of a fast moving train.

It can now be said that crossing the tracks over sixty thousand times and living with the fervent hope that one day rail traffic would be diverted to a less populated area I am one of the lucky guys.

Presently there is only a single track thru our communities and with Norfolk's plan to increase rail traffic over three times, the effect on our cities would be catastrophic.

Sincerely,

W. W. Schcurdell

JACK LOFTUS
12500 EDGEWATER DRIVE
APARTMENT 903
LAKEWOOD OH 44107



October 15, 1997

Federal Transportation Surface Board
1925 K Street NW
Washington DC 20423

**ENVIRONMENTAL
DOCUMENT**

RE: DOCKET 33388

To Whom It May Concern:

I am writing to voice my objection to NS's request to increase freight train traffic through Lakewood Ohio.

As a resident in the most populated square mile between New York and Chicago, I believe that increase train traffic would diminish the response time of the EMT Unit for our community. It is housed at Lakewood Hospital which is South of the tracks, while this area is located North of the tracks. Additionally, census figures point out that this area has a high senior population who are more in need when it comes to emergency response time. Additionally, there have several accidents along the tracks involving vehicles and pedestrians. Not only am I concerned about the impact of more trains, but I am also concerned about the length and speed of current trains since this too slows up the movement of traffic across the tracks. (There is one underpass in this community and it is located at the far western end of the community while the hospital is centrally located and this area is on the northeastern edge of the city.)

Given the above, I feel that there is a compelling need to examine this issue carefully and look for alternatives.

Thank you for your consideration of this concern.

Sincerely yours,

A handwritten signature in cursive script that reads 'Jack Loftus'.

Jack Loftus

1215 W. Clifton Blvd.

Lakewood, Ohio 44107

October 8, 1997

**ENVIRONMENTAL
DOCUMENT**



Surface Transportation Bd.

1925 K St. N.W.

Washington, D.C. 20423

Attn: SEA - Finance Docket 33388

We as sixth graders at Horace Mann Middle School request that the Surface Transportation come to see the situation we have in this unique community with 9,000 children in a public hearing about Norfolk and Southern putting ~~three~~ three times as many trains through Lakewood. We are worried.

Here are some of the problems involved. We are different because we can walk everywhere. Half of the children cross the tracks to get to school. There are 60,000 people in every six square miles, and if there was a toxic spill, evacuation would ~~be~~ be difficult. Thank you for your time. Please help us out.

Sincerely,

Katie Alaimo

ENVIRONMENTAL
DOCUMENT

#FD 33388



Dear Transportation Board,

As a resident of Rocky River I would like to express my disappointment and concern over the recent plans to increase train traffic to up to 40 trains per day. We recently purchased a house 1 block from the tracks knowing about the current traffic, however my concern for the safety of my 2 children both school age, walking to and from school has increased with this proposal. Increased traffic will create many timing inconveniences as well as danger and a high noise level. Being north of the tracks I am concerned too with necessary emergency equipment being stopped and prevention of these vehicles from assisting us North of the tracks. I encourage you to please consider the lives of thousands near the tracks which would be affected by this proposal.

Thank you,
Dave, Jacki, Heather and Erin Curcio

1215 W. Clifton Blvd.
Lakewood, Ohio 44107
October 8, 1997

ENVIRONMENTAL
DOCUMENT



Surface Transportation Bd.
1925 K St N.W.
Washington, D.C 20423

Attn: SEA - Finance Docket 33388

We as sixth graders at Horace Mann Middle School request that the Surface Transportation Board comes to Lakewood to review the unique situation we have in this special community of approximately 9,000 children to hold a public interest hearing. Norfolk & Southern Railroad is planning to add about 34 more trains per day that will run through our densely populated city on Lake Erie. We are worried.

Here are some of the problems. One of the problems is a toxic spill if that happens, the evacuation procedures are difficult to do. Another bad thing is over 60,000 people ^{live} of 3 square miles and over half of the children in Lakewood cross the tracks to go to school. Lakewood is great because we can walk everywhere to libraries and restaurants and stores. Lakewood only has two under passes so if trains are coming through it's going to be difficult to get to the other side of the tracks, they would have to cut off the train by going fast and going around.

Thank you for your time. Please help us out.

Sincerely,
Alex Bublavý

1215 W. Clifton Blvd
Lakewood, Ohio 44107

ENVIRONMENTAL
DOCUMENT



Surface Transportation Bd.
1925 K St. N.W.
Washington, D.C. 20423

Attn: SEA-Finance Docket 33388

We as sixth graders at Horace Mann Middle School request that the Surface Transportation Board come to Lakewood to review the unique situation we have in this special community of approximately 9000 children to hold a public interest hearing. Norfolk and Southern Railroad is planning to add about 34 more trains per day that will run through our densely populated city on Lake Erie. We are worried. Here are some of the problems involved in Lakewood. We are afraid toxic spills will occur with thirty- eight to forty trains a day. If there is a toxic spill, we will have to evacuate our wonderful city and lives could be lost. One

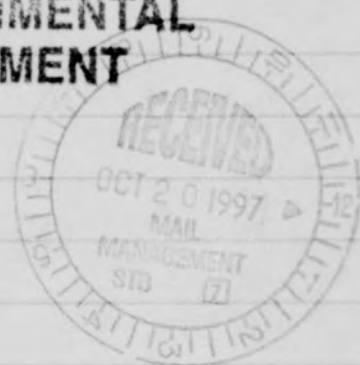
half of our city's children have to cross the tracks to get to school. This many trains could be dangerous! The children could get hit, or injured! I mentioned a lot of facts that need to be fixed, but most of all we are worried about our emergency vehicles. The hospital is on the South side of the tracks, but our only underpass is on the West End of town. If our emergency vehicles need to go North of the tracks and a train passes they will have to travel west and come around while the person who needs help could be severally hurt or dⁱying.

Thank you for your time. Please help us out.

Sincerely,
Nora Ann Walsh

1215 W. Clifton Blvd.
Lakewood Oh. 44107
October 8, 1997

**ENVIRONMENTAL
DOCUMENT**



Surface Transportation Bd.
1925 K St. N.W.
Washington D.C. 20423

Attn: SEA-Finance Docket 33388

We as sixth graders at Horace Mann Middle School request that the Surface Transportation Board come to Lakewood to review the situation we have in this community of approximately 9000 children to hold a public interest hearing. Norfolk & Southern Railroad is planning to add 34 more trains ~~pe~~ per day that will run through our densely populated city on Lake Erie. We are worried.

Here are some of the problems. Half of the children cross the track at least 3x a day, and a boy died on my block because he was hit by a train, and now that will be tripled.

Another thing is what if there was a toxic spill, our evacuation ~~pe~~ procedures are difficult and that would kill a lot people, including kids. With more trains that chance would triple. I understand your position so

please understand ours.
~~For~~ Thank You

Sincerely,

Erin E. Doyle

Erin E. Doyle

1215 W. Clifton Blvd.
Lakewood, Ohio 44107
October 9, 1997

ENVIRONMENTAL
DOCUMENT



Surface Transportation Bd.
1925 K St. N.W.
Washington D.C. 20423

Attn: SEA-Finance Docket 333'88

We as sixth graders at Horace Mann Middle School request that the Surface Transportation Board come to Lakewood to review the situation we have in this community of approximately 9000 children to have a public interest hearing. Norfolk a Southern Railroad is planning to add about 39 more trains per day that will run through our densely populated city on Lake Erie. We are worried.

Here are some of the problems.

There are 60,000 people in 6 sq mile area. I think it is special because we can walk everywhere. Parents do not like having their children crossing the tracks to go to school. If there is a toxic spill, they have to evacuate the whole city, and it is very difficult to get a hold of.

If there is an emergency and there is a train on the tracks, the ambulance can not get through. They will have to go under the train to get to the person on time.

Thank you for your time. Please help us out.

Sincerely,
Nicole Fryberger

1215 W. Clifton Blvd.
Lakewood, Ohio 44107
October 8, 1997.

ENVIRONMENTAL
DOCUMENT



Surface Transportation Bd.
1925 K St. N.W.
Washington, D.C. 20423

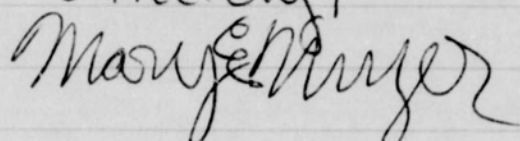
Attn: SEA-Finance Docket 33388

We as sixth graders at Horace Mann Middle School request that the Surface Transportation Board come to Lakewood to review the situation we have in this unique community of approximately 9000 children to hold a public interest hearing. Norfolk & Southern ~~Rail~~ Railroad is planning to add about 34 more trains per day that will run through our densely populated city on Lake Erie. We are worried.

Here are some of the problems involved. If there was ever a toxic spill, it is very hard to evacuate the whole ~~the~~ town. We, also, are very special ~~town~~ town because we can walk everywhere because, everything is convenient. And while we are walking we might get run over or get hit by a train. Plus, the emergency vehicles, such as the paramedic squad, the fire truck, and the police were going to an emergency, and they get ~~run over by a~~ stopped by a train, they might be too

2

late to save someone's ~~live~~ life. ~~Those~~ Those are
some of the problems involved.

Sincerely,

Mary E. Munzer

1215 W. Clifton Blvd.
Lakewood, OH 44107
October 8, 1997

ENVIRONMENTAL
DOCUMENT



Surface Transportation Bd.
1925 K St. N.W.
Washington D.C. 20423

Attn: SEA - Finance Docket 33388

We, as sixth graders at Horace Mann Middle School, request that the Surface Board come to Lakewood to review the situation we have in this unique community of approximately 9000 children to hold a public interest hearing. Norfolk and Southern Railroad is planning to add about 34 more trains per day that will run through our densely populated city on Lake Erie. We are worried. Here are some of the problems involved.

There are 6000 people in 6 sq. miles. And 9,000 of them are children! But even worse than that half of them cross the tracks to get to school! A lot of people are worried about the fact that if they were choking and an ambulance might not be able to get to them. The biggest worry is that if a train jumped the tracks and there was a toxic spill, evacuations would be very difficult! I don't want the trains because I would not like to die choking or have to leave Lakewood!

Thank you for your time Please help us out.

Sincerely,
Matthew J. Miller

1215 W. Clifton Blvd.
Lakewood, Ohio 44107
October 8, 1997

ENVIRONMENTAL
DOCUMENT



Surface Transportation Bd.
1925 K St. N.W.
Washington, D.C. 20423

Attn: SEA-Finance Docket 33388

We as sixth graders at Horace Mann Middle school request that the Surface Transportation Board come to Lakewood to review the unique situation we have in this community of approximately 9000 children to hold a public interest hearing. Norfolk and Southern Railroad is planning to add about 34 more trains per day that will run through our ~~densely~~ densely populated city on Lake Erie. we are worried.

Here are some of the problems involved. There are 60,000 people in 6 sq. mile area of Lakewood. 1/2 of the children cross the tracks to go to school each day. That's a big chance of having an accident. It would be hard to evacuate Lakewood if there was a toxic spill. Lakewood is a great city, people can walk everywhere even to the store. I hope nothing like a toxic spill happens in Lakewood.

Thank you for your time
Sincerely,

Jennifer Rosado

Regarding FD #33388

Mrs. Sonya Ferber
20512 Beaconsfield Bl
Rocky River, OH 44116
(440)333-9601

ENVIRONMENTAL
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October 15, 1997



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

Dear Mr. Secretary:

My husband and I are writing to add our voices to the thousands who are appealing to you and the board to stop the plans of the Norfolk Southern Railroad to increase train traffic through our neighborhood by at least threefold (from 15 to a proposed 45 trains).

Beach Cliff, our lovely neighborhood, is a lakeside community. Our home—three blocks from the lake on its north side and two from the railroad track on its south—was built in 1935, when Rocky River was still a sleepy country suburb. Sixty-seven years later, it is becoming yet another statistic in Cleveland's long, ugly history of rust-belt blighting of this beautiful Great Lakes environment.

Come spend a night in our guest room and awaken several times a night to the sound of a night-shift engineer releasing a three-second horn blast every ten seconds for four minutes as he rumbles through the dozen crossings from Lakewood to Rocky River to Bay Village.

Come watch the hundreds of children playing happily outdoors in our neighborhood and wonder about their safety and health. Is it true that the gray gravel used to bank the tracks is rich in asbestos that's released into the air every time a train rushes over it, or is that a "myth?" If your eight-year-old rides his bike to a friend's house down the block, does your chest contract every time you hear the train's horn until he returns home?

Come sit with me in Rocky River Park on the cliffs at the edge of Lake Erie and wonder how the railroads ever got right-of-way through such a place to begin with. Wonder with me where the justice is in giving over yet more of this nation's natural wonder and beauty to the numbed-out greedy grabbing of industrial interests. Justice, *true* justice—and you're in the business, aren't you?—means no one can lose!

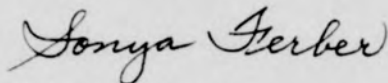
Please help us, Mr. Secretary. You're our only hope. Farther south, near Hopkins Airport, is a huge industrial corridor that could easily bear this proposed increase in rail traffic from east to west. Send them there. Give us back the peace and natural grace the lakeshore land offered to everyone less than two centuries ago. Please.

The City of Chicago led the midwest in a similar effort some years back to begin to restore the Great Lakes to the incomparable natural resource they are. Cleveland should be doing the same, and has tried in limited ways, but political hunger for big industry money is constantly getting in the way of its immature city officials' ability to come through for the real people who have to live here. Your leadership could set an example for those officials and energize future efforts to level the playing field considerably along this country's North Coast.

Remember: An answer that demands the slightest loss to anyone hasn't resolved the problem. Rather, it has added to it and made it greater, harder to resolve and more unfair. Justice means no one can lose. This leaves no ground for attack.

Thank you, Mr. Secretary, for your time and attention.

Yours very truly,

A handwritten signature in cursive script that reads "Sonya Ferber".

Sonya Ferber
(Mrs. Joseph J. Ferber)
(for Ben Ferber, age 8)

copies to: Office of the President of the United States
 Senator John Glenn
 Environmental Protection Agency
 Federal Railroad Administration

1215 W. Clifton Blvd.
Lakewood, Ohio 44107
October 8, 1997

ENVIRONMENTAL
DOCUMENT



Surface Transportation Bd.
1925 K St. N.W.
Washington, D.C. 20423

Attn: SEA-Finance Docket 33388

We as sixth graders at Horace Mann Middle School request that the Surface Transportation Board come to Lakewood to review the situation we have in this community of approximately 9,000 children to hold a public interest hearing. Norfolk & Southern Railroad is planning to add about 34 more trains per day that will run through our ~~densely~~ densely populated city on Lake Erie. We are worried.

Here are some of the problems involved. There are 60,000 people per 6 sq. mile, we can walk everywhere in Lakewood. One in a half of kids cross these tracks to go to school. If there is a toxic spill, it's going to be difficult to evacuate. A few years ago my neighbor got hit by a train, and his parents were sad

and mad. Trains make poor buildings even poorer
every single day.

Thank you for your time.
Please help us out.

Sincerely,
Molly Barrett

1215 W. Clifton Blvd.

Lakewood, Ohio 44107

October 8, 1997



Surface Transportation Bd.

1425 K St. NW

Washington, D.C. 20423

**ENVIRONMENTAL
DOCUMENT**

Attn: Sec. - Finance Docket 33388

We as sixth graders at Horace Mann Middle School request that the Surface Transportation Board come to Lakewood to review the unique situation we have in this community of approximately 9000 children to hold a public interest in hearing. Norfolk and Southern Railroad is planning to add about 34 more trains per day that will run through our densely populated city on Lake Erie. We are worried.

Here are some problems involved. If the trains come through Lakewood, they can derail and, toxic waste will be in our breathing air. In Lakewood the evacuation plan is a very difficult. Also kids walk over the tracks to get to school. If the red lights don't come on, and, there is a train coming they will be killed. These are some of the problems.

Thank you for your time. Please help us out.

Sincerely,

PS. Turtie

ENVIRONMENTAL
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Dear Secretary, Surface Transportation Board,

I feel to increase the train traffic in our community would endanger us greatly.

The situation concerns me deeply, and I hope it is a concern for you to determine the severity of the situation with the Norfolk Southern Railroad.

I have been a resident in the same home in Rocky River for 32 years. My father was an engineer on the railroad for 50 years, so I know the dangers this excess traffic can bring to our community.

To me, the greatest concern is the safety factor, now that there is just one track going thru Rocky River there is a greater chance for derailment and equipment or cargo flying off the cars is a big hazard. We have three small children living next door to us that play in the back yard all the time. I would hate to think of the tragedy that would happen if an accident occurred. Not to mention the damage to our homes and property. The delays getting across the tracks would be inconvenient for all the residents. Also, the noise level has been awful. This summer the whistles have disturbed my sleep every night. This has not happened in the past. They are blowing the whistle constantly going thru Rocky River.

I invite you to visit our home at anytime to see that my concerns are justified.

Sincerely,

John & Gene Horvath
20647 Stratford Ave.
Rocky River, Ohio 44116



1215 W. Clifton Blvd.
Lakewood, Ohio 44107
Oct. 8, 1997

ENVIRONMENTAL
DOCUMENT



Surface Transportation Bd.
1925 K. St. N.W.
Washington D.C. 20423

Attn: D & A - Finance ~~Box~~ 33388

We as sixth graders at Norace Mann Middle School request that the Surface Transportation Board come to Lakewood to review the situation we have in this unique ~~community~~ community of approximately 9,000 ~~children~~ children to hold a public interest hearing. Norfolk and Southern Railroad is planning to add about 34 more trains per day that will run through our densely populated city on Lake Erie. We are worried.

Here are some of the problems involved. There are more than 60,000 people per 6 sq. miles. We are very special because we can ~~not~~ walk anywhere, with all the trains it would be hard to walk to places without a train stopping us. Half the children have to cross the tracks to get to school. We have a part of our town called,

the gold coast, there ~~are~~ only two underpasses
(in Lakewood) to get there, but by the time it
would take to get to one and then go all
the way back if a train was there, it might
be too late. Thank you for your time. Please
help us out.

Sincerely,
Jared Hoile

1109 Forest Rd.
Lakewood, Ohio 44107

ENVIRONMENTAL
DOCUMENT

Hunter Farris



October 9, 1997

Surface Transportation Bd.
1925 K St. N.W.
Washington, D. C. 20423
Attn.: SEA - Finance Docket 33388

Dear Member:

I would like to request that the Surface Transportation Board come to Lakewood, Ohio to review the unique situation that we have in this densely populated community to hold a public interest hearing.

I am a sixth grade student at Horace Mann Middle School in Lakewood, Ohio. I am worried about the problems that could arise from the proposed increase in train traffic by Norfolk & Southern. Some of the problems are as follows:

- The potential for toxic spills and the evacuation necessary would be very difficult in this very heavily populated community. Why not consider a less populated area?
- We only have two underpasses in the far west end of town. Our hospital is south of the tracks. The train slows down the emergency vehicles who need to get to a victim north of the tracks. We are a series of high rise condominiums and apartments on the lake. This area that would be slow to get emergency vehicles is very densely populated. There is also a senior citizen building there, where emergency vehicles are needed more often.
- More than one-half of the students in Lakewood have to cross the tracks every day on the way to school. In the past, a few kids have been killed by trains. This number is likely to rise, with a significant increase in train traffic.

Thank you for your time. Please help us out.

Sincerely,

Hunter Farris

Hunter Farris
Student

.....

STB

FD-33388

10-17-97

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ID-FEDS



United States
Department of
Agriculture

Natural Resources
Conservation
Service

The Galleries of Syracuse
441 S. Salina Street, Suite 354
Syracuse, NY 13202-2450

October 9, 1997

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

ENVIRONMENTAL
DOCUMENT



Dear Ms. Elaine K. Kaiser:

This office is in receipt of your October 1, 1997 document titled "Surface Transportation Board Finance Docket No. 33388: CSX Corporation and CSX Transportation, Inc., Norfolk Southern Corporation and Norfolk Southern Railway Company - Control and Operating Leases/Agreements - Conrail, Inc., and Consolidated Rail Corporation: Final Scope of the Environmental Impact Statement." Please be advised that we do not wish to receive copies of the Environmental Impact Statement (EIS), whether in draft or final format, on the referenced subject.

Thank you for removing us from your distribution list.

Sincerely,

JOSEPH R. DELVECCHIO
Assistant State Conservationist

STB

FD-33388

10-17-97

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BUSINESS



The Carbide/Graphite Group, Inc.

ENVIRONMENTAL DOCUMENT



4861 Packard Road
Niagara Falls, NY 14304-1594

(716) 285-9381

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

Re: 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 Secretary Williams:

My name is William Foote, Manufacturing Services Manager at Carbide/Graphite Group, Inc. of
Niagara Falls, NY and on behalf of my company would like to state our support for the local
efforts of the Erie-Niagara Rail Steering Committee in seeking competitive rail service for the
businesses of Western NY due to the pending Conrail acquisition proceedings.

Our business is related to the global steel industry to whom we supply graphite electric arc
furnace electrodes for the melting of steel scrap. Because of our diverse shipment locations
around the world, we currently ship by truck from our Niagara Falls plant and by rail and sea at
dockages outside our plant. We receive a portion of our raw materials by rail carrier which is
Conrail.

As I understand it, our rail costs will increase with the breakup of Conrail due to Norfolk
Southern's control of the Buffalo NY hub and CSX's control of all other Western NY rail lines
leading in and out of Buffalo which will result in additional switching charges for all railcar traffic.
Depending on the increased costs for our rail service, hauling by truck may become more viable
but in any case will increase our costs of doing business which we cannot pass along to our
customers.

We urge the Board to seriously consider the proposals requested by the Erie-Niagara Rail
Steering Committee.

Sincerely,

William Foote
Mgr. Mfg. Services

cc: S. Foster, C/G Corporate Office
C/G NF Purchasing File

STB

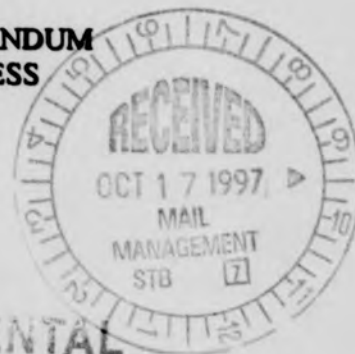
FD-33388

10-17-97

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ID-GOV

**GEORGIA STATE CLEARINGHOUSE MEMORANDUM
EXECUTIVE ORDER 12372 REVIEW PROCESS**



**TO: Elaine F. Kaiser
Surface Transportation Board
1925 K Street, NW
Washington, DC 20423-0001**

**FROM: Debra S. Stephens, Administrator
Georgia State Clearinghouse**

**ENVIRONMENTAL
DOCUMENT**

DATE: 10/10/97

SUBJECT: Executive Order 12372 Review

APPLICANT: CSX Corp., Norfolk Southern and Conrail, Inc.

PROJECT: EIS: CSX Corp., Norfolk & Conrail Consolidation

CFDA #:

STATE ID: GA971010002

FEDERAL ID: Docket No. 33388

Correspondence related to the above project was received by the Georgia State Clearinghouse on 10/10/97. The review has been initiated and every effort is being made to ensure prompt action. The proposal will be reviewed for its consistency with goals, policies, plans, objectives, programs, environmental impact, criteria for Developments of Regional Impact (DRI) or inconsistencies with federal executive orders, acts and/or rules and regulations, and if applicable, with budgetary restraints. The initial review process should be complete by 11/7/97.

If the Clearinghouse has not contacted you by that date, your proposal may be considered consistent. In that event, forward this receipt to the funding agency to show compliance with Executive Order 12372 or make it part of the federal record for this project.

In future correspondence regarding this project, please include the State Application Identifier number shown above. If you have any questions regarding this project, please contact us at (404) 656-3855.

**Form SC-1
January 1995**

STB

FD-33388

12-17-97

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ID-MOCH



Office of the Chairman

Surface Transportation Board
Washington, D.C. 20423-0001

File in Docket
JD-33388
(Environmental)

December 17, 1997

The Honorable Steven C. LaTourette
U.S. House of Representatives
Washington, D.C. 20515-5731

Dear Congressman LaTourette:

I have received your letter amending your previous comments about the proposal by CSX and Norfolk Southern (NS) to acquire control of Conrail and to divide certain assets of Conrail between the two acquiring railroads. You indicate that, after further review, you felt compelled to oppose the transaction.

As you know, this proceeding has been docketed at the Surface Transportation Board (Board) as STB Finance Docket No. 33388. The Board adopted a procedural schedule for deciding the merits of the control application filed in this proceeding, which it recently extended by 45 days to accommodate the filing of safety integration plans by the applicant railroads. As provided by the procedural schedule, the Board has received comments and evidentiary submissions from all interested parties addressing the merits of the merger proposal, which were filed with the Board on or before October 21, 1997. On Friday, December 12, the Board's Section of Environmental Analysis issued its Draft Environmental Impact Statement (DEIS), and requested comments from interested parties. I am enclosing a copy of the press release regarding the DEIS.

In this regard, let me assure you that the Board will give full consideration to the issues that you have raised. I will have your letter made a part of the public record on the merits and in the DEIS process. Because this proceeding is pending before the Board, it would be inappropriate for me to comment further on the case.

I appreciate your interest in this matter. If I may be of further assistance, please do not hesitate to contact me.

Sincerely,

Linda J. Morgan
Linda J. Morgan

Enclosure



FD-33388

Steven C. LaTourette
Congress of the United States
19th District, Ohio

October 21, 1997

The Honorable Linda J. Morgan
Chairman
Surface Transportation Board
1925 K Street, N.W.
Washington, D.C. 20423

Dear Chairman Morgan:

The purpose of my letter is to amend my previous comments and to register my opposition to the Norfolk & Southern (NS) and CSX Corporation (CSX) application now pending before your board for review. In addition, I would respectfully ask that these comments be taken into consideration during the environmental impact phase of your review. For the last six months I have met with both railroad companies, constituents, local elected officials, affected businesses, and the Public Utilities Commission of Ohio in order to gain a thorough understanding of the impact this acquisition will have if your board decides to approve their application.

Having gained a solid perspective of the projected impact, I want to specifically focus on three areas of major concern to my district. Furthermore, before any approval, I would respectfully ask that you consider requiring NS and CSX to meet stipulations set forth below. Although I believe the acquisition has many positive benefits, as presented, it also could have grave implications for some of the communities it will attempt to serve; my district is definitely one of those areas.

(1) Potential Adverse Impacts of CSX-NS Acquisition of Conrail on Business

A. "3 to 2" Reductions: According to the Ohio Rail Development Commission and as discovered by my office during our review, the Surface Transportation Board has not required railroads involved in recent mergers to rectify rail competition issues concerning "3 to 2" reductions. Without such mediation, major industries from Northeast Ohio, including steel mills and auto factories might be forced to pay higher rates because of market reach.

B. "1 to 2" Issues: Several chemical, stone, coal, and plastics businesses in my district will lose critical single line connections. We should not assume that after the acquisition all businesses would benefit from this extended market reach. In many instances here in Northeast Ohio, it could mean the loss of several hundred jobs.

C. Potential Rate Increases: Companies that ship "rail only" products fear that in order to pay for the acquisition, both CSX and NS will have to sharply raise rates on existing customers and stretch their market reach to sufficiently grow their traffic. Captive rail shippers are left with very few options under these conditions. I do not believe a customer's only option should be to file a complaint before your board and/or face a costly legal battle.

(2) Potential Acquisition Impact on Rail Labor

A. Safety of Remaining Workers: Later in this letter I will discuss the impact of projected rail traffic increases in Northeast Ohio that will result from this acquisition. However, the safety of the working men and women who have dedicated their professional lives to Penn-Central, Lake Erie, Conrail and other railroad companies is the most important issue that must be resolved before this acquisition is approved.

According to both the operating plan submitted by CSX and NS, and from independent analysis, Ohio will lose at least 5% to 10% of its rail labor force as a direct result of this deal. Compare those figures with the increase in rail traffic and I believe NS and CSX are setting up an extremely dangerous work situation for these men and women. As you know, The Federal Railroad Administration has been closely monitoring the instances of death and injury that have directly or indirectly resulted from a recent merger in the western half of the country. Already, the companies involved in that merger are ADDING more workers because of dangerously low levels of staffing. I urge you to learn from that situation, and if possible demand CSX and NS to provide more than an "adequate level" of staffing.

B. Job Losses, Pensions, and Relocation: In my congressional alone, 22 jobs are abolished under the proposed operating plan, and another 43 are relocated. (Source: Ohio Rail Development Commission) Again, I find it hard to believe that even one rail worker position would be abolished in light of the projected numbers for increased rail traffic in Lake and Ashtabula counties. Madam Chairman, I understand the economics of running a business, furthermore, I unfortunately understand asking workers to leave a community that their children grew up in order to keep a job, but not under these circumstances.

Lastly, please request that both companies consider going beyond the terms of the New York Dock Agreement. As you know, this landmark decision somewhat assists a worker nearing the end of their professional career, but does very little to help offset wage and pension loss for an employee near the beginning or middle of their rail career.

(3) Increase in Rail Traffic Levels

A. Direct Impact: As the NS and CSX develop and plan new service routes and expand existing service routes in Northeast Ohio, the rail traffic will increase significantly, this is undisputable. As you know, in communities where rail traffic increases, new problems are created or existing problems are made that much worse. Both common sense and detailed studies indicate that emergency response times, traffic congestion, environmental hazards, and grade crossing safety issues will be negatively affected by this acquisition.

B. Three Railroad Lines: In my district, three rail service lines will see drastic increases as a direct result of the acquisition. In fact, the percentage of the increases along these three lines ranks near the top in the entire state in terms of raw percentage increase. (Source: Ohio Rail Development Commission)

- CSX Line 14 - Mayfield - Quaker - 544% increase (6.8 trains to 43.8)
- NS Line 11 - Cleveland - Ashtabula - 181% increase (13 trains to 36.6)
- NS Line 12 - Ashtabula - Buffalo - 94% increase (13 trains to 25.2)

I firmly believe that these increases must be reduced to a level that is both safe and reasonable. I will continue to work with state and local officials to look for alternatives that would decrease CSX and NS traffic through Lake, Ashtabula, and portions of Cuyahoga County.

In fact, if rail traffic increases cannot be reduced, the very least that should be stipulated is a requirement of the rail companies to improve key grade separations and provide funds for the construction of overpasses in order to alleviate safety concerns. However, I will adamantly oppose any plans that would unfairly reroute the increased rail traffic around Cleveland to Lorain county that would jeopardize the safety and quality of life in communities that would have otherwise been unaffected by the increase in rail traffic.

C. Decreased Opportunity For Northeast Ohio Commuter Rail: Through prior and ongoing negotiations, many regional entities in Northeast Ohio have been attempting to coordinate efforts in an attempt to establish commuter rail service links between Cleveland and the outlying suburbs.

In light of already unsafe projections for increases in rail traffic, the railroad companies have all but abolished the possibility of assisting our local governments with this project. It is our hope that the STB would take into consideration the numerous positive benefits of commuter rail and at the very least request that CSX and NS continue to negotiate in good faith with the interested parties here in Northeast Ohio.

Page 4

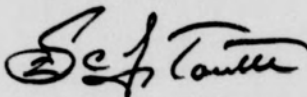
(4) Conclusion

Madam Chairman, above I have attempted to identify my three areas of major concern regarding the NS and CSX operating plan now under your review. I implore you to take your opportunity to require the railroad companies to work with state and local officials across their proposed service areas in order to solve known consequences of their proposal.

If significant changes are not made before this plan is approved, I truly believe we will jeopardize the safety and standard of living of every family who lives or work in communities near these railroad lines.

Again, I respectfully ask for your consideration on behalf of all of the constituents of my congressional district and for all the individuals who will be affected by the outcome of your decision. If you have questions or would like additional information, please do not hesitate to contact me. I remain

Very truly yours,

A handwritten signature in black ink, appearing to read "S. C. LaTourette". The signature is stylized with a large, looped "S" and a cursive "LaTourette".

Steven C. LaTourette
Member of Congress

STB

FD-33388

10-17-97

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ID-MOES



SURFACE TRANSPORTATION BOARD
Washington, DC 20423

10/24/97 9:45:48 AM

Section of Environmental Analysis

October 17, 1997

The Honorable Mike DeWine
United States Senate
140 Russell Senate Office Building
Washington, DC 20515-3503

Re: Finance Docket No. 33388: CSX and Norfolk Southern -- Control and
Acquisition -- Conrail

Dear Senator DeWine:

Thank you for your letter dated October 8, 1997, on behalf of your constituents in Ohio, especially in the west side of Cleveland and the west shore suburbs. This letter is in response to your concerns about the potential safety effects of the proposed changes in train traffic resulting from the proposal by Norfolk Southern and CSX to acquire Conrail.

The Surface Transportation Board's (Board) Section of Environmental Analysis (SEA) is conducting an environmental review of the potential environmental impacts associated with the proposed Conrail acquisition and will prepare an Environmental Impact Statement (EIS). As part of its environmental review, SEA will address several environmental impact areas, including safety, transportation systems, land use, energy, air quality, noise, biological resources, water resources, environmental justice, and cultural and historic resources. In analyzing potential safety impacts, SEA will consider accident risk and vehicular delay at grade crossings.

The EIS also will present an analysis of the increased probability of derailments and releases of hazardous materials due to increased train traffic. Further, SEA will examine local truck traffic increases attributable to increased intermodal activities, and safety issues associated with the integration of differing rail operating systems and procedures. In addition, SEA will address potential impacts on emergency response capability because of vehicular delays at rail grade crossings due to increases in rail-related operations as a result of the proposed Conrail acquisition.

SEA is fully aware that these issues are of major concern to the residents of the west side of Cleveland and its western suburbs. A representative of SEA attended the public meeting held

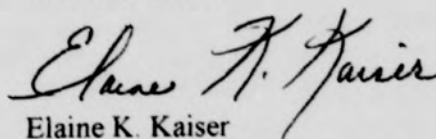
in Lakewood on September 21, 1997, in order to hear those concerns first hand.

The final scope of the EIS was published on October 1, 1997, in the *Federal Register*. On September 30, 1997, the final scope of the EIS was mailed to 1,950 public agencies, interested parties, and official parties of record to this proceeding. A copy of the final scope of the EIS is enclosed for your reference.

Under the current procedural schedule adopted by the Board, SEA plans to issue the Draft EIS in November 1997, with a 45 day public review and comment period. After conducting an independent environmental analysis, reviewing all environmental information available to date, consulting with appropriate agencies, and fully considering all public comments, SEA plans to issue in April 1998 a Final EIS for consideration by the Board. In its final decision, the Board will consider the entire environmental record, including all public comments, the Draft EIS, and the Final EIS. The Board will issue its final written decision in June 1998.

If you have additional questions concerning the environmental review process, please contact me at (202) 565-1538, or Mike Dalton, SEA Project Manager for the Conrail acquisition, at (202) 565-1530.

Sincerely yours,

A handwritten signature in cursive script, reading "Elaine K. Kaiser".

Elaine K. Kaiser

Chief

Section of Environmental Analysis

Enclosure

Administratively Confidential

FROM: Elaine Kaiser
TITLE: Letter to Senator Dewin, 10/17/97
DATE: October 20, 1997

CONRAIL ACQUISITION ENVIRONMENTAL ANALYSIS

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x	Henri RUSH
x	Richard ARMSTRONG
x	Dennis STARKS
	Julia FARR
x	Lee GARDNER

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OTHER

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	Andrew PLUMP (NS)
	Bruno MAESTRI (NS)
	Peter SHUDTZ (CSX)
	Connie SADLER (NS)

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x	Mark WOLLSCHLAGER
	Michelle HOLLAND

x	Barry STEINBERG
x	Phil OLEKSZYK
	Bill BURGEL

COMMENTS:

STB

FD-33388

10-17-97

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ID-PUBLIC

CENTRAL ADMINISTRATIVE UNIT

REC'D: 10-17-97

DOCUMENT # ~~10-20-97 5:11:13pm~~

10/24/97 8:46:23 AM

~~REL 04 30#32760~~

To Whom it may concern,

I am writing to voice my concern about the proposed railroad merger. I live in Rocky River, Ohio & near the Norfolk & Southern railroad tracks. If the merger is approved the railroads project rail traffic to triple. This would be totally appalling since the train going by our house run on one track. It doesn't sound very safe to me, considering all the hazardous waste & nuclear waste that is hauled on the train.

The train companies can say they are concerned about our safety

but by tripling the traffic, ^{it} shows they are not. The trains going by our house also don't obey the speed limits. Many times, especially at night our house shakes because they are speeding.

I urge those who are voting on this issue to vote against the merger & the proposed increase in rail traffic. The safety of my family & our community is at stake.

Sincerely,
Mitzel Long
618 S. Falmouth Dr.
Rocky River, Ohio

44116

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

Joan O'Brien
7642 Wyandotte Ave.,
Lakewood, OH
44107-4738

ENVIRONMENTAL DOCUMENT RECEIVED
OCT 17 1997
MAIL MANAGEMENT STB

Re: Norfolk Southern & C&D after acquiring Conrail,
Re: Increased freight train travel through
Lakewood and other suburbs.

It has been my experience that where there's
a will, there is a way including alternatives
to the noise pollution and safety problems
incurred by increasing the hazards of more
freight trains.

Find another way to deliver that
freight besides decimating very populated
residential areas. Those trains already
tie up traffic from one cross street to another.

Perhaps the people responsible for the
idea of increasing freight train traffic
through Lakewood, etc. should live here
and be on the wrong side of the tracks
so they can't get through during an
emergency - to Lakewood Hospital. Perhaps
they would also think twice about it's effect on
their property values. NO to more freight trains
Sincerely Joan I. O'Brien

ENVIRONMENTAL
DOCUMENT

RE # FD 33385



Dear Sir:

I am writing to express my concerns regarding Norfolk Southern Railroad's stated intention to increase train traffic through Rocky River, Ohio from 14 trains per day to as many as 40 per day. The tracks in question are approximately 200 feet from my front door. We recently moved back into this neighborhood and while the current level of train traffic is a nuisance we are willing to live with it. The fact that one of the two sets of rails was removed just recently gave us hope that if anything train traffic would be decreasing rather than increasing. It now appears that quality of life, property values and safety may be further affected by Norfolk Southern's plans. I ask that you reject Norfolk Southern's proposal for the following reasons:

1. The risk of a hazardous material spill will be dramatically increased. Due to our location between the railroad and Lake Erie we have very limited escape routes in the event of a spill. If the increase is approved it should be coupled with a ban on hazardous material transshipment through Rocky River and adjoining communities.
2. Increased train traffic will dramatically increase air and noise pollution in our community. Although we only have three crossings in Rocky River I counted 16 loud & sustained train whistle blasts in a one minute period when a train passed through our neighborhood this morning at 5:50 AM.

3. All public health and safety services are located south of the NS tracks. The planned increase in rail traffic would seriously impact our ability to receive these vital services in case of an emergency.
4. Finally such an increase would lead to a significant decrease in our property value. While this is not as important as the foregoing, it still is a major concern. My wife and I both have worked hard to provide a good home for our five children. To have the value of our home undermined by this proposed increase in rail traffic through Rocky River would be a severe financial blow.

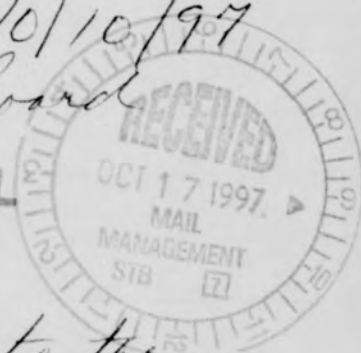
In closing, I would ask that you visit Rocky River and see for yourself exactly what we would be facing if Norfolk Southern's proposal is approved. Please keep in mind your obligation to taxpayers like me and my family when considering Norfolk Southern's proposal.

Sincerely,

Auth. - J. Pryle

10/10/97
ATT. Sect. of Surface Transportation Board
FD # 33388

ENVIRONMENTAL
DOCUMENT



Dear Mr. Secretary,

We are writing in regards to the Norfolk Southern Railroad's plans to increase train traffic, up to 40 trains per day through our Rocky River Community. We are very much opposed to these plans for many reasons.

- 1) Increase risks of collision with pedestrians and cars. We have many young families living close to the tracks with children crossing them to catch school buses.
- 2) Possible derailment of hazardous materials. Evacuation north of the tracks will be impossible because of the lake.
- 3) Potential delays of fire, EMS and police forces reaching those north of the tracks — delays of minutes in response time can mean the difference between life and death.
- 4) Coal dust Exposure and NOISE pollution.

There are just a few of many of our concerns.

- We encourage your department to:
- 1.) Come to our Community to inspect the proximity of houses to tracks, the Lake Shore line and the population density.
 - 2.) Conduct a local public interest hearing.
 - 3.) Remember that your Department has an obligation to the public and not to the railroad industry.
- * At the April 1998 Mtg. of Norfolk Southern Railroad - remember our concerns.

Respectfully,

Mr. + Mrs. Patrick Gannon
Brian T. Gannon
Matthew P. Gannon
21244 Stratford Ave
Rocky River, Ohio
44116

ENVIRONMENTAL
DOCUMENT



To whom it may concern

As A homeowner living adjacent to the U.S. TRACKS for 12 years, I'm appalled at the current proposal by the RAILROAD.

I purchased my home - the historic Toll House - as a handyman special and have invested much time, sweat and money into it. This plan would devastate not only my investment, but the entire surrounding area.

We've also witnessed the results of multiple train/car collisions and one adolescent/train collision which resulted in his death. The volume of pedestrian traffic over, on and next to the tracks is serious cause for concern. Even with the train whistles - which must be breaking legal decible levels - we see "close calls" regularly.

There are too many trains going too fast with hazardous materials on them now. Seeing children near this is horrifying. Most of us move our families here for the wonderful schools and city and safety services. To triple the amount of trains would change the quality of life in Lakewood permanently.

Sincerely,

Alice Boichichio
1325 Cook Ave
Lakewood, Ohio 44107

ENVIRONMENTAL DOCUMENT

October 13, 1997

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



Re: FD # 33388

I wish to vigorously protest Norfolk-Southern's proposal to vastly increase the number of trains traversing the residential communities bordering Lake Erie.

The current 12-15 trains daily constitute a public nuisance and impact adversely on our safety, air and noise pollution and property values, and to think of trebling that number is unconscionable. The efficiency, reduced costs and increased profit accruing to the railroad should not be bought at the cost of deterioration of the environment of thousands of residents of Avon Lake, Bay Village, Westlake, Rocky River, Lakewood and other communities which would suffer if N-W's already obnoxious presence is increased.

The proposal under consideration should be - MUST be resisted; I urge you to disapprove it - keeping in mind that you have an obligation to represent the thousands of residents involved and not only a greedy railroad.

Sincerely,

Frank Westerman

F. G. Westerman
20800 Braconsfield Blvd.,
Rocky River, OH-44115

October 11, 1997

**ENVIRONMENTAL
DOCUMENT**



Rhonda A. Hill
21292 Stratford Avenue
Rocky River, Ohio 44116

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

RE: FD# 33388

Dear Secretary,

As a new mother living in the community of Rocky River, Ohio I am frightened and angered by Norfolk Southern's (NS) proposal to dramatically increase train traffic in my neighborhood.

I am extremely concerned about the heightened risk of accidents that would accompany NS's increased traffic. I hope you will have a chance to visit our community to see how close the tracks are to residential areas.

While NS may have been here for many years, this is now a densely populated area with a train running right through the middle. This is an untenable situation. I hope you agree that when such a conflict exists, people should be given consideration – not trains.

Please carefully consider the arguments against NS's proposal and vote for quality of life – not commerce at all costs.

Thank you.

Cordially,

Rhonda A. Hill

October 13, 1997

ENVIRONMENTAL DOCUMENT



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

Ref: FD#33388

To Whom It May Concern:

I am writing this letter out of concern and frustration regarding increased trains coming through our neighborhood.

Rocky River is a family community with no industry within our city. The population of children in our community is my main concern. We live north of the tracks and our backyard has the railroad in it. The noise, whistles and dirt is one of my concerns, the fact that my house shakes everytime a train goes by is another.

But my greatest fear is the children and the amount of trains they estimate will increase through the city. We have fourteen trains now and that I feel is too many already, they should not even be going through such highly populated areas anyway.

What about emergency's Rocky River does not have emergency stations North of the tracks!

If the railroad and the government want to be responsible every time a child is hurt or killed or someone does not get the emergency care they need because of a dam train. When are the people going to come first in this country and not the industrys and government, if this goes through my faith in our system is gone "By the people and for the people means nothing".

Should all of those living in shaking distance of the tracks start billing the government or the railroad for the damage it does to our homes!

I think the STB should come to our community inspect the proximity of houses to tracks, evacuation plan if a derailment occurs and by all means sleep or stay in someones home to really get the picture of what a train coming through your living room sounds and feels like.

You have an obligation to us the people not the railroad industry!!!!

Regards
The Staley's

ENVIRONMENTAL DOCUMENT Naomi Ball
1827 North Lane Dr. #1
Lakewood, OH 44107



Oct. 11, 1997

FD33388
Federal Surface Transportation Board
1925 K St. NW
Washington D.C. 20423

To Whom It May Concern:

I am writing this letter in protest of the proposed increase in rail traffic through the Western Suburbs. In the interest of public safety, I hope you will not allow it to happen.

Norfolk and Southern want to increase rail traffic from 18 trains a day to between 30 and 38 trains a day. I believe that would be an accident waiting to happen in the form of the potential for collisions, since the east and westbound trains use the same track. Also it will delay the emergency medical and fire response time that could be critical in saving lives and property. There can't help but be a delay with that many trains a day.

There will be more coal dust exposure, noise pollution and potential danger from toxic chemicals. Also property values will go down and there will be decreased tax revenues.

Sincerely

Mrs. Naomi Ball
Mrs. Naomi Ball

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) Sarah Ann, 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 our 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,

Y. W. Hannon

September 23, 1997

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

ENVIRONMENTAL
DOCUMENT



Dear Sirs:

My child(ren), ANDREW TAYLOR JORDAN, attend Lincoln Elementary School in Lakewood, Ohio. Lincoln is north of the Norfolk Southern railroad tracks. Some of the children attending Lincoln must cross the tracks at least two times a day to get to and from school. There are 450 children that attend Lincoln Elementary.

Lakewood Hospital, the closest and largest fire department and the Police station are all located south of the tracks. Thus, a stopped or slow moving freight train could prevent emergency services from reaching our children in an acceptable length of time. This delay could cost a child their life. It could be my child. This is why 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 our 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 north of the 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,

STEVEN R. VUKMANIC

September 23, 1997

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

ENVIRONMENTAL
DOCUMENT



Dear Sirs:

My child(ren), Anthony Taylor & Jordan attend Lincoln Elementary School in Lakewood, Ohio. Lincoln is north of the Norfolk Southern railroad tracks. Some of the children attending Lincoln must cross the tracks at least two times a day to get to and from school. There are 450 children that attend Lincoln Elementary.

Lakewood Hospital, the closest and largest fire department and the Police station are all located south of the tracks. Thus, a stopped or slow moving freight train could prevent emergency services from reaching our children in an acceptable length of time. This delay could cost a child their life. It could be my child. This is why 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 our 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 north of the 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,

Debra K. Royce
Debra K. Royce

ENVIRONMENTAL DOCUMENT



Federal Surface Transportation Board
Section of Environment Analysis
1925 K Street, NW
Washington, DC 20433

ATTENTION: Document Number FD33388

Gentlemen:

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

This plan would disrupt so many lives, disturb the peace of beautiful neighborhoods, endanger the health of thousands of people from coal dust exposure, noise pollution, the potential danger of toxic chemicals, and the economic consequences of decreased property values and tax revenues would be devastating.

Our home is in Lakewood, Ohio where we have 27 streets that are bisected by NS tracks. Additional trains and longer, faster trains are a danger to our citizens and children. Lakewood does not have school busing and students attending 8 schools cross the tracks at least twice each day. Our police, fire and emergency vehicles would be seriously impacted by any increase in freight rail traffic through our city. More overpasses and underpasses would not remove all of the rail threats to our neighborhoods. On interstates through populated areas, signs bear the letters "HC" - hazardous cargo - with a slash through it, meaning certain trucks should take routes through industrialized areas, rather than through residential zones. Why shouldn't the same apply to freight trains?

Again, please consider the health and safety of thousands of residents in Northern Ohio and prevent the escalation of unsafe and unhealthy freight movement through our cities along Lake Erie.

Sincerely,

Mr & Mrs. Richard Mause

September 23, 1997

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

ENVIRONMENTAL DOCUMENT



Dear Sirs:

My child(ren), MATTHEW KUBAS attend Lincoln Elementary School in Lakewood, Ohio. Lincoln is north of the Norfolk Southern railroad tracks. Some of the children attending Lincoln must cross the tracks at least two times a day to get to and from school. There are 450 children that attend Lincoln Elementary.

Lakewood Hospital, the closest and largest fire department and the Police station are all located south of the tracks. Thus, a stopped or slow moving freight train could prevent emergency services from reaching our children in an acceptable length of time. This delay could cost a child their life. It could be my child. This is why 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 our 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 north of the 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,

Chak Kubas

October 10, 1997

ENVIRONMENTAL
DOCUMENT



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

Dear Secretary,

I am writing in regards to Norfolk Southern Railroad's plan to increase traffic on a line running through several Northern Ohio Towns and Villages. This will affect everyone in several communities:

***Increase risk of collision with pedestrians and cars - many young families live close to the tracks with children crossing them to catch school buses.**

***Increased likelihood of derailment of hazardous materials that are currently being transported. Evacuation north of the tracks will be impossible due to the lake.**

***Patential delays of fire, medical and police forces reaching residents north of the tracks - delays of minutes in response time can mean the difference between life and death.**

***Coal dust exposure and noise pollution will result in serious health and safety issues.**

You have an obligation to the public, NOT the railroad industry. We encourage you to come to our communities and inspect the proximity of houses to tracks, the lake shore line and the population density. At that point you will know raising the train traffic from 12-15 trains per day to 40 is a serious health and safety issue that cannot happen.

Thank you for your attention to this matter and we would again encourage you to hold a local public interest hearing.

Sincerely,

Tracy G. Hobbs
832 Wagar Rd.
Rocky River, Ohio 44116
216-331-6517

SURFACE TRANSPORTATION BOARD
ATTN: SEA-FINANCE DOCKET 33388
1925 K ST., N.W.
WASHINGTON, D.C. 20423

ENVIRONMENTAL
DOCUMENT



DEAR SIR,

SEVERAL THINGS ABOUT ADDITIONAL TRAINS ON THE RAILROAD TRACKS CONCERN ME. ONE IS THE HIGHER POTENTIAL OF ACCIDENTS WITH TRAINS AND PEOPLE CROSSING TO THE OPPOSITE SIDE, ESPECIALLY WHERE THERE ARE NO GATES. YEARS AGO, WE DIDN'T HAVE AS MANY PEOPLE AND TRAIN WHISTLES WERE SORT OF NICE TO HEAR, BUT NOW, WITH MANY MORE PEOPLE, ESPECIALLY NEAR OR IN CITIES, YOU HAVE MANY MORE CROSSINGS AND THEREFORE MANY MORE ACCIDENTS - MUCH MORE DANGER!

IT WOULD BE LIKE AN AUTOMOBILE GOING DOWN THE ROAD AND AT EVERY INTERSECTION BLOWING HIS HORN AT ALL TIMES OF THE DAY - A FEW WE COULD TAKE BUT MANY WE COULDN'T AND WOULDN'T.

IF THE TRAINS MUST MAKE THESE EXTRA RUNS ALL DAY AND ALL NIGHT THEN I BELIEVE SOMETHING MUST BE DONE ABOUT THE NOISE AND POTENTIAL ACCIDENTS THAT COULD HAPPEN. I AM SUGGESTING THAT EVERY CROSSING HAVE LIGHTS FLASHING AT LEAST AND SOME OTHER WAY OF NOTIFYING PEOPLE OF A COMING TRAIN (NO MORE WHISTLES OR LOUD NOISES WITH EVERY TRAIN). AND/OR GATES AT EVERY CROSSING. IT MAY COST MORE BUT I STILL BELIEVE THAT PEOPLE ARE WORTH MUCH MORE THEN OBJECTS.

THE ABOVE COMMENTS ARE FOR MORE THAN THE AREA OF CLEVELAND, OHIO. THIS COUNTRY IS NO LONGER A RURAL COUNTRY WE MUST GROW UP. INCLUDING RAILROADS

YOURS TRULY
Robert E. Hyland

October 10, 1997

ENVIRONMENTAL DOCUMENT



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

Dear Secretary,

I am writing in regards to Norfolk Southern Railroad's plan to increase traffic on a line running through several Northern Ohio Towns and Villages. This will affect everyone in several communities:

***Increase risk of collision with pedestrians and cars - many young families live close to the tracks with children crossing them to catch school buses.**

***Increased likelihood of derailment of hazardous materials that are currently being transported. Evacuation north of the tracks will be impossible due to the lake.**

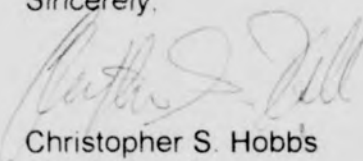
***Potential delays of fire, medical and police forces reaching residents north of the tracks - delays of minutes in response time can mean the difference between life and death.**

***Coal dust exposure and noise pollution will result in serious health and safety issues.**

You have an obligation to the public, NOT the railroad industry. We encourage you to come to our communities and inspect the proximity of houses to tracks, the lake shore line and the population density. At that point you will know raising the train traffic from 12-15 trains per day to 40 is a serious health and safety issue that cannot happen.

Thank you for your attention to this matter and we would again encourage you to hold a local public interest hearing.

Sincerely,


Christopher S. Hobbs
832 Wagar Rd.
Rocky River, Ohio 44116
216-331-6517

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

ENVIRONMENTAL
DOCUMENT



Charles C. Schueler
19849 Battersea Blvd
Rocky River, Ohio 44116
(216)676-3233

To whom it may concern,

The proposal to increase railroad traffic through the western suburbs of Cleveland, specifically Rocky River, is causing great concern to my family and many families that live in my community. I am writing to express that I am NOT in favor of such an increase in traffic. The continual noise level of the train whistles blowing at all hours of the night with our currently level of traffic is all a sane person can take. I cannot personally stand for an increase of such disruptions. This concern, however, pales when one considers the safety risk that this proposal brings to the railroad and our community with an increase in train traffic.

I am a reliability engineer by profession. I deal with statistics and probabilities all day. I understand the need to consider risks when making any decision of note. In this case, however, I can NOT believe that there is a risk analysis that could prove that the benefits to our community will outweigh the risks to our community. More trains mean more chances that a child crossing the tracks will forget to look the right way before crossing, it means more chances for a car crossing the tracks, with no safety crossbar, to make a mistake, it means more chances for two trains to get their signals crossed and cause a tragic rail accident. These are chances that I don't think our community should have to wager their lives on.

I urge you to consider the lives that you will be putting at risk.

Sincerely,

The Schueler family,

Charles C. Schueler
Mary G. Schueler
Eric J. Schueler
Jack M. Schueler

STB

FD-33388

10-16-97

K

ID-PUBLIC

October 11, 1997

ENVIRONMENTAL
DOCUMENT



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

Dear Secretary,

I am writing in regards to Norfolk Southern Railroad's plan to increase traffic on a line running through several Northern Ohio Towns and Villages. This will affect everyone in several communities:

***Increase risk of collision with pedestrians and cars - many young families live close to the tracks with children crossing them to catch school buses.**

***Increased likelihood of derailment of hazardous materials that are currently being transported. Evacuation north of the tracks will be impossible due to the lake.**

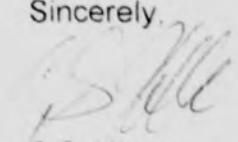
***Potential delays of fire, medical and police forces reaching residents north of the tracks - delays of minutes in response time can mean the difference between life and death.**

***Coal dust exposure and noise pollution will result in serious health and safety issues.**

You have an obligation to the public, NOT the railroad industry. We encourage you to come to our communities and inspect the proximity of houses to tracks, the lake shore line and the population density. At that point you will know raising the train traffic from 12-15 trains per day to 40 is a serious health and safety issue that cannot happen.

Thank you for your attention to this matter and we would again encourage you to hold a local public interest hearing.

Sincerely,


C S. Hobbs
832 Wagar Rd.
Rocky River, Ohio 44116

October 11, 1997

ENVIRONMENTAL
DOCUMENT



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

Dear Secretary,

I am writing in regards to Norfolk Southern Railroad's plan to increase traffic on a line running through several Northern Ohio Towns and Villages. This will affect everyone in several communities:

***Increase risk of collision with pedestrians and cars - many young families live close to the tracks with children crossing them to catch school buses.**

***Increased likelihood of derailment of hazardous materials that are currently being transported. Evacuation north of the tracks will be impossible due to the lake.**

***Potential delays of fire, medical and police forces reaching residents north of the tracks - delays of minutes in response time can mean the difference between life and death.**

***Coal dust exposure and noise pollution will result in serious health and safety issues.**

You have an obligation to the public, NOT the railroad industry. We encourage you to come to our communities and inspect the proximity of houses to tracks, the lake shore line and the population density. At that point you will know raising the train traffic from 12-15 trains per day to 40 is a serious health and safety issue that cannot happen.

Thank you for your attention to this matter and we would again encourage you to hold a local public interest hearing.

Sincerely,

A handwritten signature in cursive script, appearing to read "T.G. Hobbs".

T.G. Hobbs
832 Wagar Rd.
Rocky River, Ohio 44116

October 11, 1997

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

ENVIRONMENTAL
DOCUMENT
ENVIRONMENTAL
DOCUMENT



Dear Secretary,

I am writing in regards to Norfolk Southern Railroad's plan to increase traffic on a line running through several Northern Ohio Towns and Villages. This will affect everyone in several communities:

***Increase risk of collision with pedestrians and cars - many young families live close to the tracks with children crossing them to catch school buses.**

***Increased likelihood of derailment of hazardous materials that are currently being transported. Evacuation north of the tracks will be impossible due to the lake.**

***Potential delays of fire, medical and police forces reaching residents north of the tracks - delays of minutes in response time can mean the difference between life and death.**

***Coal dust exposure and noise pollution will result in serious health and safety issues.**

You have an obligation to the public, NOT the railroad industry. We encourage you to come to our communities and inspect the proximity of houses to tracks, the lake shore line and the population density. At that point you will know raising the train traffic from 12-15 trains per day to 40 is a serious health and safety issue that cannot happen.

Thank you for your attention to this matter and we would again encourage you to hold a local public interest hearing.

Sincerely,

A handwritten signature in cursive script, appearing to read 'T. Hobbs'.

T. Hobbs
832 Wagar Rd.
Rocky River, Ohio 44116

Joseph J. and Eileen M. Brady
28332 Knickerbocker Rd.
Bay Village, OH 44140



October 11, 1997

Federal Surface Transportation Board
Section of Environmental Analysis
1925 K Street NW
Washington, DC 20423

ENVIRONMENTAL
DOCUMENT

FD 33388

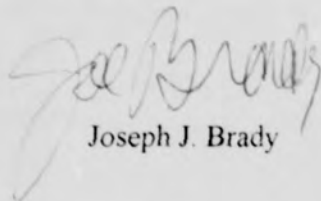
Gentlemen,

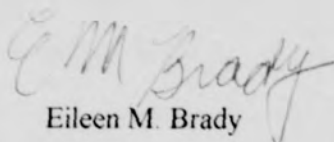
We are writing to express strong opposition to the plans of Norfolk and Southern railroad to increase their daily railroad traffic through the Cleveland area. This plan represents an attack on our safety, our quality of life and our access to critical health care and should be stopped. The shrieking of train whistles 24 hours a day would be bad enough, but the trains also cut us off from access to our hospital. Just yesterday, the trains chalked up another fatality as a teenager was struck and killed by a N&S train on the east side of Cleveland.

N&S Corporation may consider our concerns as simply the cost of doing business, but this relentless quest for increased profits goes way too far. In my opinion, the trains are permitted to travel far too fast through our community in the first place.

I urge you to gather more information on the impact of this large corporation's plans on the citizens (and taxpayers) of Northeast Ohio. Also, if there are other steps I can take to help oppose this measure, please let us know.

Sincerely,


Joseph J. Brady


Eileen M. Brady

**ENVIRONMENTAL
DOCUMENT**

David S. Duncan
1143 Wagar Road
Rocky River, OH 44116
(216) 356-5718



October 11, 1997

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

Re: FD# 33388

Dear Sir:

Norfolk Southern Railroad is proposing to triple the amount of railroad traffic through our community. Although I have only been a resident of this community for less than one year, I definitely feel that this would be a bad decision when all factors are considered.

First, there are significant safety & health risks associated with additional railroad traffic.

- This is a densely populated residential area, and the tracks run within 1/2 mile of Lake Erie to the north. If any hazardous cargo (which in fact is currently transported) were involved in a railroad accident, there are many lives at stake with limited access for "escape".
- Even without consideration of railroad accidents, people living north of the tracks may not be accessible by emergency and/or life-saving vehicles, when such access is cut off by railroad traffic.
- There are a significant number of children who must cross these railroad tracks every day to reach the schools they attend. There is no other way to these schools - at some point, the tracks must be crossed.
- There are many homes located directly on these tracks.
- Coal dust and noise pollution in general is a problem already. I can't imagine the decreased quality of life if railroad traffic tripled.

October 11, 1997

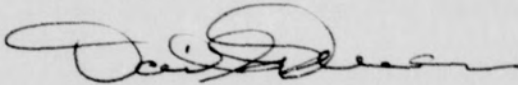
Page 2

These are just a few of the thoughts that come to mind this morning. I just wanted to point out some of the health and safety issues unique to this community. Railroad traffic could be routed south of here, with a "win/win" solution for everyone.

Please come to our community to inspect the proximity of homes to the railroad tracks, and how the homes & tracks are located relative to the Lake Erie shore line. Please investigate the population density characteristics of this area. Please conduct a local public hearing. Please keep in mind that you have an obligation to the public, not to the railroad industry.

Thank you for reading this letter. Please listen to our community's concerns and do what you can to disallow Norfolk Southern's request.

Sincerely,

A handwritten signature in dark ink, appearing to read "David S. Duncan", with a long horizontal flourish extending to the right.

David S. Duncan

ENVIRONMENTAL
DOCUMENT

26623 Osborn Rd.
Bay Village OH 44140
October 10, 1997

re. No. FD 33388



Federal Surface Transportation Board
Section of Environmental Analysis
1925 K Street NW
Washington, DC 20423

Sirs:

This letter is to register my opposition
to stepped up rail traffic through Cleveland's
westshore communities. 38 trains per day
would make our North-South road traffic
nearly impossible! What could you be
thinking to consider a thing like that?
Use some common sense. We are cities.
There is already a great deal of noise,
inconvenience and safety hazard.

Sincerely,
F. Mabel Johnson

October 11, 1997

ENVIRONMENTAL
DOCUMENT



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

Dear Secretary,

I am writing in regards to Norfolk Southern Railroad's plan to increase traffic on a line running through several Northern Ohio Towns and Villages. This will affect everyone in several communities:

***Increase risk of collision with pedestrians and cars - many young families live close to the tracks with children crossing them to catch school buses.**

***Increased likelihood of derailment of hazardous materials that are currently being transported. Evacuation north of the tracks will be impossible due to the lake.**

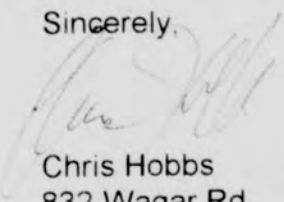
***Potential delays of fire, medical and police forces reaching residents north of the tracks - delays of minutes in response time can mean the difference between life and death.**

***Coal dust exposure and noise pollution will result in serious health and safety issues.**

You have an obligation to the public, NOT the railroad industry. We encourage you to come to our communities and inspect the proximity of houses to tracks, the lake shore line and the population density. At that point you will know raising the train traffic from 12-15 trains per day to 40 is a serious health and safety issue that cannot happen.

Thank you for your attention to this matter and we would again encourage you to hold a local public interest hearing.

Sincerely,


Chris Hobbs
832 Wagar Rd.
Rocky River, Ohio 44116

STB

FD-33388

10-16-97

K

ID-CITIES



Lorain City Council

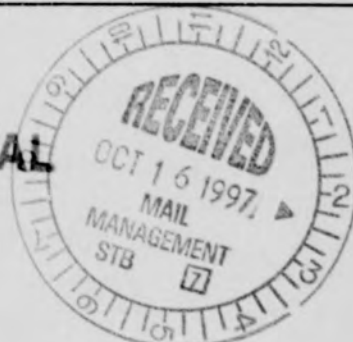
200 West Erie Avenue, Room 101
Lorain, OH 44052
(216) 244-0222 Fax: (216) 246-2537

John A. Rich
President

October 9, 1997

Robert W. Hritsko
At Large

**ENVIRONMENTAL
DOCUMENT**



Woodrow W. Mathna
At Large

**Federal Surface Transportation Board
Section of Environmental Analysis
1925 K Street
N. W. Washington DC 20423**

Vinson D. Shipley
At Large

David Wargo
First Ward

Honorable Board Members:

Jeff Sedivy
Second Ward

Lorain City Council, on behalf of the residents of the City of Lorain, passed attached Resolution No. 29-97, on October 6, 1997.

Anthony M. Krasielesko
Third Ward

Resolution 29-97 opposes Norfolk Southern and CSX Transportation's attempts to increase freight rail traffic along the Penn Route which runs directly through our fair city. This increase would severely impair safety services for the entire city, more directly those 7,000 + residents living on the eastside located south of the railroad tracks and north of Lake Erie.

Thomas C. Urbanek
Fourth Ward

Ruben Torres
Fifth Ward

Lorain City Council along with the citizens of the City of Lorain urge your denial of the proposal under consideration.

Wilfredo Lozano
Sixth Ward

Sincerely,

Daniel W. Given
Seventh Ward

Nancy A. Greer
Clerk of Lorain City Council

Kathy L. Tavenner
Eighth Ward

Enc.

William V. Flynn
Ninth Ward

Nancy A. Greer
Clerk of Council

Resolution No. 29-97

A RESOLUTION OPPOSING NORFOLK SOUTHERN AND CSX
TRANSPORTATION'S REQUEST FOR A 250% INCREASE IN RAIL
TRAFFIC THROUGH THE CITY OF LORAIN AND FURTHER
URGING THE UNITED STATES CONGRESS AND THE FEDERAL
SURFACE TRANSPORTATION BOARD TO REJECT THE REQUEST.

WHEREAS, Norfolk Southern and CSX Transportation are proposing a joint acquisition of Conrail Inc. and further plan to increase the number of freight trains traveling through the northwestern suburbs from 14 to approximately 34 per day; and

WHEREAS, the proposal will be brought before the Federal Surface Transportation Board before June 1998 for approval; and

WHEREAS, any increase in freight train use will severely impact the health and safety of the residents of the City of Lorain due to the potential for delay in police and fire safety force response time to fires, crimes, and natural disasters; and

WHEREAS, any increased volume in freight train use will severely restrict traffic movements and create risks on numerous residential streets throughout the community; and

WHEREAS, additional potential risk would be posed to the many neighborhood children who walk and ride buses to their local area schools located along the vicinity of the Norfolk Southern route; and

WHEREAS, *virtual isolation* would occur more often to the approximately 7,000 eastside residents (10% of the City's entire population) during periods when both the Norfolk Southern track and the Charles Bascule Bridge are in use; and

WHEREAS, any increase in daily freight train traffic would adversely impact the ability of all types of coordinated emergency response teams response between Lorain and other communities to best use each other's medical facilities, police and fire forces and equipment; and

WHEREAS, the potential increase in the transporting of hazardous material raises many concerns for the welfare, health and safety of the area residents in the event of a derailment necessitating evacuation; and

WHEREAS, the proposal to increase freight rail traffic means the possibility of eliminating the plans for a commuter rail service serving the northeastern Ohio communities, resulting in a great loss to the City of Lorain in terms of economic development likely to further revitalize our downtown business district; and

WHEREAS, an increase in daily traffic would negatively effect property values, and directly impact the City budget.

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF LORAIN, STATE OF OHIO:

Section 1.

That this Council of the City of Lorain, Ohio opposes the request of Norfolk Southern and CSX Transportation to increase rail traffic by 250% on the route connecting Vermilion, Ohio to Cleveland, Ohio thereby creating health and safety concerns for the residents of the City of Lorain and other neighboring westshore communities.

- Section II. That this Council urges the citizens of Lorain to support their efforts in opposition by forwarding letters of concern to the Surface Transportation Board, Section of Environmental Analysis (SEA), 1925 K Street N. W. Washington DC 20423 in an effort to have these concerns incorporated into the final version of the Environmental Impact Statement which will be considered by the Federal Surface Transportation Board prior to its final decision.
- Section III. That the Clerk of Council is hereby directed to submit a copy of this resolution to the Federal Surface Transportation Board, Senator Michael DeWine, Senator Alan Zaleski, Congressman Sherrod Brown, Congressman Dennis J. Kucinich, Governor George V. Voinovich, the Ohio Rail Development Commission, State Representative Daniel Metelsky, Lorain County Commissioners, and other neighboring cities.
- Section IV. This it is found and determined that all formal actions of this Council concerning and relating to the passage of this Resolution were adopted in an open meeting of this Council, and that all deliberations of this Council and any of its committees that resulted in such formal action were in meetings open to the public and in compliance with all legal requirements including Section 121.22 of the Ohio Revised Code.
- Section V. That this resolution shall go into effect and be in force after the earliest period allowed by law.

PASSED: Oct 6, 1997

William D. Lano
PRESIDENT OF COUNCIL

ATTEST: Nancy L. Greer CLERK

APPROVED: Oct 6 1997

John J. Kucinich
MAYOR

STB

FD-33388

10-16-97

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ID-BUSINESS



Institute for Policy Research

NORTHWESTERN UNIVERSITY

(Formerly the Center for Urban Affairs and Policy Research)

October 5, 1997

Elaine Kaiser
Chief-Section of Environmental Analysis
Office of the Secretary-Case Control Unit
STB Finance Docket No. 333888
Surface Transportation Board, 1925 K Street, NW
Washington, DC 20423-0001



Dear Ms. Kaiser,

Please send me a copy of the draft and final Environmental Impact Statement concerning the application by Railway Company, Conrail, Inc. and Consolidated Rail Corporation seeking control of Conrail.

Thank you.
Sincerely,

H. Paul Friesema
Professor

**ENVIRONMENTAL
DOCUMENT**

[Federal Register: October 1, 1997 (Volume 62, Number 190)]
[Notices]
[Page 51500-51506]
From the Federal Register Online via GPO Access [wais.access.gpo.gov]
[DOCID:fr01oc97-98]



DEPARTMENT OF TRANSPORTATION

Surface Transportation Board
[STB Finance Docket No. 33388]

CSX Corporation and CSX Transportation, Inc., Norfolk Southern Corporation and Norfolk Southern Railway Company--Control and Operating Leases/Agreements--Conrail, Inc. and Consolidated Rail Corporation

AGENCY: Surface Transportation Board.

ACTION: Notice of final scope of environmental impact statement (EIS).

SUMMARY: On June 23, 1997, CSX Corporation and CSX Transportation, Inc. (CSX), Norfolk Southern Corporation, and Norfolk Southern

[[Page 51501]]

*mainly sent for
draft + final EIS*

Railway Company (NS), and Conrail Inc. and Consolidated Rail Corporation (Conrail) filed an application (primary application) with the Surface Transportation Board (Board) under 49 U.S.C. 11323-25. NS, CSX, and Conrail are jointly seeking authority for NS and CSX to acquire control of Conrail and for the subsequent division of some of Conrail's assets and for the joint operation of other Conrail assets. The proposed transaction involves more than 44,000 miles of rail lines and related facilities covering a large portion of the eastern United States. To evaluate and consider the potential environmental impacts that might result from the proposed transaction, the Board's Section of Environmental Analysis (SEA) is preparing an environmental impact statement (EIS). The Board has determined that an EIS is warranted due to the nature and scope of environmental issues that may arise. SEA published the draft scope of the EIS in the Federal Register on July 7, 1997, a 30-day public comment period on the draft scope ended August 6, 1997, and the final scope of the EIS is included as part of this notice. Changes made to the draft scope are detailed in the Response to Comments section of this notice.

DATES: SEA expects to distribute the Draft EIS for public review and comment in November 1997.

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

In the lower left-hand corner of the envelope, include: Attention:

STB FD-33388

10-15-97

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ID-BUSINESS



THE RED WING COMPANY, INC.

Quality
Corporate
Brand
Foods
Since 1912

ENVIRONMENTAL
DOCUMENT

October 10, 1997

The Honorable Vernon A. Williams
Secretary
Surface Transportation Board
1925 K Street, N.W.
Washington, DC 20423-0001

Re: 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 Secretary Williams:

I, Eugene W. Bailen, am President of The Red Wing Company, Inc. in Fredonia, New York. Red Wing employs over 600 people in Chautauqua County.

I am writing to urge the Surface Transportation Board to grant the relief requested by the Erie-Niagara Rail Steering Committee, which will increase rail competition and improve rail transportation service in the counties of Erie, Niagara and Northern Chautauqua.

We are a producer of food products for the retail grocery industry. My company ships raw materials and finished goods to and from the West Coast frequently as well as receiving corn sweeteners and soy oil from the Midwest. We are connected to the Conrail system in Western New York.

The division of Conrail as proposed by Norfolk Southern and CSX should not be approved by the Board. The existing proposal will adversely impact shippers located in Erie, Niagara and North Chautauqua counties because it fails to provide competitive rail service in this area while providing rail competition to other locations that compete with shippers in Erie, Niagara and Chautauqua.

In order to alleviate the harm that would result to the Erie-Niagara and Northern Chautauqua region, the Erie-Niagara Rail Steering Committee is proposing that the STB condition the merger proposal to allow companies located in Western New York to obtain rail service from more than one rail carrier. We affirmatively support this effort.

I, Eugene W. Bailen, declare under penalty of perjury that the foregoing is true and correct and that I am qualified and authorized to file this letter on behalf of The Red Wing Company, Inc. Executed on this 10th day of October, 1997.

Sincerely,

THE RED WING COMPANY, INC.

Eugene W. Bailen
President

EWB:lk

Chicago Office • 3375 N. Arlington Heights Rd., Suite G • Arlington Heights, IL 60004 • (847) 788-2000 • FAX (847) 788-0018
Fredonia Office • 196 Newton St. • Fredonia, NY 14063 • (716) 673-1000 • FAX (716) 679-7702

STB

FD-33388

10-15-97

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ID-BUSINESS

NAPAR

Directors & Alternates

Joseph Procacci, Chairman
Philadelphia, PA
Jay Rosenstein, V. Chairman
Scranton, PA
Wm. D. Class, Jr. V. Chairman
Jessup, MD
Charles Gallagher, St. Louis, MO
Stanley Greenspan, St. Louis, MO
Steve Piazza, Boston, MA
Jeff Sanson, Cleveland, OH
Samuel Serra, Detroit, MI
James Storey, Philadelphia, PA
Robert Strube, Jr., Chicago, IL
Dana Taback, New York, NY
Frank Wiechec, Philadelphia, PA
J. Gary Lee, President

Contributor Members

A. & J. Produce Corp.
Andrews Brothers Inc.
Aunt Mid Produce Co.
Botner Fruits LTD.
Castellini Company
W. D. Class & Son
Community-Suffolk, Inc.
Peter Condakes Company, Inc.
Consumers Produce Co., Inc.
D'Arrigo Bros. Co. of New York
Dixie Produce & Packaging, Inc.
Fast Food Merchandisers, Inc.
Joseph Fierman & Son Inc.
Al Finer Company
Paul Giordano & Sons, Inc.
Goodie Brand/King Sol
R. S. Hanline & Company, Inc.
The L. Holloway & Bro. Co.
The Horton Fruit Co., Inc.
Hunter Brothers Inc.
J. C. Banana Co.
J. L. W. Produce, Inc.
T. M. Kovacevich-Philadelphia, Inc.
L. & M. Produce Company, Inc.
Lancaster Foods, Inc.
Nardella, Inc.
Joseph Notarianni & Co., Inc.
Morris Okun, Inc.
Ontario Produce Company, Toronto
Pete Pappas & Sons, Inc.
Post & Taback Inc.
Procacci Brothers Sales Corp.
Quaker City Produce Co.
Edward G. Rahl & Sons, Inc.
William Rosenstein & Sons Co.
D. M. Rothman Co., Inc.
Royal Banana Company, Inc.
Rubin Brothers Produce Corp.
The Sanson Company
Ben B. Schwartz & Sons, Inc.
Serra Brothers, Inc.
Storeys' Fruit and Produce, Inc.
Strube Celery & Vegetable Co.
T R Produce, Inc.
United Fruit & Produce Co., Inc.
Verdelli Farms, Inc.
Tony Vitrano Company
Wakefern Food Corporation
Wishnatzki & Nathel, Inc.

ENVIRONMENTAL DOCUMENT

5906 Wilmary Lane
Baltimore, Maryland 21210
410 532-7060 (Office)
410 532-8393 (Facsimile)
410 868-3911 (Mobile)

October 8, 1997

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

Re: Finance Docket 33388

Dear Secretary Williams:

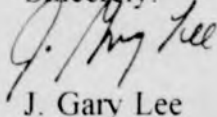
Enclosed is a list of Members of our Association. The collective sales of this Membership is about \$4.5 Billion, or about 7% of the U.S.A. produce sales.

During recent years, the nations railroads have diminished their level of service to the entire produce industry. Western grower/shippers are faced with decimation as a result of the consolidation involving the Union Pacific. Eastern wholesale receivers are impacted by continuous missed delivery times from all rail carriers. Consequently, most produce is now shipped by truck carrier.

This circumstance is costly, inefficient and a threat to our nation's potential security in any future crisis. Equally important, it is stupid. The produce industry is a major economic generator of freight revenues. The nation's railroads have consciously chosen to abandon this business, probably due to their own ineptness. The split up of Conrail will further deteriorate this failed policy toward rail service for the produce industry, i.e. lax delivery schedules; obsolete rolling stock; prehistoric bureaucratic management practices and corporate indifference.

Our Association respectfully requests that the Surface Transportation Board consider these specified issues in its deliberation of approving the split up and disposition of Conrail.

Sincerely:


J. Gary Lee

cc: NAPAR Executive Board



NORTH AMERICAN PERISHABLE AGRICULTURAL RECEIVERS (NAPAR) MEMBERS

October 2, 1997

A. & J. Produce Corporation

Adams Produce Company, Inc.

Andrews Brothers Inc.

Aunt Mid Produce Company

Maurice A. Auerbach, Inc.

Belair Produce Company, Inc.

Big Bear Stores Company

Botner Fruits LTD.

Brigiotta's Produce & Garden Center

Brismark/The Queensland Chamber Co-Op

California Pacific Fruit Company

Capital City Fruit Company, Inc.

Caruso Inc.

Castellini Company

G. Cefalu' & Brother, Inc.

Chep USA

W. D. Class & Son

Coastal Sunbelt Produce Company

Collotti & Sons Inc.

Community-Suffolk, Inc.

Peter Condakes Company, Inc.

Consumers Produce Company, Inc.

Corey Brothers Inc.

Coosemans Philadelphia, Inc.

D'Arrigo Bros. Co. of New York, Inc.

Diamond Jack Enterprises

Dixie Produce & Packaging Inc.

East Coast Fruit Company, Inc.

Fast Food Merchandisers, Inc.

Joseph Fierman & Son Inc.

Al Finer Company

Finest Fruits, Inc.

G & G Produce, Inc.

A. Gagliano Company Inc.

Giant Food Inc.

Paul Giordano & Sons, Inc.

Goedie Brand/King Sol

R. S. Hanline & Company, Inc.

The L. Holloway & Brother Company

The Horton Fruit Company, Inc.

Huot Lee Produce

Hunter Brothers Inc.

J. C. Banana Company

J. L. W. Produce, Inc.

John's Produce, Inc.

Jumbo Produce

E. W. Kean Company Inc.

Keany Produce Company

Klinghoffer Brothers, Inc.

T. M. Kovacevich-Philadelphia, Inc.

L & M Produce Company, Inc.

Lancaster Foods, Inc.

M. & R. Tomato Distributors, Inc.

Tom Maceri & Sons, Inc.

Maryland Fresh Tomato Company, Inc.

Nardella, Inc.

Joseph Notarianni & Company, Inc.

Morris Okun, Inc.

The Ontario Produce Company, Toronto, Canada

Pete Pappas & Sons, Inc.

Pinto Brothers Inc.

Phillies Tomato & Produce Corporation

Post & Taback Inc.

Procacci Brothers Sales Corporation

Quaker City Produce Company

RLB Food Distributors

Edward G. Rahll & Sons, Inc.

Reddy Brand Packers, Inc.

Rocky Produce, Inc.

William Rosenstein & Sons Company

Rosenthal & Klein, Inc.

D. M. Rothman Company, Inc.

Royal Banana Company, Inc.

Rubin Brothers Produce Corporation

Ryeco Inc.

Safeway Inc.

The Sanson Company

Ben B. Schwartz & Sons, Inc.

Serra Brothers Inc.

Shapiro-Gilman-Shandler Company

Smelkinson/Sysco

Standard Fruit & Vegetable Co., Inc.

Stires Recording Thermometer Company

Storeys' Fruit And Produce, Inc.

Strube Celery & Vegetable Company

T R Produce, Inc.

United Fruit & Produce Company, Inc.

John Vena, Inc.

Verdelli Farms, Inc.

Tony Vitrano Company

Wakefern Food Corporation

D. Wiggins Sales, Inc.

Wishnatzki & Nathel, Inc.

* Contributor Members in Bold

STB

FD-33388

10-15-97

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ID-BUSINESS

Smith Financial Services

INSURANCE & INVESTMENT STRATEGIES
PERSONAL • BUSINESS

Warren B. Smith CLU, ChFC



October 8, 1997

STB Section on Environmental Analysis
1925 K Street N.W.
Washington, D.C. 20423

**ENVIRONMENTAL
DOCUMENT**

IN RE: Docket number FD 33388

Gentlemen:

I should like to add my comments to the others regarding the proposed increase of rail traffic through the city of Rocky River (and of course, our adjacent neighbors). There is a very sincere safety issue involved here which just cannot be mitigated without various cities spending millions and millions of dollars on constructing over/underpasses.

I would hope that you would give consideration to that really serious problem as you deliberate on the effectiveness of their plans.

Sincerely yours,

Warren B. Smith

2760 Country Club Blvd.
Rocky River OH 44116
(440) 333-2129

STB

FD-33388

10-15-97

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ID-PUBLIC



October 6, 1997

Linda M. Ross
1252 Overlook Road
Lakewood, Ohio 44107

ENVIRONMENTAL
DOCUMENT

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

Dear Sirs:

I am very concerned about the negative consequences of the Norfolk Southern Railroad tripling the amount of rail traffic through my community. This proposed increase in train traffic impacts the safety of our community in many ways:

- 1.) The train tracks bisect Lakewood into north-south divisions. There are roughly 27-30 railroad crossings in the community. A stopped train, slow-moving train, or very frequent trains can block streets from receiving assistance from emergency services such as police, fire, and EMS. Children need to cross the tracks sometimes twice per day to go to and from schools.
- 2.) Trains carrying hazardous waste, including nuclear waste, are potentially life threatening. Lakewood is a densely populated, residential community with homes built right next to the tracks. A study done by the Agency for Nuclear Projects, Nuclear Waste Office, Nevada compiled the following statistic for Ohio- 2733 shipments of high level nuclear waste from nuclear plants and nuclear weapon disarmament will travel through Ohio, with 2063 of those shipments being likely to go through Lakewood and the Cleveland West Shore area.
- 3.) A tripling of trains through Lakewood would increase air pollution, noise pollution, and decrease property values.

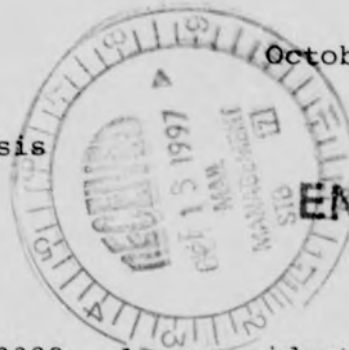
These are some of the reasons why I feel strongly that this increase in train traffic should not be permitted to occur.

Sincerely,

Linda M. Ross

October 8, 1997

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



**ENVIRONMENTAL
DOCUMENT**

Dear Sir:

I am writing re: Docket # FD 33388. As a resident of Lakewood, Ohio, and living four houses north of the railroad tracks, I am strongly opposed to increased railroad traffic.

The first reason is safety:

- *highly populated area with large percentage of children;
- *access to hospital and fire truck route involves crossing the tracks; route from recreational areas along Lake Erie, concentration of multi-family, high-rise and senior citizen complexes located north of the tracks;
- *large concentration of senior citizens in area; hearing and walking difficulties, but walk to businesses/stores on Detroit thus crossing the tracks;
- *proximity to schools, especially elementary schools;
- *crossings lack gates and other protective devices;

The second reason is health:

- *pollution added to the air, especially if trains are carrying coal and waste materials;
 - *noise would be intolerable with such frequency as proposed.
- You move in , spend a summer with windows open!

To increase train traffic through the highly populated urban and suburban areas as proposed endangers peoples' lives and the quality of their living. I am sure these don't matter to the corporations driven by the profit margin, but I am hoping peoples' lives are important to a governmental board dealing with the environment.

Thank you.

Sincerely,

Condy E. Marshall
1312 Marlome
Lakewood, Oh. 44107

Gary L. Borsos
Cathy L. Borsos
28324 Knickerbocker Rd.
Bay Village, OH 44140

September 26, 1997



**ENVIRONMENTAL
DOCUMENT**

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

Gentlemen:

Re: No. FD 33388

This letter is to protest the proposed increase in rail traffic through the communities west of Cleveland from thirteen to approximately thirty-eight trains a day.

We sincerely believe that the safety, health and economic impact that this proposal would have on these communities could be devastating. It is frightening to watch tankers of hazardous materials go through these congested communities now. A major increase in rail traffic increases the possibility of spills and derailments in these highly populated areas. We are also concerned about being isolated from local hospitals and other emergency and safety personnel.

While railroads play a vital role in our country, the safety and welfare of thousands of families are at stake when you make your decision regarding the Conrail split between Norfolk Southern and CSX.

A local weekly newspaper has mentioned tracks owned by the Wheeling & Lake Erie Railroad which NS currently uses. The proposed routing of rail traffic through the lakeshore communities west of Cleveland could bankrupt the Wheeling & Lake Erie Railroad. Since these tracks are now being used by NS, and are mainly through rural areas, this could be a solution that would benefit all involved.

In closing, we hope that you will seriously investigate all alternatives and decide in favor of a plan that will not nearly triple the number of trains passing through our communities, negatively affecting the safety and health of these areas.

Thank you.

Sincerely,

Gary Borsos Cathy Borsos
Gary and Cathy Borsos

cc: Congressman Dennis Kucinich
Mayor Tom Jelepis

Gary L. Borsos
Cathy L. Borsos
28324 Knickerbocker Rd.
Bay Village, OH 44140

September 26, 1997



ENVIRONMENTAL
DOCUMENT

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

Gentlemen:

Re: No. FD 33388

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We sincerely believe that the safety, health and economic impact that this proposal would have on these communities could be devastating. It is frightening to watch tankers of hazardous materials go through these congested communities now. A major increase in rail traffic increases the possibility of spills and derailments in these highly populated areas. We are also concerned about being isolated from local hospitals and other emergency and safety personnel.

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Thank you.

Sincerely,

Gary Borsos Cathy Borsos
Gary and Cathy Borsos

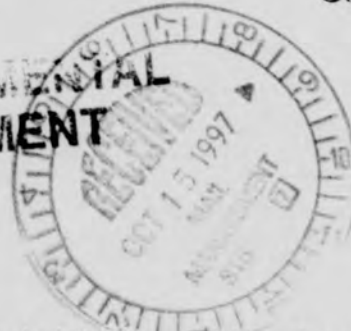
cc: Congressman Dennis Kucinich
Mayor Tom Jelepis



October 8, 1997

Surface Transportation Board
Attn: SEA - Finance Docket 33388
1925 K St., NW
Washington, DC 20423

ENVIRONMENTAL
DOCUMENT



To whom it may concern:

As a citizen of Lakewood, OH I was surprised and disturbed to learn of the planned increase in train traffic through our community. Growing up in the nearby community Berea, OH I am used to hearing the trains; I'm soothed by the sound of them clanking and screeching along the rails. Importantly, the tracks ran behind our neighborhood. As a child I never had to cross the tracks on foot for any reason - not for school, church, shopping or even to visit a friend.

Unfortunately, the situation in Lakewood is vastly different. The tracks run through the heart of our community. They divide our city, our blocks, and our neighborhoods. Children need to cross the tracks, on foot, several times a day - on the way to and from school, for shopping, to visit friends and neighbors. It is already a very dangerous situation; increased train traffic will only magnify the peril.

Beyond the risk to children, I am also concerned that emergency vehicle response services will be hampered and delayed. Obviously, this poses a threat to the well being of all Lakewood citizens.

Working and living in the Washington, DC area you cannot be expected to know the details of every community your decision impacts. That is why I am writing this appeal. I believe there are better routes for the train traffic, ones that do not bisect large residential areas like Lakewood. I hope that it is not too late to influence the Board's decision.

Please revise Finance Docket 33388 to avoid increasing train traffic through Lakewood, OH.

Thank you,

Emily Koch Federici

cc: Mayor Madeline A. Cain - Mayor of the City of Lakewood, Ohio

2062 Atkins Avenue
Lakewood, OH 44107

Emily Koch Federici

Phone: 216/221-5307
Fax: 216/221-8477
m2tasha@aol.com

ENVIRONMENTAL DOCUMENT



September 10, 1997

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,

Address:

943 Wagas Road
Rocky River, Ohio
44116

CONFIDENTIAL
DOCUMENT

September 10, 1997

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,

Address:

20990 Detroit Rd #2
Rocky River, Ohio
44116

STB

FD-33388

10-14-97

K

ID-PUBLIC

ENVIRONMENTAL DOCUMENT

October 5, 1997

To Whom It May Concern:

We want you to know as concerned citizens of Lakewood, Ohio we are totally against any increase in the number of trains going through Lakewood. We are very concerned about the safety of Lakewood residents especially children. As you know Lakewood is a very densely populated community with many children going back and forth across the tracks to attend school and all their various activities. Also of great concern is increased response time for police, fire and ambulance service.

Please consider all these things and then hopefully you will realize any increase in number of trains going through Lakewood is a very poor and unwise decision and would be very dangerous to our health and safety.

Fred and Shirlah Packard

1364 Westlake Ave.

Lakewood, Ohio 44121

#FD 33388

ENVIRONMENTAL DOCUMENT

23002 Roberts Run
Bay Village, Ohio 44140
Oct. 6, 1997

Federal Surface Transportation Board
Section of Environmental Analysis
1925 K Street NW
Washington, DC 20423



Dear People.

Regarding No. FD 33388, the issue of allowing the Norfolk & Southern Railroad to triple the train traffic through our towns, Bay Village, Rocky River and Lakewood, Ohio, I am protesting. Please don't add to the increasing noise and air pollution of our area by allowing this increase in traffic. Please encourage them to find alternate routes, if that is absolutely necessary.

These areas, particularly Lakewood, are very densely populated and this would present also another health and safety hazard. With few overpasses or underpasses in the area, and trains running almost continuously through the towns, emergency and other traffic from the north side to south side of the tracks would be at a standstill. It is ridiculous for anyone interested in human health and safety to even consider such an issue to be considered.

Man's greed for power and money must be discouraged by our leaders. I hope you prove to be leaders responsible for the health and safety of our citizens over and above special power and money interest groups.

Very truly yours,

Julia F. McDaniel

Julia F. McDaniel

Michelle A. Norehad

344 Rye Gate
Bay Village, Ohio 44140



October 6, 1997

Federal Surface Transportation Board
Section of Environmental Analysis
1925 K Street NW
Washington, DC 20423

Reference: FD 33388

Dear Federal Surface Transportation Board,

I am writing you to express my opposition to the proposal by Norfolk & Southern Railroad to increase rail traffic through the westshore communities of Greater Cleveland. I am currently a resident and homeowner in Bay Village and I grew up in Lakewood. Both are westshore communities. Through the years the fatalities due to rail traffic, especially among children, have affected everyone in the westshore communities. It is intolerable to risk the safety of our community by permitting an increase in rail traffic. Other major areas of concern include the obvious traffic tie-ups that will result as well as the risk to our property values.

I am strongly opposed to the proposed increase in rail traffic.

Sincerely,

Michelle A. Norehad

Michelle A. Norehad

ENVIRONMENTAL
DOCUMENT

September 24, 1997

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

ENVIRONMENTAL DOCUMENT



Dear Sirs:

My child(ren), Ashley Beam, 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 our 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,

Dawn Beam





Oct. 6 1997
1271 West Clifton BQ,
Lukenswood, Ohio
44107

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

I am writing to you regarding the increase of trains. I feel that this will cause accidents & in some cases deaths. Firefighters and medical help can not get the patient to the hospital in time.

I live next to the tracks and I am concerned about the failure of the railroad to provide safety as I see the children on the tracks daily.

I know that some of the cargo you carry is dangerous. I also have a rodent problem as the Rail Road does not cut the weeds next to the tracks.

Sincerely
Miss Magaleen M. Kinty

ENVIRONMENTAL
DOCUMENT

STB

FD-33388

10-14-97

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ID-BUSINESS



VANKEULEN & WINCHESTER LUMBER CO.

245 54th STREET, S.W. • GRAND RAPIDS, MICHIGAN 49548-5613

PH: 616 / 532-3678 • FAX: 616 / 532-8690

Manufacturers and Wholesalers of Fine Hardwoods

October 6, 1997

Mr. Vernon Williams, Secretary
Surface Transportation Board
STB Finance Docket No. 33388
1925 K Street NW
Washington DC 20423-0001



**ENVIRONMENTAL
DOCUMENT**

RE: CSX and Norfolk Southern Railway Acquisition of Conrail

Dear Mr. Williams:

The purpose of this letter is to express support for the proposed acquisition of Conrail assets by CSX and Norfolk Southern Railway Co. It is my belief that these two entities have demonstrated their ability to provide valuable transportation services to the nation and possess the means necessary to acquire and operate the Conrail system.

We fully support America's free enterprise system, and believe that railroads and other businesses belong in the hands of the private sector, not the government. This acquisition will serve to move another business enterprise into the private sector where it belongs.

We therefore respectfully request your support and approval of this agreement.

Sincerely,

Jeffrey W. Gillesse
Vice President

Our Commitment Is Total Customer Satisfaction

STB

FD-33388

10-14-97

K

ID-LAW

LAW OFFICE
FRANCES A. DUBROWSKI
11 DUPONT CIRCLE, N. W.
SUITE 800
WASHINGTON, D. C. 20036

**ENVIRONMENTAL
DOCUMENT**

TELEPHONE (202) 588-7618
FACSIMILE (202) 588-5185



October 6, 1997

Elaine K. Kaiser, Esq.
Environmental Project Director, Legal Counsel
Surface Transportation Board
Section of Environmental Analysis
Suite 500
1925 K St., N.W.
Washington, D.C. 20243

Re: Terms of Engagement, CSX/NS Acquisition of Conrail

Dear Ms. Kaiser:

Thank you for the opportunity to work with the Surface Transportation Board and its environmental analysis team in analyzing the environmental impacts of the proposed CXS/NS Acquisition of Conrail. After our discussions on October 1, 1997 at your office, I felt it appropriate to reduce to writing the nature of our relationship and the duty of confidentiality, given the number of different organizations participating in this project.

I have been retained as an attorney to provide legal advice and representation to the Surface Transportation Board (the "Board") in the area of environmental law and regulation concerning the CXS/NS Acquisition of Conrail. You have identified the Board as my client. You, as the Program

Director of this project, are the individual to whom I will provide legal advice. My contractual relationship will be as a subcontractor with De Leuw, Cather and Company. Mr. William Novak is the Senior Project Manager for De Leuw, Cather and Company on this project.

It is my understanding that my fees and expenses will be paid by the independent third party contractor.

The nature of my duties will be to assist you in analyzing the environmental impacts of this proposed acquisition. This work will include, but not be limited to, assisting in the development of written materials and reports; attending meetings with the Board, the public, and the Board's consultants and study teams; and researching and identifying key elements in the area of environmental law. Notwithstanding the duty of confidentiality to the Board, it is my understanding that you wish that I communicate freely with the other members of the Board's consultant and study teams, providing suggestions and advice consistent with your guidance with respect to this environmental impacts analysis. In addition, I will perform such other duties as you direct during the progress of this project.

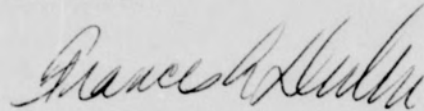
As you know, this firm has numerous clients. In the future, it is possible that I may be asked to represent another client in a matter, including litigation, which could be adverse to the Board. By entering into this engagement, the Board consents to my undertaking such a representation so long as it is not related to this representation and does not make use of any information obtained in the course of this representation that is not generally available to the public.

I have disclosed to you that my husband, David Buente, is a partner in the law firm of Sidley & Austin. Sidley & Austin represents CSX and Norfolk and Southern in connection with their acquisition of Conrail, although my husband has not worked on this matter. Nonetheless, to ensure that there is no conflict of interest, my husband has recused himself from any communication with any member of Sidley & Austin or with any of Sidley & Austin's employees regarding the firm's representation of both CSX and

Norfolk and Southern in connection with their acquisition of Conrail's assets and the related review of this acquisition by the Surface Transportation Board. In addition, he has arranged for procedures to be employed so that he will not share in any portion of the revenues, including profits, from this Sidley & Austin representation.

Again, thank you for the opportunity to be associated with this important project. I look forward to working with you and the members of the environmental analysis team.

Sincerely,

A handwritten signature in cursive script, appearing to read "Frances A. Dubrowski".

Frances A. Dubrowski

cc: Mr. William Novak, Senior Project Manager
Evelyn Kitay, Esq.

STB

FD-33388

10-10-97

K

ID-STBSEA



SURFACE TRANSPORTATION BOARD
Washington, DC 20423

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DOCUMENT # 10/16/97 9:10 AM
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OCT 13 1997

Section of Environmental Analysis

October 10, 1997

Richard S. Edelman
Highsavv, Mahoney & Clarke, P.C.
1050 17th Street, NW
Suite 210
Washington, DC 20036

Re: Finance Docket No. 33388 - CSX and Norfolk Southern - Control and Acquisition
Conrail: Request for Information - Environmental Review Process

Dear Mr. Edelman:

This letter responds to your letter of September 17, 1997, concerning the environmental review process in the Conrail acquisition proceeding. In my letter of September 29th, I provided you with some general information about the Environmental Impact Statement (EIS) process for the proposed acquisition of Conrail. In this letter, I will address your request for certain information involving the independent third-party consultants engaged by the Surface Transportation Board's (Board's) Section of Environmental Analysis (SEA) to provide assistance with the preparation of the EIS in this proceeding.

Role of Third-Party Consultants

The use of agency-approved, independent third-party consultants is specifically permitted by both the Board's environmental regulations and those of the Council on Environmental Quality (40 CFR 1506.5(c); 49 CFR 1105.10(d)). In the proposed Conrail acquisition, as in all Board proceedings where a third-party consultant is retained, the independent third-party consultants' scope of work, approach, and activities are under the sole supervision, direction, and control of SEA. The consultants, in effect, are an extension of SEA's staff. They work under SEA's direction to conduct independent environmental analysis, develop appropriate environmental methodologies and mitigation options, and verify the environmental information provided by the railroads, consulting agencies, and all other interested parties. The third-party consultants assist SEA in compiling the information into a Draft EIS. Any submissions or drafts by the third-party consultants for inclusion in the Draft EIS are submitted to SEA for its review,

verification, and approval before the Draft EIS is presented to the public and appropriate Federal, state, and local agencies for review and comment.

After conducting additional environmental analysis, reviewing all environmental information available to date, consulting with appropriate agencies, and fully considering all public comments, SEA, with the assistance of the independent third-party consultants, will then draft a Final EIS. Again, any drafts or submissions by the third-party consultants are fully reviewed, verified, and approved by SEA before the Final EIS is finalized and issued. Throughout the on-going EIS process, SEA's involvement, oversight, guidance, and participation has and will continue to be extensive, including frequent meetings, briefings, and discussions concerning the methodologies, data collection, analysis, and recommendations. After issuing the Final EIS, the Board will review the entire environmental record, including all public comments addressing environmental issues, the Draft EIS, and the Final EIS in making its final decision in this proceeding.

The third-party consultants for the Conrail proceeding are De Leuw, Cather & Company, located at 1133 15th Street, NW, Suite 800, Washington, DC 20005; and HDR Engineering, Inc., located at 1101 King Street, Alexandria, VA 22314. The project directors are Mr. Winn Frank for De Leuw and Mr. Jay Campbell for HDR, located at their respective offices as listed above. A list of the technical sub-consultants working on this project is enclosed with this letter.

Third-Party Selection Process

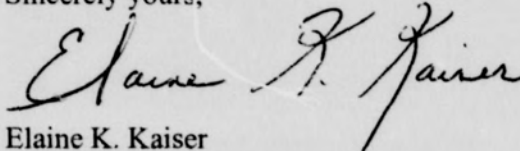
Although the independent third-party consultants are paid by the railroad applicants, SEA selected the consultants and associated technical sub-consultants. In choosing the consultants for this project, SEA began with its list of pre-approved consultants. SEA consulted that list to see which ones had the capacity and the multi-disciplined expertise to handle a project of this scope. At SEA's invitation, seven prospective consultants were invited to submit a written proposal, and make an oral presentation to a panel of Board staff members representing various offices, on their firms' qualifications and how they would approach the environmental review process. Three firms (De Leuw, HDR, and ICF Kaiser) accepted SEA's invitation.

After they made oral and written presentations, the panel selected De Leuw and HDR to be the independent third-party consultants. SEA selected two consultants because, at the time the consultants were chosen, it was expected that CSX would submit a primary application and that Norfolk Southern would submit an inconsistent or responsive application to the Board, and that SEA would use one consultant to assist in the environmental review of CSX's proposal and another consultant to help analyze Norfolk Southern's acquisition proposal. In April 1997, the railroads notified the Board of their intent to file a joint application. Therefore, the De Leuw and HDR staffs working on this project were integrated to work together, and have done so since that time.

Prior to their selection, SEA reviewed in depth the qualifications of the two lead firms and all technical sub-consultants. In addition, the two third-party consultants and their sub-consultants have provided statements that they have no conflict of interest or financial or other interest in the outcome of the Conrail proceeding.

I hope this information is helpful to you.

Sincerely yours,

A handwritten signature in cursive script, reading "Elaine K. Kaiser". The signature is fluid and stylized, with the first name "Elaine" being more prominent than the last name "Kaiser".

Elaine K. Kaiser

Chief

Section of Environmental Analysis

Enclosure



SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Section of Environmental Analysis

October 10, 1997

Re: Railroad Control Application, Finance Docket No. 33388: Consultants & Sub-Consultants

Consultants

DE LEUW, CATHER & COMPANY (DCCO)
1133 15TH STREET, NW, SUITE 800
WASHINGTON, DC 20005

HDR ENGINEERING, INC. (HDR)
1101 KING STREET
ALEXANDRIA, VA 22314-2980

PUBLIC AFFAIRS MANAGEMENT
101 THE EMBARCADERO, SUITE 210
SAN FRANCISCO, CA 94105

Sub-Consultants

K. MENG CHNG, INC.
411 WAVERLEY OAKS ROAD, SUITE 321
WALTHAM, MA 02154

THOMPSON LINGEL & MCGINLEY HART
77 N. WASHINGTON STREET
BOSTON, MA 02114

MYRA L. FRANK & ASSOCIATES, INC.
811 WEST 7TH STREET, SUITE 800
LOS ANGELES, CA 90017

THE ENVIRONMENTAL COMPANY
1611 N. KENT STREET, SUITE 900
ARLINGTON, VA 22209

KUTAK ROCK
1101 CONN. AVENUE, NW, SUITE 1000
WASHINGTON, DC 20036

1650 FARNAM STREET
OMAHA, NE 68102

ACENTECH
33 MOULTON STREET
CAMBRIDGE, MA 02138

WORLD WIDE RAIL
3 EMERSON ROAD
SEVERNA PARK, MD 21146

STB

FD-33388

10-10-97

K

ID-PUBLIC

1215 W. Clifton Blvd.
Lakewood, Ohio 44107
October 8, 1997

ENVIRONMENTAL
DOCUMENT



Surface Transportation Bd.
1925 K St. N.W.
Washington, D.C. 20423

Attn: SEA - Finance Docket 33388

We, as sixth graders at Horace Mann Middle School, request that the Surface Transportation Board come to Lakewood to review the situation we have in this unique community of approximately 9000 children, to hold a public hearing. Norfolk Southern Railroad is planning to add about 34 more trains per day that will run through our densely populated city on Lake Erie. We are Worried.

Here are some of the problems involved. There is only one underpass on the west end of town. This limits accessibility of emergency vehicles to the hospital south of the tracks from Gold Coast high-rise condominiums. Also, half the kids in Lakewood cross the tracks on the way to school.

Thank you for your time. Please
help. Sincerely,
Courtney Perry.

1215 W. Clifton Blvd.
Johannesburg, OH. 44104
October 8, 1997

ENVIRONMENTAL
DOCUMENT



Surface Transportation Bd.
1925 K St. N.W.
Washington, D. C. 20423.

Attn. S.E.A - Finance Docket 33388.

We, as sixth graders at Horace Mann Middle School, request that the Surface Transportation Board come to Johannesburg to review the situation we have in this unique community of approximately 9,000 children, to hold a public interest hearing. Norfolk Southern Railroad is planning to add about 34 more trains per day that will run through our densely populated city on Lake Erie. We are worried. Here are some of the problems involving: Most of the children that go to Horace Mann Middle School walk across the tracks and that might be dangerous. They have no other way to walk. The thing that scares me most is a toxic spill that might hurt a lot of people.

Thank you for your time.
Please help us out. Sincerely,
Samantha Cooper.

1215 W. Clifton Blvd.
Lakewood, Ohio 44107
October 8, 1997

ENVIRONMENTAL
DOCUMENT



Surface Transportation Bd.
1925 K St. N.W.
Washington, D.C. 20423

Attn: SEA - Finance Docket 33388

We, as sixth graders at Horace Mann Middle School, request that the Surface Transportation Board come to Lakewood to review the situation we have in this unique community of approximately 9,000 children, to hold a public interest hearing. Norfolk Southern Railroad is planning to add about 34 more trains per day that will run through our densely populated city on Lake Erie. We are worried.

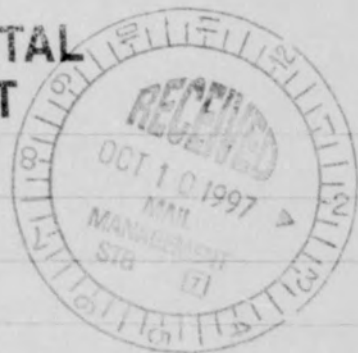
Here are some of the problems involved. Here in Lakewood there are 60,000 people in a 6 sq mile area. We only have one underpass on the west end of town which limits accessibility of emergency vehicles to our hospital south of the tracks. If there is a toxic waste spill, evacuation procedures will be difficult.

Thank you for your time. Please help us out.

Sincerely,

Chris John

ENVIRONMENTAL
DOCUMENT



1215 W. Clifton Blvd.
Lakevood, Ohio 44107
October 8, 1997

Surface Transportation Bd.
1925 K St. NW.
Washington, D.C. 20423

Attn: - Finance Docket 33388

We, as sixth graders at
Horace Mann Middle School,
request that the Surface
Transportation Board come to
Lakevood to review the
situation we have in this
unique community of approximately
9,000 children to hold a public
interest hearing. Norfolk Southern
Railroad is planning to add
about 34 more trains a day
that will run through our
densely populated city on Lake
Erie. We are worried

Here are some of the
problems involved. One is
that almost everybody walks
around the city. A chemical
spill could affect our breathing
and we would have to
evacuate our homes. Also most
of the kids have to cross
the tracks to get to
school. Thanks for your time.
Please help us out.

Sincerely,

Kerim Moran

ENVIRONMENTAL
DOCUMENT

1215 W. Clifton blvd ~~XXXX~~
Lakewood Ohio 441167
October 7, 1997



Surface Transportation Bd.
1925 K St. N.W.

ATTN: Sec - Finance Docket 33388

We, as Sixth graders at Horace Mann Middle School, request that the surface transportation Board come to Lakewood to review the situation we have in this unique community of approximately 1000 children, to hold a public interest hearing. Norfolk Southern Railroad is planning to add about 34 more trains per day that will run through our densely populated ~~city~~ City on Lake Erie. We are worried. Here are some problems.

There are 1/2 of children that cross these tracks to go to school and it is not safe for trains to stop.

Sincerely,
Kevin Mrazee

1215 W. Clifton Blvd.
Lakewood, Ohio 44107
October 8, 1997

ENVIRONMENTAL
DOCUMENT



Surface Transportation Bd.
1925 K Street N.W.
Washington D.C. 204123

Attn: SEA-Finance Docket 33388

We, as sixth graders at Horace Mann Middle School, request that the Surface Transportation Board come to Lakewood to review the situation we have in this unique community of approximately 9000 children, to hold a public interest hearing. Norfolk Southern Railroad is planning to add about 34 more trains per day that will run through our densely populated city on Lake Erie. We are worried. Here are some of the problems involved.

For example if someone on Andrews had an accident and the ambulance got caught by a train it would have to go all the way down to W. Clifton and back. Or if somebody was walking across the tracks and got their shoe lace caught they might get hit. Also if the train is carrying toxic waste and it spills everyone will have to evacuate.

Thank you for your time. Please help us out.
Sincerely, Ted Hogan

ENVIRONMENTAL
DOCUMENT

1215 W. Clifton BLVD.
Lakewood, Ohio 44107
October 8, 1997



Surface Transportation BD.
1925 K. St. N.W.
Washington D.C. 20423
ATTN: Sea-Finance Docket 33388

We, Sixth graders at Horace Mann Middle School, request that the Surface transportation board come to Lakewood to review a situation we have in this unique community of approximately 9,000 children to hold a public interest hearing. Norfolk and Southern railroad is planning to add about 34 more trains that will run through our densely populated city on Lake Erie. We are worried. Here are some of the problems involved.

We have to stop the number of trains in Lakewood. If not, the trains will triple passing through Lakewood. Half of the children cross these tracks. If a train has toxic waste in it and somehow tips over people would be injured.

Thank you for your time. Please help us out
Sincerely, Jonathan Madera

1215 W. Clifton Blvd.
Lakewood, Ohio 44107
October 8, 1997

ENVIRONMENTAL
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Surface Transportation Bd.
1425 K St. N.W.
Washington, D.C. 20423

Attn: SEA-Finance Docket 33388

We, as sixth graders at Horace Mann Middle School, request that the Surface Transportation Board come to Lakewood to review the situation we have in this unique community of approximately 9,000 children, to hold a public interest hearing. Norfolk Southern Railroad is planning to add about 34 more trains per day that will run through our densely populated city on Lake Erie. We are worried.

Here are some of the problems involved. Most kids have to go to school, but half of the kids cross the tracks. There is one underpass in Lakewood. The emergency vehicles get held up by the trains.

Thank you for your time. Please help us out.

Sincerely,
Richard Baker

1215 W. Clifton Blvd.
Lakewood, Ohio 44107
October 8, 1997

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Surface Transportation Bd.
1925 K St. N.W.
Washington, D.C. 20423

Attn: SEA-Finance Docket 33388

We, as sixth graders at Horace Mann Middle School, request that the Surface Transportation Board come to Lakewood to review the situation in this unique community of approximately 9000 children, to hold a public interest hearing. Norfolk Southern Railroad is planning to add about 34 more trains per day that will run through our densely populated city on Lake Erie. We are worried.

Here are some of the problems involved. There are 60,000 people in a 6 sq. mile community, one half of the children walk across the tracks, and some of those children may die. If there is a toxic spill, people will have to leave their homes.

Sincerely,
Ted Ricci

1215 W. Clifton Blvd.
Lakewood, OH 44107
October 7, 1997

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Surface Transportation Bd.
1925 K St. N.W.
Washington, D.C. 20423

Attn: SEA - Finance Docket 33388

We, as 6th graders at Horace Mann Middle School, request that the Surface Transportation Board come to Lakewood to review the situation that we have in this unique community of approximately 9000 children, to hold a public interest hearing. Norfolk Southern Railroad is planning to add 34 more trains per day that will run through our densely populated city on Lake Erie. We are worried. Here are some of the problems involved. Half of the children cross these tracks to get to school. If there is a toxic spill, the evacuation would be difficult. In Lakewood there is one underpass, so if there is a fire or emergency on the north side, while a train is passing through, emergency vehicles either have to wait or go all the way down and come all of the way back.

Sincerely, Josh Miller

1215 W. Clifton Blvd.
Lakewood, Ohio 44107
October 8, 1997



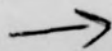
Surface Transportation Bd.
1925 K St. N.W.
Washington, D.C. 20423

**ENVIRONMENTAL
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Attn: SEA - Finance Docket 33388

We, as sixth graders at Horace Mann Middle School, request that the Surface Transportation Board come to Lakewood to review the situation we have in this unique community of approximately 9000 children, to hold a public interest hearing. Norfolk Southern Railroad is planning to add about 34 more trains per day that will run through our densely populated city on Lake Erie. We are worried.

Here are some of the problems involved. Half of the kids cross the tracks to walk to and from school. There is only one bridge crossing on West Clifton for emergency vehicles to get from the hospital to our school.



Thank you for your time. Please help us out:

Sincerely,

Amarda Langley - a 6TH
grader at H.M.M.S. Lakewood

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1215 W. Clifton Blvd
Lakewood, Ohio 44107
October 8, 1997



Surface Transportation Bd.
1425 K St. NW
Washington, D.C. 20423

Attn: SEA - Finance Docket 33388

We, as sixth graders at Horace Mann Middle School, request that the Surface Transportation Board come to Lakewood to review the situation we have in this unique community of approximately 9000 children, to hold a public interest hearing. Norfolk Southern Railroad is planning to add about 34 more trains per ~~train~~ day that will run through our densely populated city on Lake Erie. We are worried.

Here are some of the problems involved with the trains. Half of the kids walk to school, and they have to walk across the train tracks and they could get hurt. There is only one underpass that the emergency transportation

could go under if there is a stopped
train. There could also be train derailments
and it could have toxic chemicals and
it could be dangerous to people.

Thank you for your time. Please help us out.

Sincerely,
Jason Dorfeld

1215 W. Clifton Blvd
Lakewood, Ohio 44107
October 8, 1997

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Surface Transportation Bd.
1925 K St. N.W.
Washington, D.C. 20423

Attn: SEA-Finance Docket 33388

We, as sixth graders at Horace Mann Middle School, request that the Surface Transportation Board come to Lakewood to review the situation we have in this unique community of approximately 9000 children, to hold a public interest hearing. Norfolk Southern Railroad is planning to add about 34 more trains per day that will run through our densely populated city on Lake Erie. We are Worried.

When kids walk to school both kids and parents all take risks. One half of 9000 children walk across the tracks every Day to school. With lack

of space this would be a
very BAD idea.

JATHENMOIVNE

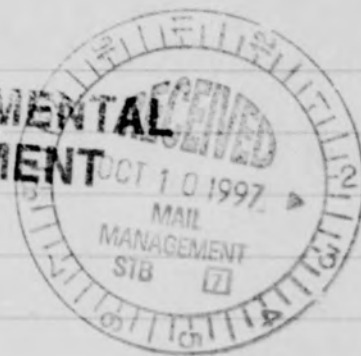
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Thank you for your time. Please
help us out.

Sincerely,
Renee Schilling

1215 W. Clifton Blvd.
Lakewood, Ohio 44107
Oct. 8, 1997

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Surf Surface Transportation Bd.
1925 K St. N.W.
Washington, D.C. 20423

Attn: Sea-Finance Docket 33388

We, as Sixth graders at Horace Mann Middle School, request the surface transportation Board come to Lakewood to review the ~~sit~~ situation we have in this unique community of approximately 9,000 children to hold public interest hearing.

Norfolk Southern Railroad is planning to add about 34 more trains per day that will run through our densely populated city on Lake Erie. We are worried. Here are some of the problems involved.

1/2 of children cross these tracks to go to school

There are at least 9,000 kids and half cross tracks on the way to school. This can be a big problem going to school. If a train got derailed and has a spill this would stop firemen, ambulances, and police. If they don't clean it up good well the next train comes by and it could be really bad. That is why I don't like trains.

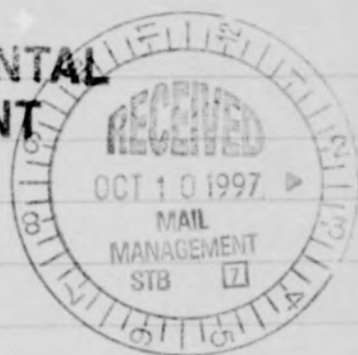
Thank you for your time. Please help out.

Sincerely,

John Benfelder

ENVIRONMENTAL
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1215 W. Clifton Blvd.
Lakewood, Ohio 44107
October 8, 1997



Surface Transportation Bd.
1925 K St. N.W.
Washington, D.C. 20423

Attn: SEA-Finance Docket 33388

We, as sixth graders at Horace Mann Middle School, request that the Surface Transportation Board come to Lakewood to review the situation we have in this unique community of approximately 9,000 children, to hold a public interest hearing. Norfolk Southern Railroad is planning to add about 34 more trains per day that will run through our densely populated city on Lake Erie. We are worried.

We students mostly walk to school, and half of us cross the tracks. This doesn't provide safety for the children. Lakewood has a population of around 60,000 people in 6 sq. mile, and if there is a reason these citizens have to get by, while

being stopped by a train, it will cause more time that makes them wait.

Thank you for your time. Please help us out.

Sincerely,
Sarah Kasper

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1215 W. Clifton Blvd.
Lakewood, Ohio 44107
October 8, 1997

Surface Transportation Bd
1925 K St. N.W.
Washington, DC 20423

Attn: DEA-Finance Docket
33388

We, as sixth graders
at Horace Mann Middle
School, request that the
Surface Transportation
Board come to Lakewood
to review the situation
we have in this unique
community of approxi-
mately 9000 children
to hold a public interest
hearing. Norfolk Southern
Railroad is planning
to add about 34 more
trains per day that will
run through our densely
populated city on Lake Erie.
We are worried. Here are

some of the problems involved

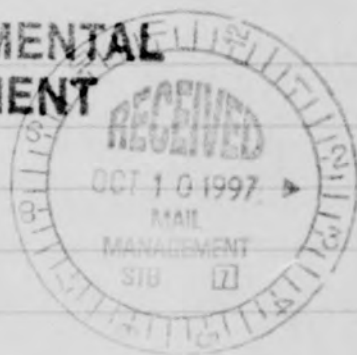
Here are some things
that affect our tram system.
Our community is a walk-
ing community because
there is lots of children.
There is only one under-
pass and the trams
disturb emergency veh-
icles, and someone might
be in trouble.

Sincerely,

Will Elmore

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1215 W. Clifton Blvd
Lakewood, Ohio, 44107
October 8, 1997 44107



Surface Transportation Bd.
1925 K St. N.W.
Washington D.C. 20423

Attn: SEA-Finance Docket 33388

We, as sixth graders at Horace Mann Middle School, request that the Surface Transportation Board come to Lakewood to review the situation we have in this unique community of approximately 9,000 children to hold a public hearing. Norfolk Southern railroad is planning to add about 34 more trains per day that will run through our densely populated city on Lake Erie. We are worried.

I think they should not increase trains. More and more children are getting hurt. Half of the children cross these tracks to go to school. One under pass on the west end of the town limits accessibility of emergency vehicles to the hospital south of the

Tracks.

Sincerely,
Lena Abramson

1215 W. Clifton Blvd.
Lakewood, Ohio 44107
October 8, 1997

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Surface Transportation Bd.
1925 K St. N.W.
Washington, D.C. 20423

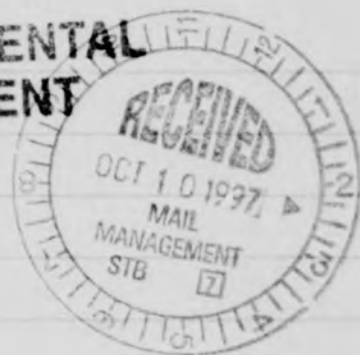
Attn: SEA-Finance Docket 33388

We, as sixth graders, at Horace Mann Middle School, request that the Surface Transportation Board come to Lakewood to review the situation we have in this unique community of approximately 9,000 children to hold a public interest hearing. Norfolk Southern Railroad is planning to add about 34 more trains per day that will run through our densely populated city on Lake Erie. We are worried.

Here are some of the problems involved. The trains will slow emergency traffic which can cause more people to die. Half of the kids cross train tracks when they are walking to school. If there ever was a train derailment and the train was carrying toxic waste or chemicals it will cause more

1215 W. Clifton Blvd
Lakewood, Ohio 44107
Oct. 8, 1997

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Surface Transportation Bd.
1925 K. St N.W.
Washington, D.C. 20423

Attn: SEA-Finance Docket 33388

We, as sixth graders at Horace Mann Middle School, request that the Surface Transportation Board come to Lakewood to review the situation we have in this unique community of approximately 9000 children, to hold a public interest hearing. Norfolk Southern Railroad is planning to add about 34 more trains per day that will run through our densely population city on Lake Erie. We are worried.

Here are some of the problems ~~involved~~ involved. A lot of kids will be crossing the railroad tracks just to get from one place to another. There is only one way for ambulances to get to the emergency. That's way over on West Clifton. If there is an accident on Hall, Cranford, Summit, etc. the ambulance will have to wait for either 3 min. or 5 min., or they could go on West Clifton.

Thank you for your time. Please help us out.

Sincerely,

Vicky Brolund

VICKY Brolund

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1215 W. Clifton Blvd.
Lakewood, Ohio 44170
October 8, 1997



Surface Transportation Bd.
1925 K St. N.W.
Washington, D.C. 20423

Attn: SEA - Finance Pocket 33388

We, as sixth graders at Horace Mann Middle School, request that the Surface Transportation Board come to Lakewood to review the situation we have in this unique community of approximately 9000 children to hold a public interest hearing. Norfolk Southern Railroad is planning to add about 34 more trains per day that will run through our densely populated city on Lake Erie. We are worried.

Here are some of the problems involved. Half of the children including me, cross the tracks to go to school. Emergency vehicles can't get access to houses or hospitals if needed. A train

could derail and spill some
toxic gases or liquids could injure.

Thank you for your time.
Please help us out.

Sincerely,

Gidget Hamper

DOCUMENT
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1215 W. Clifton Blvd.
Lakewood, Ohio 44107
October 8th, 1997

ENVIRONMENTAL
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Surface Transportation Board
1925 K St. N.W.
Washington, D.C. 20423

Attn: SCA Finance Docket 33388

We, as sixth graders at Horace Mann Middle School, request that the Surface Transportation Board come to Lakewood to review the situation we have in this unique community of approximately nine thousand children to hold a public interest hearing. Norfolk Southern Railroad is planning to add about thirty four more trains per day that will run through our densely populated city on Lake Erie. We are worried.

Here are some of the problems. There are sixty thousand people in six square miles. Lot's of

people will be extremely bothered by the noise and the smell. Lakewood is very unique because we can walk many places. Also, half the children cross the tracks to go to school, and this will most likely increase the accidents. One underpass on the west end of town limits accessibility of emergency vehicles to the hospital south of the tracks from Gold Coast high-rise condominiums.

Sincerely,
Alison O'Donnell

STB

FD-33388

10-8-97

K

ID-PUBLIC

September 23, 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), *Tom and Kim*, attend Lincoln Elementary School in Lakewood, Ohio. Lincoln is north of the Norfolk Southern railroad tracks. Some of the children attending Lincoln must cross the tracks at least two times a day to get to and from school. There are 450 children that attend Lincoln Elementary.

Lakewood Hospital, the closest and largest fire department and the Police station are all located south of the tracks. Thus, a stopped or slow moving freight train could prevent emergency services from reaching our children in an acceptable length of time. This delay could cost a child their life. It could be my child. This is why 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 our 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 north of the 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,

*The O'Keefe Family -
Tom and Kim*

ENVIRONMENTAL
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September 10, 1997

Federal Surface Transportation Board
Section of Environment Analysis
1925 K Street NW
Washington, DC 20433

ATTENTION: Document Number FD 33388



Gentlemen:

This letter is written to request that you prevent the additional rail freight traffic on the Cleveland-Vermillion line of Norfolk Southern Railroad line west of Cleveland.

My home is in Lakewood, Ohio, where we have 27 crossings in three miles and only one underpass whereby travelers may cross the city in a north-south direction without rail interruption. Many homes in Lakewood abut the rail line. Students attending Lakewood schools cross the tracks at least twice a day.

I firmly believe that the Norfolk Southern plan would disrupt the quality of life, endanger the health of residents from pollution and noise, endanger students traveling to and from school, delay police, fire and emergency vehicles whereby minutes in response time can often make a difference between life and death.

In addition, any increase of freight trains will increase the likelihood of derailments. Should a rail accident happen that is carrying hazardous material, ALL of LAKEWOOD would be required to evacuate for health and safety reasons.

Please prevent the escalation of unsafe and unhealthy freight movement through our cities along Lake Erie.

Very truly yours,

Margaret Fitzgerald
17441 Shaw Avenue
Lakewood, OH 441077

cc: Madeline A. Cain, Mayor
City of Lakewood

Rep. Dennis J. Kucinich

17500 Franklin Ave.
Lakewood, OH 44107
Sept. 19, 1997



Federal Surface Transportation Board
Wash, DC 20423

Dear Sir or Madam:

I am a student in Lakewood, OH and I know what will happen if the Norfolk + Southern run more trains through my city. I know they have a right to do this and to make a profit, but I am concerned. If they do this it will cut the city in half. It will cut some off from police, firemen, and paramedics. I am also afraid it will cause more accidents. Please remember the problems that this will cause in Lakewood, OH.

Yours truly,

Elizabeth Sabo

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