

STB

FD-33388

5-12-98

K

ID-PUBLIC

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

ENVIRONMENTAL
DOCUMENT



I am writing to inform you of my opposition to the proposed railroad merger. My home is located adjacent to the railroad tracks on Bagley Road in Berea Ohio. Currently there are 14 trains a day on these tracks. The noise literally shakes my home. However, at approximately one train every two hours, it is tolerable and the house remains sturdy. Increasing the train traffic to more than 50 trains a day, nearly a 400% increase, is unacceptable.

First and foremost, I fear for the safety of my children. My property value will plummet. My family will no longer be able to enjoy the outdoors. "Mitigation" in the form of sound-proofing our home will force us to live in virtual seclusion, hiding out from the unbearable noise and pollution of the trains. A wall or mound of earth would tower over my house do to the current elevation of the Railroad tracks.

I strongly oppose the merger of the Railroads. However, in the event the merger is approved, I would insist that my home be purchased for fair market value and my family be relocated. This is a minor expense for the profit the Railroad will reap from the merger and the resulting demolition of my property values and quality of life.

Thank You for your attention in this matter.

Troy J Brandt
and family
556 Abbeyshire Dr.
Berea Oh. 44017

5-6-98

ENVIRONMENTAL DOCUMENT



Re: Proposed Railroad Merger

To whom it may concern:

I am writing to inform you of my opposition to the proposed Railroad merger. My home is located adjacent to the Railroad tracks on Bagley Road in Berea. Currently there are approximately 14 trains a day on these tracks. The noise literally shakes my home. However, at approximately one train every two hours, it is tolerable. Increasing the train traffic to more than 50 trains a day, nearly a 400% increase, is unacceptable.

First and foremost, I fear for the safety of my family. My property value will plummet. My family will no longer be able to enjoy the outdoors. "Mitigation" in the form of sound-proofing our home would force us to live in virtual seclusion, hiding out from the unbearable noise and pollution of the trains. A wall or mound of earth will tower above my home.

I strongly oppose the merger of the Railroads. However, in the event the merger is approved, I would insist that my home be purchased for fair market value and my family be relocated. This is a minor expense for the profits the railroads will reap from the merger and the resulting demolition of my property values and quality of life.

Thank you for your attention to this matter.

Sincerely,

*Madeline Marrone
502 Abyssure Dr
Berea Ohio 44017*

STB

FD-33388

5-12-98

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ENVIRONMENTAL DOCUMENT



Elaine K. Kaiser
Chief, Section of Environmental Analysis
Environmental Filing
Office of the Secretary/ Case Control Unit
STB Finance Docket No. 33388
Surface Transportation Board
1925 K Street
Washington, DC 20423-0001

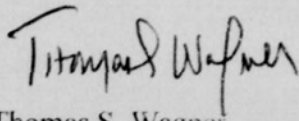
Dear Ms. Kaiser:

It is our understanding that your agency is authorized to implement a complete environmental analysis of the significant increase in freight traffic resulting from CSX/ Norfolk Southern's purchase of the Conrail Bordentown Secondary Line through Burlington County, New Jersey. We believe such a study is necessary for the following reasons:

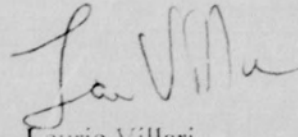
1. New Jersey Transit is currently negotiating for the right to implement passenger service along the right of way. This service would involve 120 trains each day and would require that all freight traffic be compressed to the hours between midnight and 6:00AM.
2. This compression, coupled with the huge amount of passenger traffic, would impact the host communities severely in the areas of:
 - A. noise pollution;
 - B. air pollution;
 - C. traffic congestion;
 - D. emergency services response times;
 - E. biological resources, as related to wetlands degradation.
3. The distinct likelihood that the CSX/ Norfolk Southern takeover will lead to further substantial increases in freight traffic only serves to make the above issues more urgent.
4. Even though your agency published legal notices inviting public comment regarding this transaction, the fact that no notice was placed in the Burlington County Times, the primary news source for the corridor communities, nor was any notice in Spanish published, seriously impeded the access of our population to the review process.

We are concerned with the fast track movement of NJTS's efforts to implement this train and expect that a fair and thorough analysis of these issues be conducted. Our Boro Council will be sending you its concerns with NJTS/ DOT's Diagnostics findings shortly. In advance, we thank you for your immediate assistance. Please do not hesitate to contact either one of us.

Sincerely,



Thomas S. Wagner
Councilman Riverton Boro
(609) 786-6980



Laurie Villari
Councilwoman Riverton Boro
(609) 829-5022

STB

FD-33388

5-12-98

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ID-GOV



Commonwealth of Pennsylvania
Pennsylvania Historical and Museum Commission
Bureau for Historic Preservation
Post Office Box 1026
Harrisburg, Pennsylvania 17108-1026

ENVIRONMENTAL
DOCUMENT

May 5, 1998

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

TO EXPEDITE REVIEW USE
BHP REFERENCE NUMBER

Re: ER 97-0776-042-T
STB Docket No. 33388: CSX Corporation and CSX
Transportation, Inc., Norfolk Southern Corporation
and Norfolk Southern Railway Company Control and
Operation Leases/Agreements-Conrail, Inc. and
Consolidated Rail Corporation: Conrail Acquisition
in Erie County, Pennsylvania

Dear Ms. Kaiser:

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

We concur with the findings of the agency's consulting
firm, McGinley Hart & Associates, that the following
resource is eligible for the National Register of Historic
Places: New York, Chicago and St. Lewis Railroad (The Nickel
Place Line), in Erie County, Pennsylvania. We agree that
this resource meets National Register criterion A and C for
its transportation history. This 1.5 mile portion of the
line retains integrity and contributes to the larger
historic resource. Boundaries for this eligible resource
should be developed and submitted to our agency for
concurrence.

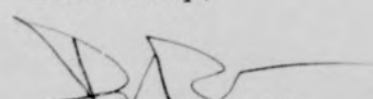
The proposed abandonment and demolition will have an
adverse effect on the National Register eligible, New York,
Chicago and St. Lewis Railroad. To comply with the
regulations of the Advisory Council on Historic

Page 2
E. Kaiser
May 5, 1998

Preservation, you must follow the procedures outlined in 36
CFR 800.5 (e), when the effect is adverse. You will need to
notify the Advisory Council of the effect finding and
continue to consult with the Bureau for Historic
Preservation to seek ways to avoid or reduce the effects on
historic properties.

If you need further information in this matter please
consult Susan Zacher at (717) 783-9920.

Sincerely,


Brenda Barrett
Director

cc: Advisory Council on Historic Preservation
Thompson S. Lingel, McGinley Hart & Associates
BB/snz

STB

FD-33388

5-11-98

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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,

*Carol M. Zeiter
418 Prospect St.
Wellington, OH
44090-9202*

ENVIRONMENTAL
DOCUMENT

May 5, 1998



Dear Deane

I write this letter in haste, because I know the EIS is going to the printer. Enclosed please find resolutions passed by Town Councils regarding the Trenton to Camden Corrail line. I was trying to address each Town Council to get them to write a letter from them, unfortunately I ran out of time.

You may receive if you haven't already letters from the Town of Fieldsboro, Palmyra, Delanco, Florence and Gomsauchen,

Your help in this matter would be greatly appreciated

Sincerely
Joe Burns
609-646-1000
Beverly, N.J. 08010

City of Burlington
Resolution 96-317-R-210

WHEREAS, the City of Burlington Common Council, previously expressed its full support for efforts of the State of New Jersey and the County of Burlington in bringing light rail passenger service to the riverfront communities; and

WHEREAS, the NJ Transit estimates that a train will be passing through the City every ten (10) minutes, with four (4) stations located in the City of Burlington; and

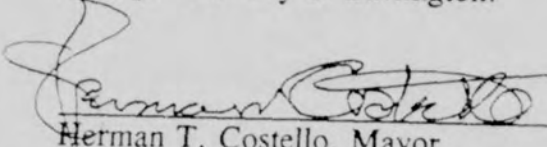
WHEREAS, estimates for the cost of this project of an Electrified Light Rail is \$319 million; but, according to NJ Transit Study, the cost will be \$458 million, and the Diesel Light Rail is the alternative with a cost of \$313 million; and

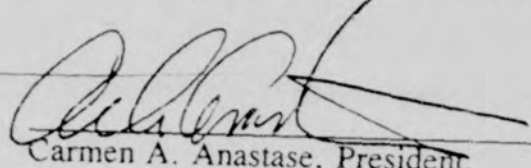
WHEREAS, the estimated maximum speed of this Light Rail system would be 30 mph; but, according to NJ Transit Study, the speed considered for rail passenger service in the feasibility study is 60 mph; and

WHEREAS the facts represented in the Feasibility Study of NJ Transit are a major concern; that is, the number of daily trips, number of passengers, and the speed of the trains; and

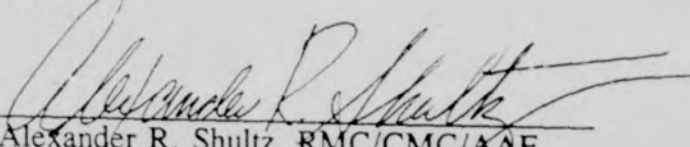
WHEREAS, more studies and meetings with proper State Officials, NJ Transit, and County representatives are needed along with additional information showing the impact on all municipalities affected;

NOW THEREFORE, BE IT RESOLVED, That the Mayor and Common Council, of The City of Burlington cannot currently support the Light Rail Project through The City of Burlington.


Herman T. Costello, Mayor
City of Burlington


Carmen A. Anastase, President,
Common Council - City of Burlington

ATTEST:


Alexander R. Shultz, RMC/CMC/A&E
Municipal Clerk - City of Burlington

STB

FD-33388

5-8-98

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ID-CITY

CITY OF NEW ORLEANS
MARC H. MORIAL
MAYOR

**ENVIRONMENTAL
DOCUMENT**

VIA FEDERAL EXPRESS MAIL



May 6, 1998

Ms. Elaine K. Kaiser
Chief, Section of Environmental Analysis
Surface Transportation Board
1925 K Street, N.W.
Washington, D.C. 20423

RE: Finance Docket No. 33388/CSX and NS Acquisition of Conrail

Dear Ms. Kaiser:

My prior letter to you dated January 21, 1998, expressed our concerns regarding the possible substantial increase of hazardous materials traffic through New Orleans as a result of the referenced proposed docket.

Since my earlier letter, I have had the opportunity to meet with Brenda Russell, the Vice-President for Community Relations of CSX Corporation and Ken Richardson to begin a dialogue regarding the concerns raised in my letter. This dialogue has been positive and productive. One important point raised during these discussions was an admission that CSX had overstate the expected increase in hazardous materials traffic on CSX New Orleans-Mobile line segment and that the error will be corrected in the Final Environmental Impact Statement that is being prepared.

In light of this and on behalf of the City of New Orleans, I would ask that should the Surface Transportation Board be inclined to approve the merger of CSX and Conrail, that the following conditions be attached to the approval:

- 1) CSX be required to develop with the City of New Orleans Fire Department, and the Office of Environmental Affairs a hazardous materials safety program which complies with federal, state, and local laws, along with voluntry industry guidelines.
- 2) CSX develop an approved hazardous materials emergency response program to govern duties and responsibilities in the event that a hazardous materials emergency occurs in our community.

CITY HALL • NEW ORLEANS, LA 70112
(504)565-6400 • FAX (504)565-6423

AN EQUAL OPPORTUNITY EMPLOYER



Ms. Elaine Kaiser

May 6, 1998

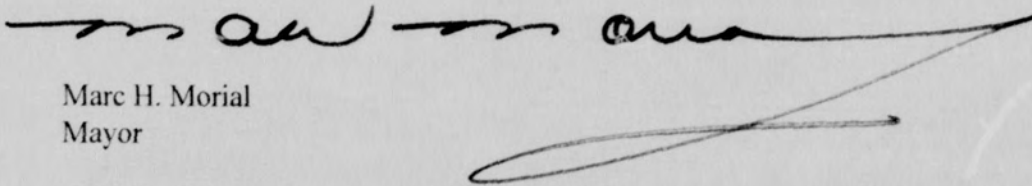
Page 2

- 3) Both programs mentioned above should include the wide dissemination and report of information regarding the transportation of hazardous materials through New Orleans.

Finally, CSX's representatives, particularly, Brenda Russell, Vice-President, Community Relations, have demonstrated a willingness to improve the relationship between the city and CSX.

Should there be any questions, you may contact me directly through my Executive Administrative Assistant, Connie Thomas, at 565-6417.

Very truly yours,

A handwritten signature in black ink, appearing to read "M. Morial", with a long, sweeping horizontal line extending to the right.

Marc H. Morial
Mayor

MHM/cmt

cc: Chief Warren McDaniels, Supt. of Fire
Jerald White, Director, Environmental Affairs
Brenda Russell, Vice President, Community Relations, CSX Corporation

STB

FD-33388

5-8-98

K

ID-PUBLIC

ENVIRONMENTAL
DOCUMENT



May 5, 1998

Re: Proposed Railroad Merger

To whom it may concern:

I am writing to inform you of my opposition to the proposed Railroad merger. My home is located at 561 Abbyshire Drive, Berea, Ohio. Currently there are approximately 14 trains a day on these tracks. However, at approximately one train every two hours, it is at least tolerable. Increasing the train traffic to more than 50 trains a day, nearly a 400% increase, is totally unacceptable. My property value has already decreased and this merger will make it plummet.

Mitigation in the form of sound-proofing my home would only force us to hide out from the unbearable noise and the pollution of the trains. A high wall or huge mound of earth would certainly not make our environment attractive to say the least.

I strongly oppose the merger of the Railroads. However, in the event the merger is approved, I would insist that my home be purchased for a fair market value and my family be relocated. This is a minor expense for the profits the railroads will reap from the merger and the resulting destruction of my property values and my families quality of life.

Thank you for your kind attention to this matter.

Sincerely,

Jean M. Bonin

Jean M. Bonin
561 Abbyshire Drive
Berea, Ohio 44017
440-234-2446

STB

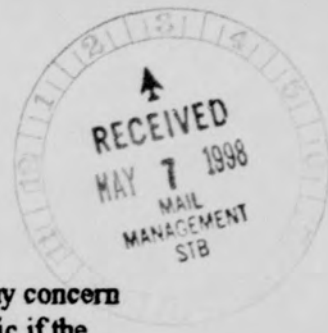
FD-33388

5-7-98

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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,

Robert L. Guter

P.S.

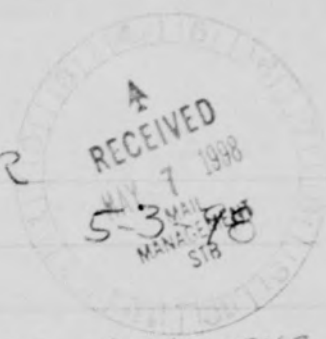
The increase in train traffic will probably be bothersome. However I'm in favor of moving more freight on rails and decreasing long distance truck traffic. I therefore feel we need your assistance for the reasons stated above.

Thank you,

RKG

ENVIRONMENTAL
DOCUMENT

RE: PROPOSED RAILROAD MERGER



TO WHOM IT MAY CONCERN:

WE ARE WRITING TO VOICE OUR CONCERNS ABOUT THE RESULTING RAIL TRAFFIC CROSSING BAGLEY ROAD IN BEREA, IF THIS MERGER COMES ABOUT. (SEE ATTACHED SKETCH).

THE BACK OF OUR HOME IS ONLY 64 FEET FROM OUR PROPERTY LINE WHICH ABUTS THE RAILROAD RIGHT-OF-WAY CONTAINING CONRAIL TRACKS.

AT TIMES OUR HOUSE RATTLES AND SHAKES IMMENSELY FROM THE VIBRATIONS AND AT TIMES YOU HAVE TO STOP IN THE MIDDLE OF A PHONE CONVERSATION, OR WHEN WATCHING T.V. THE NOISE DROWNS OUT THE SOUNDS FROM THE PHONE OR T.V. THE DUST AND THE DIRT IS A PROBLEM ALSO. BUT WHEN THE MERGER IS COMPLETE, ALL OF THESE WILL BE COMPOUNDED EVEN MORE. THE NOW MINOR CRACKS AND CREVICES IN OUR WALLS AND FOUNDATIONS WILL SOON AFTER BECOME MAJOR STRUCTURAL PROBLEMS. IT'S POSSIBLE OUR HOMES COULD SLOWLY CRUMBLE FROM THIS.

AND THEN THERE IS THE MATTER OF SAFETY. IN THE CASE OF A DERAILMENT, HOW FAST WILL WE BE ABLE TO EVACUATE OUR PREMISES, ESPECIALLY IF A HANDICAPPED OR WHEELCHAIR BOUND PERSON IS IN THE HOUSE? (THERE HAS BEEN A DERAILMENT IN BEREA RECENTLY).

PAGE 2.

WE HAVE SUCH A DAUGHTER WHO USED TO LIVE WITH US HERE, AND OCCASIONALLY VISITS, STAYING OVERNIGHT. ANOTHER DAUGHTER WHO VISITS OCCASIONALLY IS ALMOST BLIND FROM M.S. THESE ARE THINGS THAT MUST BE CONSIDERED WHEN PROPOSING A MERGER OF THIS MAGNITUDE!

IT WILL BE HARD TO SELL OUR HOMES IN THE FUTURE AS NO ONE WILL WANT TO MOVE HERE. THUS OUR PROPERTY VALUES WILL NOSEDIVE AS SOON AS THE MERGER PAPERS ARE SIGNED.

IF THIS MERGER IS APPROVED, WE DO FEEL THAT OUR HOMES SHOULD BE PURCHASED FOR ACTUAL REPLACEMENT VALUE AND THE LAND BE CLEARED SO THAT AN EARTHEN BARRIER CAN BE PUT INTO PLACE, AND THAT OUR FAMILIES BE RELOCATED TO A SUITABLE, AND COMPARABLE TYPE OF HOME IN A SUITABLE AND COMPARABLE TYPE OF NEIGHBORHOOD, EITHER IN BEREA OR IN A NEARBY SUBURB OF OUR OWN CHOICE. WE FEEL THIS IS ONLY FAIR, FOR US AND FOR OUR NEIGHBORS WHO ARE LEFT BEHIND.

THIS MERGER IS FOR THE BENEFIT OF THE CSX CORPORATION. CSX IS GOING TO PROFIT THE MOST FROM IT AT GREAT COST TO US, THE FEDERAL TAXPAYERS. SO LET CSX (AND THE OTHER RAILROADS)

PAGE 3.

SHARE IN THIS COST BURDEN. THEY CAN THEN JUST MARK IT UP AS A COST OF DOING BUSINESS, LIKE ANY OTHER BUSINESS WOULD DO.

OUR CITY SHOULD NOT HAVE TO PAY FOR THE COST OF REWORKED ROADWAYS, BRIDGE CONSTRUCTION, ETC. WHEN TWO TRUCKING COMPANIES (OR OTHER BUSINESSES) MERGE, OUR CITY DOESN'T BUILD NEW ROADS OR A NEW TERMINAL FOR THEM AT PUBLIC EXPENSE. SO WHY SHOULD OUR CITY PICK UP THE TAB FOR A RAILROAD TO DO THIS? FAIR TRADE MEANS EQUALITY FOR ALL BUSINESSES.

NO, WE DO NOT HAVE ANY TIENS WITH TRUCKING FIRMS. NO, WE DO NOT DISLIKE RAILROADS! AND NO, WE DO NOT HAVE POLITICAL AMBITIONS. WE ARE JUST TAXPAYERS, AND WE ARE REGISTERED ACTIVE VOTERS.

NOW THAT WE'VE HAD OUR SAY, AND HAVE STATED OUR WISHES, AND HAVE VOICED OUR OPINIONS, WE'D LIKE TO THANK YOU FOR LISTENING TO OUR SIDE OF THE STORY. WE DO HOPE IT WILL HELP YOU TO HAVE A CLEAR VIEW ON WHICH TO BASE YOUR DECISIONS.

SINCERELY AND RESPECTFULLY,
(MR) Sam Chappell
Mrs. Carol Chappell

APPROXIMATELY
35 HOMES
ON TRAKSIDE
OF ABBYSHIRE

LINDBERG

ABBESHIRE DRIVE

LINDBERGH BOULEVARD

CITGO
STATION

BAGLEY RD

MIDDLE BUGS →

PARTY BEVERAGES

Tracy L. Sanders
568 Abbyshire Dr.
Berea, Ohio 44017
440-891-9725

ENVIRONMENTAL
DOCUMENT



Ms. Elaine Kaiser
Chief Environmental Analysis
Surface Transportation Board
1925 K Street NW
Suite 500
Washington, D.C. 20423-0001
Re: Abbyshire Dr. Proposed Conrail Merger

To whom it may concern:

In March of 1998 I purchased a new home at 568 Abbyshire Drive. Little to my knowledge a couple of days after moving in we were confronted by some neighbors concerning the merger of the railroad. My initial thoughts of owning a home with a train going by once in awhile was fine with me, but non-stop is a big big difference. I'm now concerned with safety of my family living in these conditions. I also feel that this Board should go take a good look at the conditions of these tracks behind our homes, there is a lot of water problems which concerns all residents on Abbyshire Dr.

I do not agree with this merger, I have just installed proper improvements to my home to up grade it and I'm not very happy with the City or Railroads. In addition to the adverse effect on our quality of life and the safety of our families, or property values will also decrease significantly.

I encourage you or a representative to personally come to our homes on Abbyshire Drive in Berea to see our situation in person. We would firmly believe you would agree that the proposed merger will have a significant negative impact on our lives.

Thank you for considering our comments and concerns

Sincerely,

Tracy L Sanders
Tracy L Sanders

April 30, 1998

ENVIRONMENTAL
DOCUMENT



Re: Proposed Railroad Merger

Dear Ms. Kaiser

I am writing to inform you of my opposition to the proposed Railroad merger. My home is located adjacent to the Railroad tracks on Bagley Road in Berea. Currently there are approximately 14 trains a day on these tracks. The noise literally shakes my home. However, at approximately one train every two hours, it is tolerable. Increasing the train traffic to more than 50 trains a day, nearly a 400% increase, is unacceptable.

First and foremost, I fear for the safety of my family. My property value will plummet. My family will no longer be able to enjoy the outdoors. "Mitigation" in the form of sound-proofing our home would force us to live in virtual seclusion, hiding out from the unbearable noise and pollution of the trains. A wall or mound of earth will tower above my home.

I strongly oppose the merger of the Railroads. However, in the event the merger is approved, I would insist that my home be purchased for fair market value and my family be relocated. This is a minor expense for the profits the railroads will reap from the merger and the resulting demolition of my property values and quality of life.

Thank you for your attention to this matter.

Sincerely,

Christie Cannon

500 Abbyshire Dr.
Berea, OH 44017

ENVIRONMENTAL DOCUMENT



Office of the Secretary

Case Control Unit

STB Finance Docket No.33388

Surface Transportation Board

Re: Proposed Railroad Merger

To whom it may concern:

I am writing to inform you of my opposition to the proposed Railroad merger. My home runs parallel to the Berea-Greenwich rail fine segment near the southwest of Bagley Road.

Currently there are approximately 14 trains a day on these tracks. The vibration from these trains shakes the house, however, at approximately one train every two hours, it is tolerable. Increasing the train traffic to more than 50 trains a day, nearly a 400% increase, is unacceptable

First and foremost, I fear for the safety of my family. My property value will plummet. My family will no longer be able to enjoy the outdoors. "Mitigation" in the form of soundproofing our home would force us to live in virtual seclusion, hiding out from the unbearable noise and pollution of the trains. A wall or mound of earth will tower above my home.

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Thank you for your attention to this matter.

Sincerely, Mr. & Mrs. Foust
530 Abbyshire Dr.
Berea, Ohio - 44017

ENVIRONMENTAL DOCUMENT

RECEIVED
MAY 7 1998
MAIL
MANAGEMENT
STB

Re: Proposed Railroad Merger

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Thank you for your attention to this matter,

Sincerely,

George W. Faehnrich
Virginia W. Faehnrich

P.S. We have been residents of Abbyshire Drive for 40 years ! During these years we became active in our community.

To mention that I am 76 years of age, use a walker(arthritis), & am a cancer patient, and, that my husband has had 2 heart surgeries & is on re-habilitative therapy, is only to note very important personal information that affects our peticular situation of relocation. We would hope that your concern for all Abbyshire residents, paticularly trackside homes - we are about 50 feet from our home to railroad property - & your help will be forthcoming to resolve a fair buyout & relocation by the railroad. As recent as September 1997 we invested in a new roof, before that we had our home sided; a new furnace, relaced a built-in oven, etc., etc.. How does one replace a landscaped award winning herb garden ?

P.S.S. Over the years we have adapted to situations, however, the latest problem is the idle-ing & reve-ing up of 3 locomotives caravans sitting in our back yard at all hours awaiting computer instructions to proceed ahead.

Also questioned is the transportation of hazardous waste materials. We really need your help! Please respond !!

Thank you.

Mr. & Mrs. George W. Faehnrich (Virginia)
346 Abbyshire Drive
Berea, Ohio 44017 - 1404
440 - 234 - 3615

5-1-98

ENVIRONMENTAL DOCUMENT

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RECEIVED
MAY 7 1998
MAIL
MANAGEMENT
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Re: Proposed Railroad Merger

To whom it may concern:

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Sincerely,

George W. Faehnrich
Virginia W. Faehnrich

P.S. We have been residents of Abbyshire Drive for 40 years! During these years we became active in our community.

To mention that I am 76 years of age, use a walker (arthritis), & am a cancer patient, and, that my husband has had 2 heart surgeries & is on re-habilitive therapy, is only to note very important personal information that affects our peticular situation of relocation. We would hope that your concern for all Abbyshire residents, particularly trackside homes - we are about 50 feet from our home to railroad property - & your help will be forthcoming to resolve a fair buyout & relocation by the railroad. As recent as September 1997 we invested in a new roof, before that we had our home sided; a new furnace, relaced a built-in oven, etc., etc.. How does one replace a landscaped award winning herb garden?

P.S.S. Over the years we have adapted to situations, however, the latest problem is the idle-ing & reve-ing up of 3 locomotives caravans sitting in our back yard at all hours awaiting computer instructions to proceed ahead.

Also questioned is the transportation of hazardous waste materials. We really need your help! Please respond !!

Thank you.

Mr. & Mrs. George W. Faehnrich (Virginia)
546 Abbyshire Drive
Berea, Ohio 44017 - 1404
440 - 234 - 3615

5-1-98

STB

FD-3388

5-7-98

K

ID-BUSINESS

ENVIRONMENTAL DOCUMENT

ARNOLD & PORTER

555 TWELFTH STREET, N.W.
WASHINGTON, D.C. 20004-1202

(202) 942-5000
FACSIMILE (202) 942-5999

MARY GABRIELLE SPRAGUE
(202) 942-5773

NEW YORK
DENVER
LOS ANGELES
LONDON

May 4, 1998

VIA HAND DELIVERY

CENTRAL ADMINISTRATIVE UNIT
REC'D: _____
DOCUMENT # 5/7/98 12:04:19 PM

Elaine K. Kaiser, Chief
Section of Environmental Analysis
Surface Transportation Board
1925 K Street, NW
Washington, DC 20423

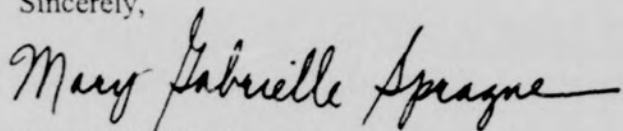
Re: Finance Docket No. 33388/CSX and Norfolk Southern –
Control and Operating Agreements – Conrail/
Rocky Mount, NC Grade Crossing Warning Systems Inspection

Dear Ms. Kaiser:

In response to comments on the Draft Environmental Impact Statement filed with the Surface Transportation Board by the City of Rocky Mount, North Carolina, CSX undertook an independent inspection of the grade crossing warning systems in Rocky Mount. A memorandum from Roger Owens, CSXT Director Crossing Warning System Projects, to Carl Gerhardstein, CSXT Director Environmental Engineering, is enclosed. The inspection concluded that the crossing warning systems were functioning properly in March 1998. The results of the inspection have also been transmitted to the City of Rocky Mount.

Please let me know if you have any questions about this matter.

Sincerely,



Mary Gabrielle Sprague
Counsel for CSX Corporation and
CSX Transportation, Inc.

Enclosure

ARNOLD & PORTER

Elaine K. Kaiser

May 4, 1998

Page 2

cc:

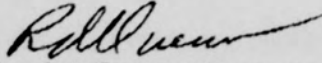
✓ Steven Lee
Michael Johnson
John Morton

Robert Allen
David Coburn
Carl Gerhardstein
Pamela Savage
Peter Shudtz

Bruno Maestri
Andrew Plump
Constance Sadler

May 1, 1998

TO: Carl A. Gerhardstein
Director Environmental Engineering

FROM: Roger D. Owens 
Director Crossing Warning System Projects

RE: **ROCKY MOUNT, NORTH CAROLINA - WARNING SYSTEM ANALYSIS**

In response to concerns expressed by the City of Rocky Mount, N.C. about possible malfunctioning warning systems at certain grade crossings in Rocky Mount, CSX Train Control retained United Railway Signal Group, Inc. to perform an independent inspection of the following grade crossings in Rocky Mount:

East Grand Avenue
Goldleaf
Thomas
Sunset-Tarboro

Hill-Western
Nash
Marigold
Bassett

The inspections/observations were made from March 2, 1998 to March 4, 1998. All crossings worked properly during the inspections. The above crossings are equipped with motion detectors.

As information, CSX employees inspect and test all warning devices at road crossings monthly as required by the FRA. If you need additional information, please advise.

STB

FD-33388

5-7-98

K

ID-187443

SLOVER & LOFTUS

ATTORNEYS AT LAW

1224 SEVENTEENTH STREET, N. W.

WASHINGTON, D. C. 20036

187443
WILLIAM L. SLOVER
C. MICHAEL LOFTUS
DONALD G. AVERY
JOHN H. LE SEUR
KELVIN J. DOWD
ROBERT D. ROSENBERG
CHRISTOPHER A. MILLS
FRANK J. PERGOLIZZI
ANDREW B. KOLESAR III
JEAN M. CUNNINGHAM
PETER A. PFOHL

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MAY 7 1998
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MANAGEMENT
SIB 347-7170

May 7, 1998

ENTERED
Office of the Secretary

MAY 08 1998

Part of
Public Record

BY HAND DELIVERY

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

Dear Ms. Kaiser:

In its Draft Environmental Impact Statement ("EIS") in this proceeding served September 12, 1997, the Section of Environmental Analysis ("SEA") recommended that the Cities of East Chicago, Indiana; Hammond, Indiana; Gary, Indiana; and Whiting, Indiana (collectively, the "Four City Consortium" or the "Four Cities") meet with the Applicants and the Indiana Department of Transportation "to negotiate a mutually-binding agreement on the implementation and funding allocation for measures" to address the adverse environmental impacts of the Conrail control transaction on the Four Cities region.

Since the Draft EIS was issued, the Four City Consortium has held a number of meetings with the Applicants (and with the Indiana Department of Transportation), and exchanged written proposals, in an attempt to reach a satisfactory agreement with the Applicants on appropriate mitigation measures that would alleviate the Four Cities' concerns. The parties have engaged in useful dialogue (which the Four Cities hope will

continue in the future), and initially there were some indications that a settlement agreement might be possible. Ultimately, however, this has proven not to be the case, and the parties have reached an impasse.

In their Comments on the Draft EIS filed February 2, 1998 (FCC-13) ("Environmental Comments"), the Four Cities indicated that they would supplement that filing, as appropriate, upon the conclusion of the discussions with the Applicants concerning a possible settlement. The discussions have concluded without an agreement being reached. Accordingly, the SEA (and the Board) should proceed to consider whether the mitigating conditions requested by the Four Cities in their Comments filed on October 21, 1997 (FCC-9) and in their Environmental Comments should be imposed if the Board approves the Conrail control transaction.

As has been detailed in these filings, the Four City Consortium has committed significant time, resources, and energy to develop a reasonable and workable Alternative Routing Plan for post-transaction operations by CSXT and NS in the Four Cities region. This Plan has the broad-based support of local community groups, planners, and federal, state and local officials including the Indiana Department of Transportation.¹ The Alternative Routing Plan would mitigate most of the serious adverse safety, socioeconomic, environmental justice, and other impacts of the Applicants' proposal. It is operationally feasible, and was designed to accommodate post-transaction increases in rail traffic and preserve the Applicants' desired operational and routing flexibility for traffic moving between the Chicago area and eastern points. The Four Cities respectfully request that SEA endorse their Alternative Routing Plan in the Final EIS, and recommend that the board impose it as a condition to its approval of the Application in this proceeding as an appropriate means of mitigating the adverse impacts of the transaction on northwestern Indiana.

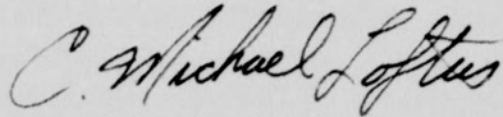
The Four City Consortium appreciates the SEA's consideration of this very important request, and would be

¹ Recently, the Indiana Department of Transportation submitted letter to the Board expressing the State's support for the Four Cities' proposed Alternative Routing Plan. A copy of the Indiana DOT letter is attached to this letter for ready reference.

Elaine K. Kaiser
May 7, 1998
Page 3

pleased to provide the SEA with whatever additional information
it may request as it prepares the Final EIS.

Sincerely,

A handwritten signature in cursive script that reads "C. Michael Loftus".

C. Michael Loftus
An Attorney for the Cities of
East Chicago, Indiana; Hammond,
Indiana; Gary, Indiana; and
Whiting, Indiana (collectively,
The Four City Consortium)

CML/raw
Enclosure

cc: Dennis G. Lyons, Esq.
Richard A. Allen, Esq.
Paul A. Cunningham, Esq.
The Honorable Vernon A. Williams
The Honorable Linda J. Morgan
The Honorable Gus A. Owen



INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue

Room N755

Indianapolis, Indiana 46204-2249

(317) 232-5533

FAX: (317) 232-0238

FRANK O'BANNON, Governor
CURTIS A. WILEY, Commissioner

April 13, 1998

Writer's Direct Line

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

Dear Chairman Morgan:

I am writing to you on behalf of the Indiana Department of Transportation to share a concern that has come to my attention with regard to the pending application filed by CSX Transportation and Norfolk Southern Railroad and their proposed acquisition of Conrail. The acquisition filing is found in finance docket number 33388. The concerns relate to potential negative impacts on safety and roadway congestion in several communities in the northwest corner of Indiana.

In a recent meeting with officials from the communities of Gary, Hammond, East Chicago and Whiting, serious concerns were presented about potential crossing safety problems and congestion resulting from increasing train frequencies through the region. These communities (collectively, the Four City Consortium) have jointly filed comments and a request for conditions before the surface transportation board. The consortium has carefully studied the rail routing changes proposed in the acquisition filing and found several areas of concern.

They have identified several locations where train traffic levels are projected to increase significantly. Concerns have arisen because many of these locations have high numbers of at-grade highway-rail crossings. In the filing of comments and request for conditions, the Four City Consortium proposes an alternative routing plan through the region for the Surface Transportation Board to consider. The alternative routing would utilize a number of grade-separated tracks that could reduce congestion and improve safety.

The Indiana Department of Transportation supports the filing of comments and request for conditions presented by the Consortium. Northwest Indiana is one of the most highly developed manufacturing centers in the nation and contains some of the highest densities of highway and rail infrastructure. Safe, efficient rail

The Honorable Linda J. Morgan

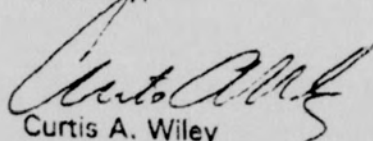
Page Two

April 13, 1998

service is critical to the continued strength of this region. INDOT feels that the alternative routing proposed by the Consortium deserves strong condition by the STB. We feel that the suggested changes could be beneficial to both the communities of Northwest Indiana and the railroads operating through them. INDOT wishes to encourage strong consideration of the proposal by the Consortium as it is reviewed by the Surface Transportation Board. INDOT stands ready to assist all parties in reaching a mutually beneficial solution.

Thank you for your consideration of this important matter.

Sincerely,


Curtis A. Wiley
Commissioner

CAW/pa

cc: The Honorable Robert Pastrick, Mayor of East Chicago
The Honorable Scott King, Mayor of Gary
The Honorable Duane Dedelow, Jr., Mayor of Hammond
The Honorable Robert Bercik, Mayor of Whiting
Cristine Klika, Deputy Commissioner, INDOT
Larry Goode, Chief, Intermodal Division
Ron Thomas, Manager, Rail Section

STB

FD-33388

5-5-98

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ID-BUSINESS



INDIANA DEPARTMENT OF NATURAL RESOURCES

LARRY D. MACKLIN, DIRECTOR

Division of Historic Preservation
and Archaeology
402 W. Washington St., Room W274
Indianapolis, Indiana 46204
E-mail: dhpa_at_dnrln@ima.isd.state.in.us
(317) 232-1646
(317) 232-0693 FAX

ENVIRONMENTAL
DOCUMENT



April 28, 1998

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

Dear Ms. Kaiser:

We have reviewed the draft environmental impact statement for the proposed CSX and Norfolk Southern control and acquisition of Conrail in Indiana [FINANCE DOCKET #33388]. This review has been conducted pursuant to Section 106 of the National Historic Preservation Act (16 U.S.C. Section 470f) and implementing regulations found at 36 C.F.R. Part 800.

As long as the project remains within areas disturbed by previous construction, no known historic buildings, structures, districts, objects, or archaeological sites listed in or eligible for inclusion in the National Register of Historic Places will be affected by this project. However, if any archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, state law (Indiana Code 14-21-1-27 and 29) requires that work must stop and that the discovery must be reported to the Division of Historic Preservation and Archaeology within two (2) business days. Additionally, in the event that artifacts or features are discovered during the implementation of the federally assisted project, activity, or program and a plan has not been developed, it is the federal agency's responsibility to contact the Advisory Council on Historic Preservation in accordance with 36 C.F.R. Section 800.11(b)(2). Thank you for your cooperation.

Very truly yours,

Larry D. Macklin
State Historic Preservation Officer

LDM:MMD:RSW:smg

"EQUAL OPPORTUNITY EMPLOYER"



PRINTED ON RECYCLED PAPER

STB

FD-33388

5-5-98

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ENVIRONMENTAL DOCUMENT

April 29, 1998



Office of the Secretary
ATTN: Elaine K. Kaiser
Case Control Unit
Finance Docket #33388
Service Transportation Board
1925 K Street NW
Washington, D.C. 20423-0001

Dear Mr. 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,

A handwritten signature in cursive script that reads "Diana Bizorik".

Diana Bizorik
138 Vine Street
Wellington, Ohio 44090
(440) 647-3356

FEA/dlb
Enclosure
cc:

April 28, 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, N.W.
Washington, D.C. 20423-0001

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

Dear Ms. Kaiser:

I am writing to complain about the excessive levels of local railroad traffic in my community. I have been living at my present address for 4 years. When I built the home there were two to three trains each week running on the tracks behind my home. Since then there are ten to fifteen trains each week using the tracks. When they run at night they are overloaded and rumble along like a pack of buffalo. The house shakes, the shelves rattle and pictures shift sideways.

The trains are excessively long and even stand across the road for long periods of time. Cars turn down my block to avoid the long delay and have increased car traffic tenfold on a road not prepared to handle additional traffic. So not only does the increased train traffic endanger residents and children but so does the car traffic.

I understand that the railroads plan to increase operations in northwest Indiana. Such increases should be opposed. We are already suffering from the present railroad traffic and do not want any further increases. Please take action to ensure that northwest Indiana is not burdened with additional railroad operations.

Thank you for your assistance with this problem.

Barbara Tomaszewski
7243 Lindbergh Avenue
Hammond, IN 46324

**ENVIRONMENTAL
DOCUMENT**

May 1, 1998



Office of the Secretary, Case Control Unit
Finance Docket #33388
Service Transportation Board
1925 K Street NW
Washington, DC 20423-0001

Attention: Elaine K. Kaiser

Dear Ms. Kaiser:

I would like to express my opposition to the proposed acquisition of Conrail by CSX Transportation, Inc. and Norfolk Southern Railroad.

This would entail a 400% rail traffic increase in our small village of Wellington, Ohio, at times cutting off access to the nearest hospital and making it impossible to respond to emergency calls from our local EMT squad and volunteer fire department. The additional rail traffic would have a considerable disruptive effect on our business district which is within a block of the rail crossing. While I am still opposed to the additional traffic, an overpass/underpass at State Route 58 would at least allow our Health and Safety Departments to continue to function efficiently.

Thank you,

Ernest H. Halman

25801 Clark Rd.

Wellington, Ohio

44090

STB

FD

33388

4-16-98

K

BUSINESS



SURFACE TRANSPORTATION BOARD
Washington, DC 20423

4/20/98 16:14:01 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

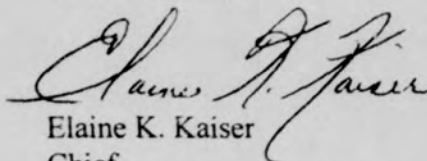
In several instances, the letters have offered substantially new data, rather than clarifying changes along: (1) rail line segments for which SEA has already completed its review and analysis; and (2) rail line segments that SEA has not analyzed because the train traffic reported earlier by CSX and NS 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

4-15-98

K

ID-MOEH

SHERROD BROWN
THIRTEENTH DISTRICT
OHIO

COMMITTEE ON COMMERCE

RANKING MEMBER,
SUBCOMMITTEE ON HEALTH
AND ENVIRONMENT

SUBCOMMITTEE ON ENERGY
AND POWER

COMMITTEE ON
INTERNATIONAL RELATIONS

SUBCOMMITTEE ON ASIA AND THE PACIFIC

sherrod@hr.house.gov
<http://www.house.gov/sherrodbrown/>

Congress of the United States
House of Representatives
Washington, DC 20515

ENVIRONMENTAL
DOCUMENT


April 15, 1998

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

Dear Mr. Williams:

In response to the Board's request for public comment on the environmental and other aspects of the proposed joint acquisition of Conrail by CSX and Norfolk Southern, I have received the enclosed petitions from my constituents. These 659 residents of North Ridgeville, Ohio, are opposed to the current proposal unless adequate grade separations are provided, and want their position noted for the public record. Thank you for your time and assistance.

Sincerely,


SHERROD BROWN
Member of Congress

SB:jlc
Enclosures

DISTRICT OFFICES:

5201 ABBE ROAD
ELYRIA, OH 44035-1451
(216) 934-5100
FAX (216) 934-5145

124 WEST WASHINGTON STREET, SUITE A
MEDINA, OH 44256-1902
(330) 722-9262

15561 WEST HIGH STREET
MIDDLEFIELD, OH 44062-9292
(216) 632-5913

1-800-234-6413 (OH13)

WASHINGTON OFFICE

328 CANNON HOUSE OFFICE BUILDING
WASHINGTON, DC 20515
(202) 225-3401
FAX (202) 225-2266



**PETITION OPPOSING THE PROPOSED REROUTING OF RAIL TRAFFIC,
AND IN SUPPORT OF GRADE SEPARATION IN THE CITY OF NORTH RIDGEVILLE**

The undersigned citizens of the City of North Ridgeville, Ohio, oppose any measures to reroute rail traffic through the City without grade separations at all of the major highways. For years, North Ridgeville has had to endure the disruptions of services, delays, and threats to public safety that slow-moving and stopped rail traffic have created. We oppose any plan to route additional rail traffic unless our concerns for safety are met and addressed by Conrail, Norfolk Southern, CSX, and the Surface Transportation Board.

JAMES SPAYLING

5280 JAYCOX RD.

Bob Shank

7145 CASE RD.

Steve L. Spinal

7455 NOLL DRIVE

James P. Smith

SPED
EXTENDING CO.

36084 Centre Ridge Rd.

Pete A. Banca

9382 Island Ridge

Renee Sigler

6481 Rosebelle

William Brown

57287 Sugar Ridge Trl.

2 - W

5955 Emvins Ave. N.R.

Dennis Jemney

33828 David Dr NR

Robert K. Kowalski

32415 Bagley Rd.

Barbara Taylor

6880 Ridge Pk. Dr.

Paula D. Gee

6795 Stony Ridge

Bundy L. Collett

10000 Ann Belknap Rd

Patricia L. Smith

35252 Nikki Ave.

Mucida Kyprian

33945 Shelly Avenue

Robert M. W. Jones

6250 Waller Road

Catherine Draper

5768 OTTEN RD.

Jim Moad

33914 Gail Drive

Robert W. Jones

33900 Fairbridge Rd.

D

**PETITION OPPOSING THE PROPOSED REROUTING OF RAIL TRAFFIC,
AND IN SUPPORT OF GRADE SEPARATION IN THE CITY OF NORTH RIDGEVILLE**

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Charles W. Hill

James R. Reed

Tom Worcester

Bee A. Johnson

Wendy Paulus

Joseph J. Welch

John Neun

Jim Pab

Tom Saunders

Sharon Richards

Kelly Castelli

John C. Serna

Lawrence R. McArthur

Al J. Patacki

Carl Atkins

Regina Morris

Jeffrey

Glenn F. Maurer

Carol Phillips

Deeey Linden

Joseph A. Gallo

Thomas Berchans

Ray J. Mueller

William E. Schubert

Judy McBurne

Anne Montague

Merilyn Bright

Dick Brent

Frank Fort

Ralph N. Loomis

Andrew J. Conford

Thomas A. Dąbrowski

William H. Harrison

Nancy Lawson

Alfred M. Cashel

Joan Long

Joseph C. Deen

John M. Scott

Jim Johnson

Karl E. Wagon

PETITION OPPOSING THE PROPOSED REROUTING OF RAIL TRAFFIC,
AND IN SUPPORT OF GRADE SEPARATION IN THE CITY OF NORTH RIDGEVILLE

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Clifton Young

James D. Bunker

Jeffrey Bower

Dubey L. Michael

Michael W. Murtal

Samuel J. Dissen

John A. E. Sord

Robert J. Halbrook

John R. R. R.

Bob Deeks

Bonnie A. White

Mary Kitchin

A. W. Westphal

Bretchen W. Westphal

Russell A. Walker

Barry

Ben Jones

James J. J. J.

James J. J. J.

James J. J. J.

James J. J. J.

Ernie Hendershot

Edward Hendershot

Mary Hendershot

Rebecca Hendershot

Wing J. M. L.

Anthony M. L. L.

Gene S. Croy Sr.

Shula + Gerald Klingenstein

Russ Tando

Leresa Henschel

Doris C. Henschel

Denise E. Henschel

William T. McKinn

Carol McKinn

Robert M. Peterson

Anna Blasius

Mark A. Stumm

Alisa A. Carlson

Ray Mitchell

Ray Mitchell

Ray Mitchell

**PETITION OPPOSING THE PROPOSED REROUTING OF RAIL TRAFFIC,
AND IN SUPPORT OF GRADE SEPARATION IN THE CITY OF NORTH RIDGEVILLE**

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Margaret Deanna Hill

Stephen J. Young Adm. Asst. Mayor

**PETITION OPPOSING THE PROPOSED REROUTING OF RAIL TRAFFIC,
AND IN SUPPORT OF GRADE SEPARATION IN THE CITY OF NORTH RIDGEVILLE**

The undersigned citizens of the City of North Ridgeville, Ohio, oppose any measures to reroute rail traffic through the City without grade separations at all of the major highways. For years, North Ridgeville has had to endure the disruptions of services, delays, and threats to public safety that slow-moving and stopped rail traffic have created. We oppose any plan to route additional rail traffic unless our concerns for safety are met and addressed by Conrail, Norfolk Southern, CSX, and the Surface Transportation Board.

Leandra K. Hall

6337 Forest Park Dr.

R. C. A. Hall

7410 GRANT DR.

Paul Butkewich

8733 AVAL BELDEN

John A. Gerson

35883 Poplar

**PETITION OPPOSING THE PROPOSED REROUTING OF RAIL TRAFFIC,
AND IN SUPPORT OF GRADE SEPARATION IN THE CITY OF NORTH RIDGEVILLE**

The undersigned citizens of the City of North Ridgeville, Ohio, oppose any measures to reroute rail traffic through the City without grade separations at all of the major highways. For years, North Ridgeville has had to endure the disruptions of services, delays, and threats to public safety that slow-moving and stopped rail traffic have created. We oppose any plan to route additional rail traffic unless our concerns for safety are met and addressed by Conrail, Norfolk Southern, CSX, and the Surface Transportation Board.

Lou Skidmore

James Kasenic

Paul Z. Dancy

Paul P. Dancy

Paul Dancy

Paul Dancy

Thomas M. Binger

Michael J. Starnes

**PETITION OPPOSING THE PROPOSED REROUTING OF RAIL TRAFFIC,
AND IN SUPPORT OF GRADE SEPARATION IN THE CITY OF NORTH RIDGEVILLE**

The undersigned citizens of the City of North Ridgeville, Ohio, oppose any measures to reroute rail traffic through the City without grade separations at all of the major highways. For years, North Ridgeville has had to endure the disruptions of services, delays, and threats to public safety that slow-moving and stopped rail traffic have created. We oppose any plan to route additional rail traffic unless our concerns for safety are met and addressed by Conrail, Norfolk Southern, CSX, and the Surface Transportation Board.

Walter Hoffstetter	33190 Chestnut
DR Trust	7051 Case Rd
Otto Laubenthal	5191 AVON-BELDEN
Richard Wolden	7090 CASE RD.
Harry Painter	7074 Case Rd.
Leo G. Pitts	39797 BETTERNUT Widge
John Rodger	34913 Chestnut
Harry Nolley	38639 SUGAR RIDGE RD.
Mary Jane Thompson	5980 Rhonda Dr

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William Alberts

Janet Wheland

Harold Wilford

Jackie W.

Charlotte A. Hargul

Dail J. McPart

Dorrie L. Beaune

Kris Carpenter

A. Hill

Mrs. J. M. Wincott

Steve Schultz

Earl J. Hill

Chris Hargul

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Sheldon J. Van Meter

36896 Chestnut Ridge Rd.

Daniel A. Schme

35090 Lorain Rd

Paul D. Wedell

5547 MAIN AVE

Carl Hartzog

6375 Case Rd.

Jancy L. Lohrer

6873 Avon Belden Rd

Rich W. Wiscup

7874 Avon Belden Rd

Elizabeth B. Franke

5797 Avon Belden

Barbara Armstrong

5381 BARTON RD

Charles Bondy

5700 N. Barton Rd.

Harlan B. Kinsey

8989 Root Rd

Nordine C. Buterbaugh

31661 Broadway St. N.R.

Debbie Crawford

34015 Shelly Ave N.R.

Legend Arnold

33942 Adams Ave N.R.

Luis Nunez

6511 Nicoll Dr

Danielle Mueller

7398 McArthur Dr.

Philip R. Brown

35088 Chestnut Ridge N.R.

Mike Lambert

5948 Emerald St. N. Ridgeville, Oh

Steve Licknick

5964 ROSEBELLE AV. N.R. OH

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Robert A. Semmens

Karen Pleban

Ronald Pleban

James H. Thompson

James Baker

Drew B. Bely

Suzanne Herbst

Dorothy Bely

Ramona Cingemanni

Douglas B. Hutchings

Robert J. Hummer

Diana L. Davitz

James J. Fulgent

James A. Haglase

Dennis J. Jamin

Harold J. Jones

James H. LeBlond

Betty Van Meter

Edward L. Birch

Barbara Sanderson

Philip M. Mallet

Cynthia Lucas

Christine Cherin

Agnes Burger

Potencia Schacht

James E. Lanning

Maureen L. Schacht

William D. Doffinger

Robert M. Keck

Kenneth C. Allen

Hermine Lehofer

Calvin A. Hutter

Michael E. Rakovan

Gilbert P. Wolf

Jim Dewar

John W. Allen

Rich K. Phans

John J. Vitechnicki

Barbara J. Vitechnicki

Robert S. Allen

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Charlotte Dodge

Patricia J. Rustoff

Thomas Vander

William S. Soren

Thomas Conell

Doyle H. Dide

Robert M. Menn

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Ray Van Kesteren

36773 Sugar Ridge Rd.

Carol Chase

7.5.5 of Area Below Rd

Cistus Ruprechtii

6264 Ridgeway Blvd

Donna L. Kealey

4954 Garrett Dr. N.R.

Nandy Williams

33909 Bambridge Rd. N. R.

W. B. Cuyler

7406 Grand Dr. N.R.

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Rosemary Jaughan	6529 Pettis Blvd.
Agnes Mitchell	7112 Kirt Rd.
Bert Edgely	34153 Lima Dr
Elizabeth Garman	7012 Root Rd
Edith C. McKee	9290 Root Rd
Mrs. Connie Spellman	4896 N. Barton Rd.
Dorcas Grundy	35635 Lorain Rd.
Leen Logue	8605 Avon-Belden Rd. N.R.
William J. Logue	8605 Avon-Belden Rd. N.R.
Bar Janas	36393 Mills Rd. N.R.
William J. Buzg	6466 Ridge Plaza, N.R.
Ray Hornbuck	35400 Chestnut Ridge - N.R.
James Herron	6701 Ridge Plaza Dr. N.R.
Joe Kordyk	22312 Center Ridge Rd. N.R.
Frank Serazin	6939 Case Rd. N.R.
Lewis Searles	38266 Sugar Ridge N.R.
Frank J. Klenhof	7920 Root Rd N.R.
Norman Heckart	33840 Lorain Rd N.R.
Dale Schneider	7238 Root Rd N.R.
James Hershey	35143 Bainbridge Rd N.R.

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Robin A. Hrabik

Earl Russell

Betty Russell

John Russell

Del Worcester

Shirley Worcester

Linda A. Miller

Jeremy R. Butler

Karen Bauer

Mike

Richard E. Miller

Mike P. Lukach

Ronald J. Schuler

James Chen

Jeff

Michael Pitts

Tracy Tisch

Grace Malone

Florence Padley

8075 Lexington Way

34029 Shelly

34029 Shelly

6097 Wilbur

8455 Noot

8455 Root

35590 Dorchester

2434 Cornell Blvd.

7307 Ann Belden Rd.

7307 Ann Belden Rd.

"

33220 Boulder bl.

5842 Bayberry Cir

26644 BUTTERNUT Ridge

6744 SONEY RIDGE RD.

7090 Ann Belden Rd.

11953 Indiana Hollow Rd

36115 Shaw Dr.

35468 Centur Ridge Rd.

6509 Pitts Blvd

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Kathryn Hadeaway

Ann M. Smith

Arnellia A. Ryan

Santa E. Schultz

Loice Choell

Christe Zuppers

Sophie Dejon

Beatrice May Afford

Marion Keimburger

Anne Marince

Mary Kravick

Josephine Tomazic

Heannashus

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Harold W. Krueger 5841 JAYCOX N.R.

Al Ditzig 6384 Wallace

Kim Bender 7328 MADDOCK RD.

Ed McAuley 26998 SCHADY RD.

Blaine Miller 7106 Fairview

Frank Zett 33585 Brinkbridge

Mike Dunderick 34040 Center Ridge

R. Kelly 114 VERIZON

Robert L. Truitt 245 E BRUAD ST

Kathy White 36195 WESTFIELD DR

Ed White 37969 SUGAR RIDGE

Tom Fallon 32665 BELLIE ST. L.

Joseph T. Horak 5279 BRAD RD NR

Don Mahon 5410 WALLACE BLVD

Jim Kitchell 31606 CENTERIDGE RD

Bonnie Frisch 6610 LEANING RD #206

Jim Stockdale 249 26th St.

Robert E. Ricks 10410 GREENVIEW
COL. STATION, OH

Lisa Blaylock 5943 Eastview

David Koplan 34479 CAPEL RD.
COL. STA.

J. Tate 9472 2nd St

Brian Kelly

Stewart Lee

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Kerry Capcke

Theresa McBlane

Harold J. Bogner

Steve [unclear]

Michael E. Hasler

Louie Babi S

Pacey D. Chills

James D. Houser

Harold Mason

Erica Nyberg

Jill Meredith

Carrie [unclear]

Atty T. Bis

Ken Padley

Jim Stewart

Henry Brvinck

(2)

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<u>Harvey Spaulding 5880 JAYCOX N.R.</u>	<u>Richard A. Huffer 7190 Nell Dr.</u>
<u>David A. Benne 44703 Highland Dr.</u>	<u>Thomas R. Cornell 6500 Rose Belle</u>
<u>Forfrannier 38471 Otter N.R.</u>	<u>Richard L. Gordy 5797 N. Barton</u>
<u>Nick Carroll 20111 Highland Dr. N.R.</u>	<u>Samuel H. Smith 34461 90th Ave. N.R.</u>
<u>Kathy Hayes 7176 Glendale</u>	<u>Bill Zarr 30150 Babm</u>
<u>DeForest 7307 non Riden</u>	<u>Mike Hays 5724 Cornell Rd</u>
<u>Frank C. Cuffey 5705 Lane</u>	<u>Decker D. 35445 Center Rd</u>
<u>Ray E. McLaughlin 38790 Center</u>	
<u>David Truman 6119 Oakwood Dr</u>	
<u>Robert L. Stampler N. Ridgeville</u>	
<u>Charles Pluta</u>	
<u>Joe Camera 6012 Rosebelle Ave</u>	
<u>William Stapp 32925 Fox Tree Ln.</u>	
<u>Ed Rodriguez 5952 Rockville</u>	
<u>Wengerhiller 6327 Jefferson Ave</u>	
<u>John P. Simpson 34908 Highland Dr.</u>	
<u>Bill Harris 35160 Downing</u>	
<u>Jason H. Spalding 8864 Dixie Dr.</u>	
<u>Bob Sauer 5332 Pleasant Ave</u>	

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Robert J. Steverson

37350 Super Kelp Ld. N.R.

Leopold G. G. G. G.

37665 Sugar Ridge N.R.

George Smith

6922 WIL-LOW LA. NR.

Tham G. Swenson

5833 Mills Creek La NR

Ken D. Mitchell

924 RKO RD. N.R.

Dorothy Franks

37372 *Synaldis* D.R.

Emma Jane Bond

7350 ~~McGladrey~~ Ely. N. R.

Yamada Chikunori

43423 Russia Rd. Elumia D

Synthes Steel - RETAYS Welding

7700 RACE Rd. N.E.

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<u>James L. Johnson</u>	<u>37723 Center Ridge Rd. N.R. OH</u>
<u>Kathy Powell</u>	<u>92870 Boulder Dr. N.R. OH</u>
<u>Charlotte Jakubec</u>	<u>130 Nebraska Dr. Elgin OH</u>
<u>Angelo J. Vasi</u>	<u>35726 Center Ridge Rd. N.R.</u>
<u>Robert W. Vasi</u>	<u>36724 Center Ridge Rd. N.R.</u>
<u>Richard Fox</u>	<u>38173 Sugar Ridge N.R.</u>
<u>Robert Fox</u>	<u>5971 Rosebelle Ave N.R.</u>
<u>Bob Stoffer</u>	<u>34739 Highland</u>
<u>Betty Bailey</u>	<u>5934 Cornell Blvd.</u>
<u>Valerie Graham</u>	<u>33004 Hollow Tree Oval, ^{NR}</u>
<u>Ed. Gull</u>	<u>36313 Westfield Dr. N. Ridgeville</u>
<u>Shary Brown</u>	<u>35945 Center Ridge N.R.</u>
<u>Thomas J. Page</u>	<u>6890 Fairview Dr. N.R. Lorain</u>
<u>Carmie Payne</u>	<u>6890 Fairview Dr. N.E. OH.</u>
<u>Bruce Hoxsey</u>	<u>36144 Shaw Dr. N.R. OH</u>
<u>Lloyd E. Jester</u>	<u>7375 Davis Dr. N.R. OH.</u>
<u>Linda Kay Jester</u>	<u>7345 Davis Drive, N.R., Ohio</u>
<u>Spencer Jester</u>	<u>5482 Pleasant N.R. Ohio</u>
<u>Thomas M. Jester</u>	<u>35410 E. Royalton Rd. E. T. Ohio</u>
<u>Linda Bodamer</u>	<u>7380 Blanchard N.R. Ohio</u>

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Frank J. Lee

James J. O'Reilly

Connie E. Thacker

Diane Hunter

Debra S. Skirke

Brenda M. Miller

Gary M. Teel

Ken Johnson

John Bergman

Sharon L. Harkula

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James E Leonard

9171 Island Rd N.R. OH

Frank Jager

32915 Boulder W. N.R. OH

Jean K. Brown

9324 Avon Belden N.R. OH

Christy D. Diet

5248 Case Rd N.R. OH

Andy Eck

6920 Lear Nagle N.R. Ohio

Therese Doughty

5355 Cornell N.R. Ohio

James A. Doughty

5880 LEAR NAGLE RD N.R.

William B. Doughty

6880 Lear Nagle Rd N.R.

Michelle K. Schulte

54180 Main St. N.R.

Donna Wray

9271 Avon Belden Rd N.R.

Kenneth Kneizer

7011 Wil. Jan Lane N.R.

M. Hudak

6100 Case Rd N.R.

Walter J. Appleton

7183 Case Rd North Ridgeville OH

Chad Wilson

32413 Cedar Branch N.R.

George W. Covey

6870 BRECK ST. N.R.

Joseph M. Johnson

37723 Center Ridge Rd

Chris Cook

6235 Wallace Blvd N. Ridgeville OH

Arthur Callahan

37321 Sugar Ridge Rd N.R. OH

Alice Peshek

87321 Sugar Ridge Rd OH

Thomas G. Smith

87321 Sugar Ridge Rd OH

7202 ROOT RD. N.R.

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✓ James Pettit	5802 Joann Ct.
✓ Ronald R. Blum	5848 Creekside Ln.
Jeffrey A. Gatten	35137 OAK ST
Phil M. Glang Jr.	35157 Center Ridge
✓ J. McDonnell	6610 Lear Nagle #120
✓ Richard F. Veneel	9433 Reed Rd.
✓ Don Brooks	6705 Aven. Belden Rd.
✓ Harry J. Riel	7393 Root Rd.
✓ Les Kovach	6010 Lear Nagle
✓ Bill Wilson	4763 MARK CT. NO. RIDGEVILLE
✓ Francis Holgan	34211 BAINBRIDGE RD N.R. OH.
✓ Carl Engel	327 36570 Schaffer
✓ Jan Bensch	32482 Chestnut Ridge N. Ridgeville
✓ John M. Antliff	5589 Pleasant St NR
✓ Steve P. Mace	6610 LEAR-NAGLE #250
✓ Charles A. Lynn	34146 JADE CIR. NO. RIDGEVILLE
✓ Richard A. Wolf	6860 ENERALD DR.
✓ James F. Gatt	6610 LEAR NAGLE #133 N. RIDGEVILLE
✓ Doug Brown	36260 WESTFIELD DR.
✓ Don M. Mangan	36281 WESTFIELD DR.

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✓ Mr Mike Verba	37101 Shady Dr. N.R.
✓ PASTOR BILL SHIND	38781 Sugar Ridge Rd N.R
✓ Evelyn Verba	37101 Shady Dr. N.R.
✓ Cynthia Reiser	6191 Wallace Blvd.
✓ Jean Moorman	36865 Sugar Ridge Rd.
✓ Patty Buchanan	6110 Leverage Rd 231 N Ridgeville
✓ HAROLD DEVERICKS	5300 Oliva Ave North Ridgeville ^{Ohio}
✓ Debra Devericks	" " " "
✓ Larry Thompson	36123 Hedgerow PK.DR. N. Ridgeville OH.
✓ Virginia E. Shind	38781 Sugar Ridge Rd N. Ridgeville
✓ John F. Stapfleit	8055 Maddock Rd N.R.
✓ David A. Robertson	34673 Chestnut R. N. R.
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____

✓

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✓ *Jan Burdett*
 Duplicate *Wm M. Blaugher*
 ✓ *Nary Serna*
 ✓ *William Powell*
 ✓ *Thomas Serna*
 ✓ *Marian Hudson Stoffer*
 ✓ *Standa Fay*
 ✓ *Claire M. Jones*
Payce Miller

33890 bailer N.R.
35157 Center Ridge
6692 Miller Dr N.R. 44
351 57 Center Ridge 22
6692 Miller Dr N.R. 44039
7174 Fairview NR 4403
35221 Chestnut Ridge N.R. 44039
35245 Drake St N. Ridgeville 4403
6610 Learney Dr #223, N. Ridgeville 440

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✓ Ann Cooper	32921 Mills Rd. N.R.
✓ Richard J. Hall	36181 American Rd. N. R.
✓ Gene Eckmeyer	38515 Sugar Ridge Rd. N.R.
✓ Judith G. Tossian	7190 Niles Drive, N.R.
✓ Robert J. Liston	36403 Center Ridge Rd. N.R.
✓ Michael T. Clark	5472 Broad Blvd, NR 44039
✓ Charles Edward	5700 Fox Hollow N.R. 44039
✓ Paul Brown	33016 Hollow Tree Overl N.R. 44039
✓ Cy Chen	35836 Center Ridge Rd. NR 44039
✓ Paul Lee	6751 Bidac Run Dr N.R. 44039
✓ Paul Bagg	36289 Center Ridge Rd. N.R. 44039
✓ Joseph Martin	6176 Ridgeway Blvd N R 44039
✓ George S. Mueller	34805 CENTER RIDGE RD N.R. 44039
✓ Charles E. Bowman	6139 Mills Creek Ln ⁴⁴⁰³⁹ NR
✓ Robert J. Brunsing	5722 CREEKSIDE LN N R 44039
✓ P. E. Smith	33959 Shelly N.R., Oh 44039
✓ Karen H. Blakely	5946 Creekside Ln., N.R. OH 44039
✓ John H. Bell	35884 Lark Lane NR OH 44039
✓ Robert A. Kibbey	6530 Nicoll Dr N.R. OH 44039
✓ M. A. H.	7227 Willow Lane NR 44039

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✓ Janice Pettel
 Kathy Hulse
 ✓ Beatrice Green
 ✓ Mary C. Zacharias
 ✓ Glyce Coon
 ✓ Jack H. Stender
 ✓ William F. Reel
 ✓ Stephanie A. McKay
 ✓ William H. Ward
 ✓ Anna Carr
 ✓ Mark Hulse
 ✓ Judith A. Wilson
 ✓ Olin Cousino
 ✓ Donald Couley
 ✓ Susan L. Mitchell
 ✓ Ruth Bristow
 ✓ Maggie Barbour
 ✓ John E. Dorsey
 ✓ Ron Mellinger
 ✓ Billy Mellinger

5802 Joanne Ct North Ridgeville ⁴⁴⁰³⁷
 35137 Oak St, North Ridgeville ⁴⁴⁰
 32454 Chestnut Ridge N.R. 44039
 36416 Chestnut Ridge N. Ridgeville
 7320 Moll Dr, N Ridgeville, Oh.
 31829 Mills Rd (Ridgeville Oh.
 32890 BOULDER DR. N. Ridgeville
 6610 LEAR NAGLE #178 N. Ridgeville Ohio 44044
 6610 LEAR NAGLE #178 N. Ridgeville Ohio 44044
 6610 Lear Nagle Lot 20 N. Ridgeville
 10583 Indiana Hollow Elyria OH
 4763 Mark Ct. N. Ridgeville OH
 6610 Lear Nagle Rd Lot #10 N. Ridgeville
 127 Tennessee Dr Elyria, O
 4853 Ronald Dr. N. Ridgeville
 6300 Cornell Blvd N. Ridgeville - OH
 36498 Schepers N. Ridgeville
 96980 Lear Nagle Rd N. Ridgeville
 4852 Spruce Pine Way N. Ridgeville
 4852 Spruce Pine N. Ridgeville

**PETITION OPPOSING THE PROPOSED REROUTING OF RAIL TRAFFIC,
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WILMA W. SEBASTIAN

4817 JOSEPH CT. N. RIDGEVILLE

SANDRA L. RYAN

32200 Cook Rd. N. Ridgeville

JOSANNE PAGE

35206 Chestnut Ridge N. Ridgeville

HOLEN J BROWN

3.80 CREEK COK LN N. Ridgeville

Joanne Roth

7015 Pitts Blvd N. Ridgeville

stopped rail traffic have created. We
safety are met and addressed by Conrail, Norfolk S

[Signature]

Gay Kamen NR
Donald Parley NR

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Daniel J. White

5953 DENISE DR.

N. RIDGEVILLE, OH. 44039

Robert M. Murray

James T. Tool

Joan L. Skrzyrak

John V. Schmitt

Emily Schmitt

David J. Davis

Helen & Rick Lapsen

Carol Spitz

Robert Franks

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Steve R

Herbert Jett

Larry A. Jett

Bruce S. Dudek

Charles E. Dudek

James J. Dudek

Matt Dudek

Wally Jett

J. L. Dudek

Michael Thomas

Joan

Shirley Ray

7393 Root Rd.

7402 Root Rd

7402 Root Rd.

7432 Root Rd.

7417 Root Rd.

7432 Root Rd.

7432 Root Rd.

7402 Root Rd.

7432 Root Rd.

CENTER RIDGE RD.

Grand Falls and Spas - WORK

7079 Main Rd. Rd.

N. Coast Travel Svc.

7144 Fairview, W.R. OHIO

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Rosemary Berg

Linda Tompkins

Linda Reese

Gramm Holt

Janis Workman

James Dulinski

Rob Sheffield

Donald Hunt

Michael Morgenstern

John A. Barbano

Angie Huffman

Beaul B. Martin

Alvin Munt

Susan DeLoat

John S. Perry

George O'Hanell

Barbara Herling

Martha M. Coale

Subbie Harmon

Scott D. O'Brien

Bob Lohree

Robert A. Womack

Halwa P. Moorman

Lair Suzanne

Daniel Kehl

Kathryn W. Herring

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Joyce L. Mann 4743 Jones Rd North Ridgeville Ohio 44039
 Jeanette Sebastian 33574 Wilcox Rd Avon, Ohio 44011
 Clara Johnson - 53574 Wilcox Rd Avon, Ohio 44011
 John W. Bauer 6623 Rt 83 North Ridgeville, O. 44039
 Patricia Coulbough 6100 Olive North Ridgeville, O 44039
 Gerald Coulbough " " " " " "
 H R Jones 35968 Lorain Rd - North Ridgeville, Ohio 44039
 Jessica Ruck 7299 Mid-Lantern N. Ridgeville, Ohio 44039
 Bonnie Renner 6295 Wallace N. Ridgeville, Ohio 44039
 Dan Sullivan 6240 Tappan Rd. N. Ohio 44039
 Helen Wilkinson 5972 Mills Creek Lane 44039
 PHILomena Mirthe 38100 MILLIS Rd avon 44011
 Joyce H. H. H. 5757 Rock Point
 Pat Castelli 5697 Jaycar N. Ridgeville Ohio 44039
 Arthur M. Rush 4765 Ronald Drive
 Thomas R. Bannan 6001 Tracy Rd #319 N. Ridgeville OH
 Peguine E. Basham 34297 West Point Dr. N. Ridgeville 44039
 Maria G. G. 35135 Glenwood Ave, N. Ridgeville 44039
 Sally Coulbough 8805 Lorain Rd Northridge
 Mary Lee Berry 5900 Shiloh Trail N. Ridgeville

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Margaret Thiele

Lynn M. Bayne

Kimberly A. Erickson

Ann M. Gunk

Barbara Kay Kysa

Julia Petrie

Evelyn Pajack

Dee Bethel

Tom Petrie

Edmund Anderson

Stephen A. East

Donald M. Whitwell

Thomas Harmon

James C. Hogan

John J. Hunsicker

W. Hunsicker

E. C. W.

John H. Kysa

Barbara Kysa

R. J. Trisal

Margeth Samman

Marie Holstein

Rebecca Bloom

Albert Barlow

Samuel E. Vessel

Lisa Schiffman

Tom Lull

Samuel F. Arneson

Margaret Arneson

Larry Jamir

Harrell Buckert

Pat Johnson

Jack McCauley

Donna Kodysh

Oline Sargis

Cathy Longenecker

Charles Wessmuth

Charles White

Caul Sima

Abbie Chus

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Harlow Kovacs

Betty Cotton

Mullin Elliott

Brian R. Wright

Pat Wilson

John Bruno

Lori Madlich

Jim Wehler

John Ladolek

Bobby Wilke

Michael Riley

JOHN W. BURKE

Leon Elrod

Walt Elrod

Michael P. Franklin

David M. Harris

Ed Skovrak

205 Bayberry Dr., Elgin

9590 Crows Nest Ln. Litchfield

34936 Highland Dr. N. R.

7369 Timothy Dr N. Ridgeville

5941 Denise N. Ridgeville

6839 S. Bear Lake Rd N. Ridgeville

33091 Bayley Rd N. Ridgeville

34091 BAGLEY RD N. RIDGEVILLE

33626 Bindridge Rd N. Ridgeville

34005 Chestnut Ridge N. Ridgeville

6805 Lear Nagle Rd N. Ridgeville

7420 Root Rd N. Ridgeville

7420 Root Rd N. Ridgeville Oh

1901 James Rd.

6610 Lear Nagle Rd N. Ridgeville

4901 James Rd N. Ridgeville

6900 WILLOW LAKE, North Ridgeville

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Therell Brinkley

Rita Brinkley

Wilbur Pakker

Monica Blaud

Laura Hager

Jeanne Brown

Robert Wray

David M. Bogen

Mary Beth Rogers

Margaret Murphy

Ruthie Poling

Charles Plumley

Don Birch

Lawrence Hiller

Janet J. Jander

Bernie Bartelbaugh

Ronald Spuhler

Brian Christel

5822 Joanne Ct

" " "

6610 LARNAKE RD.

5789 JOANNE CT

5858 Joanne Ct.

36403 Center Ridge Rd.

32293 Center Ridge

36625 Center Ridge Rd N.R.

36625 Center Ridge Rd NR

5784 Joanne Ct N.Ridgeville OH

5752 Joanne Ct N.Ridgeville

5857 Joanne Ct N.Ridgeville

32888 Sandstone Ln N.R.

8411 Avon Belden Rd. NR.

5530 Broad Bl. N.R.

5882 Joanne Ct NR

5751 Joanne Ct

5801 Joanne Ct

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<i>Donald D. Thompson</i> N.R.	<i>Michael A. Smith</i> N.R.
<i>John Buckley</i> N.R.	<i>Don P. Van D.</i> N.R.
<i>Larry Deason</i> N.R.	<i>William S. Peters</i> N.R.
<i>Jim Rogers</i> N.R.	<i>Terrence M. King</i>
<i>Raymond P. Wright</i> N.R.	<i>David J. Fann</i>
<i>C. Greene</i> N.R.	<i>Ted Con</i>
<i>Mark C. Z.</i> N.R.	<i>William P. Pitt</i> N.R.
<i>Gary Conner</i> N.R.	<i>Frank</i> N.R.
<i>Walter Cobby</i> N.R.	<i>John Wans</i> N.R.
<i>Ken Bisset</i> N.R.	<i>John</i>
<i>Sam Thompson</i> N.R.	<i>Allen Post</i> N.R.
<i>Al Reynolds</i> N.R.	<i>Steve Hand</i>
<i>Richard D. Dwyer</i>	<i>Jeff C. Hersh</i> N.R.
<i>Robert H. Fisher</i> N.R.	<i>John Matyska</i> N.R.
<i>David E. Hill</i> N.R.	<i>Paul</i> N.R.
<i>Harry J. Hayes</i> N.R. (X)	<i>Bob A. Ellis</i> N.R.
<i>Larry Fitch</i> N.R.	<i>Paul H. Blanchette</i>
<i>Levana Conner</i> N.R.	<i>Ken Miller</i> N.R.
<i>Patrick Woodcock</i> N.R.	<i>James D. Miller</i> N.R.
<i>Keith E. Shank</i> N.R.	<i>John L. Blanchette</i> N.R.

STB

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MOCH

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DENNIS J. KUCINICH
10TH DISTRICT, OHIO

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LAKEWOOD, OHIO 44107
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Congress of the United States
House of Representatives

Committees:
Government Oversight
Education
and the
Workforce

October 1, 1997

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

**ENVIRONMENTAL
DOCUMENT**



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 my Responsive Environmental Report to the Railroad Control Application for Finance Docket No. 33388.

Thank you for your consideration.

Sincerely,

Dennis J. Kucinich
Member of Congress

DJK:jb

Responsive Environmental Report

(Subnumber 74)

October 1, 1997

Filed with the
Surface Transportation Board
by
Congressman Dennis J. Kucinich
Ohio District 10

I. Executive Summary

In June, 1997, CSX Corporation and Transportation Inc. (CSX), and Norfolk Southern Corporation and Railway Company (NS) filed a railroad control application with the Surface Transportation Board to acquire control of Conrail Inc. and Consolidated Rail Corporation (Finance Docket No. 33388).

As part of the railroad control application (RRCA), NS has proposed increasing freight traffic on the Cleveland-Vermilion route from 13.5 trains per day to 37.8 trains per day (180 percent increase). The Cleveland-Vermilion line is currently owned in its entirety by NS, and no trackage rights, leases or other agreements currently exist on this route between NS and CSX. The applicants have not proposed any changes in ownership, trackage rights, leases or other agreements of the Cleveland-Vermilion route in the RRCA.

Norfolk Southern's Cleveland-Vermilion route is an east-west line along Lake Erie that traverses the western half of Cuyahoga County from downtown Cleveland through the western suburbs of Lakewood, Rocky River, Westlake and Bay Village (also known as West Shore). The West Side of Cleveland and West Shore communities — more than 90 percent residential — is bisected by the Cleveland-Vermilion route into north-south sections by this mostly single-track rail line.

It is the intent of this Responsive Environmental Report to present information about the impact on the West Side of Cleveland and West Shore of Norfolk Southern's proposal to increase freight traffic from 13.5 trains per day to 37.8 trains per day. Because the West Shore communities are residential, and certain areas are densely populated, the RER will present information on the possible effects of an 180 percent increase in traffic on three areas: emergency response time, hazardous and nuclear material transport, reductions in railroad labor and railroad safety, air pollution emissions and noise pollution.

In the area of emergency response time, the RER will focus on medical emergency response

times. The increasing transport of hazardous and nuclear material via railroad will be examined. Information about the decades-long trend to reduce railroad safety and maintenance personnel, and the overall safety of railroad transportation will be presented. There will also be a section detailing information about the significant increase in air pollution emissions as well as noise pollution as a result of the proposal by NS to triple the number of freight trains on the Cleveland-Vermilion line.

The RER will follow the guidelines, where applicable, set by the Surface Transportation Board's Decision No. 6; Notice of Issuance of Procedural Schedule, effective May 30, 1997.

II. Purpose and Need for Agency Action

It is the contention of this Party of Record that due to the residential nature of the affected communities, a comprehensive Environmental Impact Statement (EIS) should be conducted forthwith, and include all relevant information, including this RER. It is also the contention of this Party of Record that an objective analysis will reveal that the existing freight train traffic already presents considerable hazards to the residential community of Cleveland and the West Shore. It will further reveal that any increase in traffic, or an increase of the magnitude proposed by the applicants will have such an adverse effect that mitigating measures will have a negligible impact. And it is further contended that a moratorium should be placed on increased train traffic until the problem is resolved to the satisfaction of the affected communities and this Party of Record.

III. Description of the Inconsistent or Responsive Application and Related Operations

Not applicable to this Party of Record's RER filing.

IV. Description of the Affected Environment

Cleveland: The Cudell and Edgewater communities are on the West Side of Cleveland. Within these two communities, there are 8,800 people, 1,300 of which are elderly persons who live alone. There are 85 structures that border the railroad tracks. Twenty percent (20 percent) of those are multifamily homes. Some are as close as 14 yards from the tracks. The fire station and emergency medical services are located south of the railroad tracks while the bulk of the population is north. There is only one grade separation where traffic can continue while a train traverses the city. (Appendix 2, pg. 27-29.)

Lakewood: The immediate western suburb of Cleveland has a population of 60,000 occupying 5.6 square miles. Lakewood is the most densely populated area between New York and Chicago. The Cleveland-Vermilion line bisects the city into northern and southern sections with 27 crossings, more per mile than any other city in the country (*Plain Dealer*, 8/8/97).

Fifty percent (50%) of Lakewood's residents live south of the tracks. There is only one grade separation where traffic can continue in a north-south direction while a train traverses the city. Lakewood Hospital, located north of the tracks, provides medical emergency services. Similarly, two of the three fire stations and the police station are located south of the tracks. At the northernmost point of Lakewood, there are several high-rise apartment complexes and many residential homes along Lake Erie that would be isolated from two of the three fire stations and the police station. (Appendix 2, 22-24)

There are eight public and private schools located near the railroad tracks; however, Lakewood does not use buses for its nearly 10,000 school children. Lakewood children walk or bicycle to and from school, and this often requires that they cross the tracks. Though railroad safety education is provided to elementary school children, railroad tracks could be considered an "attractive nuisance" whereby minors are drawn to unsafe objects. (Appendix 2, pg. 80-81)

Westlake: The northern border of Westlake is the Cleveland-Vermilion line. This suburb has a population of 27,000 occupying 16.5 square miles. There are five grade crossings, and only one grade separation for EMS personnel to travel from St. John West Shore Hospital to Bay Village (a smaller suburb immediately north which relies upon St. John for EMS personnel) when trains are traveling through the area.

Rocky River: Rocky River is bisected by the Cleveland-Vermilion line. More than 20,000 people occupy 4.5 square miles. Both the fire and police stations are located south of the tracks while a significant portion of the population lives north of the tracks. There are four crossings and only two grade separations.

Bay Village: Bay Village is Cleveland's western most suburb, and is 97 percent residential with a population of 17,000 occupying 4.5 square miles. The Cleveland-Vermilion route is the southern border of the city. There are railroad crossings at five of the six roads entering the city, and one grade separation at the easternmost end of the city. All emergency medical services are provided by St. John West Shore Hospital, which is located south of the tracks in Westlake. (Appendix 2, pg. 19-20)

Bay Village Schools transport a significant number of students to public and parochial schools outside Bay Village. Because the railroad tracks form the southern boundary of the city, almost all of these trips require crossing the tracks. More than 100 students come from the south side of the railroad tracks to attend St. Raphael's parochial school. (Appendix 3)

V. Description of Alternatives

Will be presented in the October 21, 1997 filing.

VI. Analysis of the Potential Environmental Impacts

A. Emergency Response Time

There are many emergency response situations where minutes can make the difference between life and death. Police and firefighters face such situations every day. However, the case of cardiac arrest response time has been carefully studied and will be explored in this RER.

There are 17 identifiable factors that contribute to the outcome of cardiac arrest. Of these, the most important factor is the time between the onset of cardiac arrest and cardiopulmonary resuscitation (CPR). Seattle, Washington has the highest survival rates published in the United States, largely due to the fact that 60 percent of the population knows CPR. Unfortunately, very few citizens in Greater Cleveland know CPR. However, Lakewood has as high a survival rate as Seattle due in large part to the rapid response on the part of the Lakewood Police who begin CPR, and Lakewood EMS, whose average response time to cardiac arrest is three to four minutes. (Appendix 2, pg. 56)

The second most important factor affecting the outcome of cardiac arrest is the time to defibrillation in cases of ventricular fibrillation (when the heart is still quivering as opposed to being completely stopped). And the third most important factor affecting the outcome of cardiac arrest is the time between the onset of cardiac arrest and the initiation of basic life support and advanced life support. The American Heart Association has recommended that patients receive basic life support within four minutes, and advanced life support within eight minutes, both of which can be administered by EMS personnel.

Given an increase of freight traffic to 37.8 trains per day, and subtracting four hours (for time when trains are not supposed to be traveling through populated areas), there will be a train traversing the city approximately every half-hour. It takes on average four minutes for a train to pass through a grade crossing. Therefore, an EMS team that encounters a passing train at a grade

crossing will double their response time to eight minutes, beyond the time recommended for basic life support, and just within the recommended time for advanced life support.

Thirty-four percent (34%) of all EMS calls in Lakewood are for locations north of the railroad tracks, the same side as the hospital. (Appendix 2, pg. 57) Therefore, the majority of all EMS calls (66%) are for locations on the opposite side of the tracks from the hospital. According to Cleveland EMS statistics based upon 3,000 cardiac arrests over the past five years, increasing the response time of Lakewood EMS by two minutes would decrease the chances of survival of cardiac arrest victims by 50 percent. If response times were increased by four minutes (the average time it takes a train to pass through a grade crossing), survival rates would decrease by 75 percent. (Appendix 2, pg. 58).

Though emergency response time has focused on medical emergencies in Lakewood, similar situations exist in all the affected communities for all types of emergencies. Bay Village relies upon St. John Hospital, which is located in Westlake, south of the tracks. Cleveland's West Side communities rely upon emergency services located on the opposite side of the tracks. Rocky River is similarly bisected into north-south sections with residents on one side and vital services located on the other.

B. Hazardous Material and Nuclear Waste Transport

According the Federal Railroad Administration (FRA), approximately 11.353 million tons of hazardous material were shipped through Cuyahoga County in 1995. (Appendix 4) And according to the applicants' RRCA, 5.6 percent of NS's freight traffic consists of hazardous materials, representing a total of about 254,834 carloads in 1996.

Cleveland is a major corridor city for railroad traffic; therefore, it highly probable that tripling freight traffic on the Cleveland-Vermilion line will result in the tripling of hazardous material shipments through the West Side of Cleveland and West Shore communities. According to FRA,

676,000 tons of hazardous material were shipped by NS on the Cleveland-Vermilion line in 1995. Tripling this amount of hazardous material will result in more than 2 million tons of hazardous material traversing these residential communities.

Approximately 261,000 people were evacuated across the United States because of rail-related hazardous materials releases between 1978 and 1995. Despite the continued problem of accidents involving hazardous materials, GAO reported that between 1992 and 1995, hazardous material inspections by FRA fell from 34 percent to 21 percent. (Appendix 5, pg. 4)

According to the Federal Code of Regulations (49 CFR 172.101), there are more than 3,000 materials classified as hazardous, including arsenic, chloroform, cyanides, formaldehyde, lead, mercury, and propane — a highly flammable liquefied petroleum gas which comprises the bulk of transported hazardous material. Chemical product shipments via rail increased by 27 percent between 1991 and 1995, totaling 1.8 million carloads. In 1995 alone, there were 1,330 incidents involving hazardous materials released from rail cars. (Appendix 6, pg. 16) Yet chemical rail transport is exempt from federal and community "right-to-know" laws.

It should be noted that FRA data on hazardous material transport and accidents are derived from the industry's own reports, and the General Accounting Office finds these reports "inaccurate and incomplete." (Appendix 7, pg. 1)

Because radioactive material is considerably more dangerous than hazardous material, it is classified and regulated differently. The Department of Energy has confirmed that radioactive waste passes through Cuyahoga County, although the frequency and exact quantities were not obtainable. However, the frequency and magnitude of radioactive material being transported on the Cleveland-Vermilion line should be determined by the Surface Transportation Board to calculate the level of risk to densely populated areas in the event of an accident or derailment.

The United States Congress is currently considering H.R. 1270, a bill that legislates the siting of a

temporary high-level nuclear waste storage facility near Yucca Mountain in Nevada. High-level waste consists mostly of the spent nuclear fuel rods from commercial nuclear utility reactors. Should this bill become law, Cuyahoga County will become a major transportation route for high-level radioactive waste traveling from the East Coast to Nevada.

Approximately 2,733 rail shipments of high-level radioactive waste will traverse Cuyahoga County en route to Nevada, much of which will be transported via the Cleveland-Vermilion rail line. Large rail casks weighing about 125 tons would contain high-level radioactive waste, defined as spent nuclear fuel rods contaminated with plutonium and other highly radioactive elements. The average rail cask will carry about 175 pounds of plutonium. To date, no transport cask has had full-scale physical testing. (Appendix 8, pg. 2)

Three years inside the reactor core makes the fuel over a million times more radioactive than unused fuel. Unshielded, irradiated reactor fuel that has been stored for ten years will deliver a lethal dose to anyone within a meter in less than three minutes. A single pound of plutonium could cause cancer in every person alive today if it were divided and deposited in the lung tissue. It is estimated that a fully prepared state emergency response system capable of responding to an accident involving high-level radioactive waste would cost \$5.6 million annually in 1981 dollars, an expense Ohio has not anticipated. (Appendix 8, pg. 1)

C. Reductions in Labor and Railroad Safety

According to R. W. Godwin, general chair of the Brotherhood of Locomotive Engineers, NS will lay off several hundred railroad workers whose jobs are to maintain safe railroad cars and track conditions. These layoffs are system wide. The consequences for the general public could be lethal considering the movement of hazardous material and nuclear waste by rail through the densely populated communities of Cleveland and the West Shore. The table below is a summary of anticipated layoffs by NS resulting from the proposed acquisition of Conrail:

Carmen	Inspect and maintain rail freight cars: 330 positions abolished
Trackmen	Inspect and maintain tracks, switches and crossings: 473 positions abolished
Signalmen	Inspect and maintain wayside signals and crossing protection: 54 positions transferred and 25 abolished
Railroad Police Officers	Protect railroad equipment and signals from vandalism: 46 positions abolished
Locomotive Maintenance Supervisors	Inspect and maintain locomotives: 5 boilermakers abolished, 53 electricians abolished, 46 laborers abolished, 85 machinists abolished
Train Dispatchers	Oversee maintenance workers: 78 jobs abolished
	Insure safe passage of trains: 25 jobs abolished

These anticipated layoffs come after almost two decades of declining maintenance and safety personnel on railroads. For example between 1985 and 1995, Union Pacific doubled the ratio of its car shipments to workers from 85:1 to 170:1. Freight trains at one time were served by five or six people, but are now frequently staffed by one engineer and one conductor. (Appendix 6, pg. 17)

Railroad employees are expected to work 12-hour shifts, take eight hours off, then return to work. But despite the 12-hour limit, the FRA recently found that Union Pacific routinely violates this limit, keeping workers on the job as long as 17 hours. Furthermore, rail workers can be called back to the job with little more than two hours notice. One NS engineer was quoted in *The Washington Monthly* as saying: "I've been forced to go out when I was so exhausted I hallucinated. I've seen things that weren't there, almost gone past signals I thought were one color when they were another." (Appendix 6, pg. 17)

At the same time that railroads have significantly reduced staff, the Federal Railroad Administration (FRA) has reduced the number of safety inspectors. Currently, there are 380 inspectors for over one million cars and 300,000 miles of track. (Appendix 6, pg. 19). The General Accounting Office (GAO) released a report in July, 1997 which found that the number of safety inspections conducted by FRA decreased by 23 percent, and fewer resources are allocated

to responding to concerns about workplace injuries.

The decrease in safety inspections results from FRA instituting a new cooperative safety program in 1993. Rather than use violations and civil penalties against railroads for noncompliance with safety regulations, "FRA has emphasized cooperative partnerships with other federal agencies, railroad management, labor unions, and the states." (Appendix 5, pg. 4)

Because railroad safety has improved greatly over the last three decades — due in large part to technological advances — GAO could not determine the effectiveness of FRA's program. However, it should be noted that "FRA has implemented its Safety Assurance and Compliance Program with 33 railroads. This method has improved the safety on many large railroads, *but Norfolk Southern Corporation has refused to participate until FRA substantiates safety problems at the railroad.*" (Appendix 5, pg. 5, emphasis added) That a major railroad company would refuse to participate in a safety program instituted by the federal government does not bode well for the residents of Cleveland and the West Shore communities who rely upon the federal government as well as the railroad for their very safety.

Accidents at railroad crossings are the leading cause of deaths associated with the railroad industry; almost half of all rail-related deaths are caused by collisions of trains and vehicles at public crossings. (Appendix 7, pg. 1) One thousand (1,000) people die each year as a result of grade-crossing accidents. (Appendix 5, pg. 4) Ohio was among the top five states for having the highest number of rail crossing fatalities in the United States during 1991 through 1993; however, subsequent safety programs have led to a 75 percent decline in rail crossing accidents. (Appendix 9, pg. 16)

Despite the decline, there are still approximately 100 fatalities at railroad crossings in Ohio annually. GAO recommends several strategies for reducing the number of grade crossing accidents, the most effective being to close them. Given the composition of the West Side of Cleveland and West Shore communities — which are bisected by the Cleveland-Vermilion line,

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Despite the decline, there are still approximately 100 fatalities at railroad crossings in Ohio annually. GAO recommends several strategies for reducing the number of grade crossing accidents, the most effective being to close them. Given the composition of the West Side of Cleveland and West Shore communities — which are bisected by the Cleveland-Vermilion line,

with hospital and other emergency services on one side of the tracks and significant numbers of people on the other — this strategy is not viable. Another strategy recommended is to install lights and gates. But GAO notes: “However, lights and gates provide only a warning, not positive protection at a crossing.” (Appendix 7, pg. 3) A third strategy is to install four-quadrant gates with vehicle detectors, but these can cost upwards of \$1 million per crossing. With 27 crossings in Lakewood along 5.7 miles of track, this alternative is impractical.

D. Emissions

Since most locomotives in the US are powered by diesel engines, air pollution emitted by trains will consist mostly of Particulate Matter (PM) and precursors to ozone (Nitrogen Oxides or NOx, and Hydrocarbons or HC). Locomotives account for nearly five percent (5 percent) of all air pollution emission in the country.

According to the RRCA, air pollution emission will *increase* in Cuyahoga County by 1,800 tons per year, or 3.6 million pounds, as a result of the increase in freight traffic (RRCA, Vol. 6B, pg. 364-365). These air pollution emissions include Nitrogen Oxides (NOx), Carbon Monoxide (CO), Volatile Organic Compounds (VOC), Sulfur Dioxide (SO₂), Particulate Matter (PM) and Lead (Pb).

CSX rail traffic will increase the above air pollution emissions in Cuyahoga County by almost 1,000 tons per year. NS rail traffic will increase the above air pollution emissions by more than 800 tons per year. Combined, this is an increase of 1,800 tons per year.

Of the 1,800 tons of air pollution emissions, the applicants estimate that 1,505.19 tons will consist of NOx. According to figures from the Environmental Protection Agency (EPA), 1,505.19 tons per year of NOx is equivalent to increasing automobile traffic by 86,505 passenger cars. (Appendix 10, pg. 3) On the Cleveland-Vermilion route alone, there will be an increase of NOx emissions by 254.36 tons per year, which is equivalent to increasing automobile traffic in West

Shore by 14,618 passenger cars.

Additionally, NOx combine with Hydrocarbons (HC) in the atmosphere to form secondary PM (which was not estimated in the RRCA). For every 100 tons of NOx emitted, approximately 4 tons of secondary Particulate Matter is formed. Thus, there will be an additional increase of secondary PM by 60 tons per year.

NOx emissions have significant health and environmental effects. NOx is a major component of smog and acid rain. NOx emissions combine with HC in the atmosphere and, in the presence of sunlight, form ground-level ozone. NOx also contributes to the secondary formation of breathable PM. NOx can react with ammonia, other constituents, and moisture to form certain types of PM, including nitrate fine particles and acidic aerosols.

Ozone is a highly reactive pollutant that damages lung tissue, causes congestion, and reduces vital lung capacity, in addition to damaging vegetation. Acid rain damages buildings and crops, and degrades lakes and streams (and it should be noted that the Cleveland-Vermilion line runs along Lake Erie and crosses over the Rocky River). PM causes headaches, eye and nasal irritation, chest pain, and lung inflammation. Environmental impacts of PM include reduced visibility and deterioration of buildings.

Healthy adults who exercise moderately can experience a 15 to 20 percent reduction in lung function from exposure to low levels of ozone over several hours. Damage to lung tissue may be caused by repeated exposures to ozone, which can lead to a shortened life span. Ozone aggravates asthma, and 14 Americans die every day from asthma, a rate three times greater than just 20 years ago.

Because children breathe more air per pound of body weight than adults, increases in ground-level ozone is even more harmful to them. Children make up 25 percent of the population but comprise 40 percent of the asthma cases. Children also comprise a disproportionate number of

asthma attacks, increased use of medication, and more emergency room visits as a result of ozone exposure.

Particulate Matter easily reaches the deepest recesses of the lungs. Scientific studies have linked Particulate Matter, especially fine particles (alone or in combination with other air pollutants) with premature death, aggravated asthma, and chronic bronchitis. As is the case with ozone, the elderly, children and individuals with preexisting heart or lung disease are especially vulnerable.

Cuyahoga County is currently not attaining the National Ambient Air Quality Standards for Sulfur Dioxide (SO_2) or PM_{10} , particles smaller than 10 micrometers in diameter. Therefore, any increase in emissions as a result of increased freight traffic will cause a further delay in attaining the EPA's new Ambient Air Quality Standards for $\text{PM}_{2.5}$ (which will not take effect for several years).

Cuyahoga County does meet EPA's current 1-hour 0.12 parts per million (ppm) ozone standard. However, based on the most recently available quality assured data (1993-1995), the county does not meet EPA's recently issued 8-hour 0.08 ppm ozone standard. An increase in NO_x emissions, a precursor to ozone formation, would exacerbate this problem.

According to estimates reported to EPA for Cuyahoga County in 1990, 15,263 tons per year of NO_x are emitted from stationary sources, and 26,804 tons per year of NO_x are emitted from mobile sources, resulting in a total NO_x emission estimate of 42,067 tons per year for Cuyahoga County in 1990. Thus, 1,500 tons per year of NO_x would be an increase of approximately 3.5 percent.

Under the Clean Air Act, areas that do not meet the ozone standards are required to achieve a 3 percent reduction per year (after growth) in VOC and/or NO_x emissions. While the implementation plan for EPA's new 8-hour 0.08 ppm ozone standard will not be final until late 1998, it seems very likely that it will include a continuation of the 3 percent per year rate-of-

progress measure. A 3.5 percent increase in NOx in the air means that significant additional reductions of NOx from local businesses or vehicles would be needed to offset this increase to meet the ozone standard expeditiously.

The applicants state that they have only estimated the increase in air pollution emissions, and not the decrease in emissions resulting from less truck traffic. However, it should be noted that the increase in air pollution emissions from freight traffic is a guaranteed, quantifiable amount, whereas, the decrease in emissions from truck traffic is not known or measurable. In fact, due to increased rail traffic, PM10 emissions from railroads have doubled between 1970 and 1995. Yet this increase in PM10 emissions has not resulted in a concomitant reduction in truck traffic emissions during the same period.

E. Noise

Noise pollution is considerably more difficult to quantify; however, qualitatively it is no less harmful to a community's well-being than air pollution emissions. According to the RRCA, noise pollution will increase significantly as a result of the proposal by NS to increase freight traffic by 180 percent. Nighttime noise levels will exceed the Surface Transportation Board's impact criterion (RRCA, vol. 6B, pg. 433). And with trains passing through the area at a rate of one every thirty minutes, residents can expect constant disruptions from horns and engine noise.

Conclusion: Given the reductions in railroad workers, increasing rail shipments of hazardous materials and nuclear waste, severely limited options for improved grade-crossing safety, increasing emissions and noise pollution, and the potentially divisive and isolating nature of the Cleveland-Vermilion line through these densely populated residential communities, this Party of Record contends that increasing the number of freight trains from 13.5 to 37.8 is totally unacceptable. The health and safety of nearly 150,000 people and the viability of five communities is at stake.

Furthermore, NS had previously indicated that the entire line would be abandoned and sold or leased to Greater Cleveland's Regional Transit Authority (RTA) for commuter rail service. At the same time Norfolk Southern was filing its application with the Surface Transportation Board (STB), which proposes increasing freight traffic to 37.8 trains per day, NS was indicating to RTA and the affected communities it was going to abandon the line altogether. Two months after filing with STB and only days before the deadline to become a Party of Record in this acquisition, Norfolk Southern informed communities of its intention to triple freight traffic on the Cleveland-Vermilion line. Even since this proposal has come to light, NS has allowed RTA to test-run a commuter train along this route. These inconsistent and misleading actions call into question Norfolk Southern's motives and creditability, which should be taken into consideration while evaluating the merits of the entire acquisition.

VII. Proposed Mitigation

Will be presented in the October 21, 1997 filing.

VIII. Appendices

- Appendix 1: Sampling of constituent letters
- Appendix 2: Transcript from Federal Railroad Administration hearing in Lakewood, OH on September 22, 1997.
- Appendix 3: Letter from Bay Village Schools
- Appendix 4: Hazardous Material Flows charts from Federal Railroad Administration
- Appendix 5: General Accounting Office, *Rail Transportation: Federal Railroad Administration's New Approach to Railroad Safety*, July 1997
- Appendix 6: *The Washington Monthly*, "The Case For More Regulation", October 1997
- Appendix 7: General Accounting Office, *Railroad Safety: DOT Faces Challenges in Improving*

Grade Crossing Safety, Track Inspection Standards, and Passenger Car Safety,
March 5, 1996

Appendix 8: Nuclear Information and Resource Service, *Questions and Answers: High-Level Nuclear Waste Shipments*, April 2, 1997

Appendix 9: General Accounting Office, *Railroad Safety: Status of Efforts to Improve Railroad Crossing Safety*, August 1995

Appendix 10: Environmental Protection Agency, *Environmental Benefits of Proposed Emission Standards for Locomotives*, February 1997

Prepared by Elizabeth C. Chamberlain, Legislative Assistant, Congressman Dennis J. Kucinich

Appendix 1

Thomas J. Hunt
Attorney at Law
Suite 410
Leader Building
Cleveland, OH 44114

Dear Congressman Kucinich:

It is with urgency that I write to you regarding the proposed increase in rail traffic through the west shore communities of greater Cleveland.

As a resident of Bay Village, and former resident of Rocky River, I have witnessed how rail traffic has been a legitimate burden on the health, safety and welfare of your constituents. Not only will an increase in rail traffic affect the quiet enjoyment of the landowners in close proximity to the Norfolk and Southern Railroad line, but such would also jeopardize the community as a whole in regard to potential automobile accidents and disruption of municipal services and emergency responses.

Joan M. Scully
17878 Osborn Road
Bay Village, OH 44140

Dear Mr. Kucinich:

The safety, health and economic impact this change would have on our surrounding communities would be devastating. As you may know, the proposed change would mean trains would be passing through our western communities every 35 to 40 minutes--throughout the day and night.

Would you and your family continue to live in a community with that amount of train traffic day and night!

James Hydock
505 Huntmere Drive
Bay Village, OH 44140

Dear Congressman,

We've all heard the words "ludicrous, absurd, and crazy;" let's add heresy to the list. Norfolk Southern's proposal to increase train traffic from 13 to 38 trains per day is an increase of 192%. Match this percentage with the increase in population and I feel you have the potential for a lot of car train accidents.

The safety of people must be considered first and foremost before increasing the amount of train traffic.

Bonnie Nagel
592 Debbington Drive
Bay Village, OH 44140

Dear Congressman Kucinich:

If the numerous retirees and elderly in my neighborhood are anything like the other west side elderly, I believe the increase in railroad traffic would cause them a great deal of stress and anxiety. Increased stress over having to cross track that, even now, many of them find intimidating and difficult to travel. Increased anxiety over losing precious time should they need transporting to a hospital emergency room. Stressful and anxiety-ridden drivers do not make safe drivers.

As the parent of two small children I too share many of the same concerns. In addition I fear for the west side children who must cross these tracks daily to travel to and from: school, after-school care, recreational programs, church, etc.

Robert A. And Lynn F. Lunoe
30310 Ashton Lane
Bay Village, OH 44140-1717

As a resident of western Bay Village, I am concerned about emergency vehicles having unhampered access to regions south of the railroad tracks, where all of the hospitals and emergency medical care facilities are located. The closest overpass to me is at I-90 and Clague. If the tracks are blocked by a train passing or even stopped on the tracks, the five mile trip from my home to the Clague underpass would cost precious minutes for emergency vehicles. Also access to I-90, the major artery to medical trauma centers, major businesses, entertainment and recreation areas would be blocked.

Lakewood alone has too many serious train-auto accidents with the current train traffic. Surely more lives will be lost if the traffic increases!

Jamie L. Blackson
1057 Abbieshire Avenue
Lakewood, OH 4107

Did we not learn what happens to a community that is bisected through the middle? Neighborhoods like Tremont and Detroit-Superior were cut in half by the construction of highways. What was the result? Increased crime, decreased resident satisfaction and a mass moving out of the community. Constant train traffic could easily have the same result on Lakewood as the construction of a highway had on many neighborhoods.

While out for an evening walk I often find myself waiting, alone and vulnerable for the train to end so I can continue on my way home. With a shady character approaching I feel unsafe. Trapped--a victim of this instant wall which blocks my way home. How many of us will become

afraid to cross the tracks? What will this do to Lakewood?

When recently shopping for a home, our Realtor showed us many homes which sit near the tracks. Nice enough houses until they shake and rattle as a train goes past. Many of these homes had been on the market nearly a year. Who will live in them now?

Stephen H. Jenkins
20596 Beachwood Drive
Rocky River, OH 44116

It is not in the best interest of public safety or public policy to allow freight trains to run through heavily populated areas. Besides the safety issues related to the interference to fire and emergency vehicles, a major derailment could result in significant loss of life. Newspaper articles on the matter indicate that some of the trains carry hazardous material. Many homes in the Lakewood, Rocky River and Bay Village and other communities are within 120 feet of the freight trains when they pass.

There have already been far too many accidents and deaths that have occurred at the numerous railroad crossing in the communities I previously mentioned. The number will only multiply relative to the increased rail traffic. The potential of a derailment will also increase dramatically which could result in numerous fatalities. Emergency services including firefighting, ambulances, and the police will also be impacted and delayed which will inevitably result in increased loss of property and life. While these facts are painfully clear, they obviously are not important to the management or board of directors of Norfolk Southern.

I have lived in my home for 10 years and have made significant improvements. Like many people, much of my net worth is invested in my home. There is no doubt that the increased train activity will make a city like Rocky River a much less desirable community in which to live. This will have a significant impact on the value of my home and others in Rocky River.

Bradley F. Norpell
13966 Estill Drive
Lakewood, OH 44107

Dear Congressman Kucinich:

I believe there is genuine health hazard. I can hear the first horn blow, as it approaches my home in Lakewood. The horn blasts virtually continuously for seven minutes until it can't be heard in my area. The number of blasts, depending on the mood of the engineer, varies between 60 and 70. The hazard arises with folks who need sleep and can't get it with all the blasting. It's bad enough now, and I think the proposed increase is going to present some real problems for people with sleep disorders, etc.

Beth O'Hare
27918 Rexford Avenue

Bay Village, OH 44140

Dear Mr. Kucinich,

If the numbers trains were to increase from 13 to 38, as proposed by Norfolk Southern Railroad, I would find the noise and traffic intolerable. Everyone has the right to enjoy the community in which they live.

Chris Vandenberg
24210 Knickerbocker Road
Bay Village, OH 44140

To whom it may concern:

I am a long-time resident of one of the communities that would be impacted by the Norfolk Southern/Conrail mergers. I live in Bay Village on a street that is immediately north of the railroad tracks.

I am also a medical professional. I have some very serious concerns.

We have had occasional mishaps at railroad crossing in the past. Unfortunately, in these matters the train comes out ahead. In early August, there was a train accident at one of the railroad crossings in Lakewood. The driver of the van was killed. The conductor was probably more than 20 miles away before he became aware that someone had been killed.

All of our hospitals are south of the tracks. There is a large geriatric population living in the communities this will impact. What if someone needs 911 services? There could be up to a 15-minute delay because there is only one overpass that could pass around a stopped train.

From a health standpoint, I don't want to breathe in all of the toxic gases that would be a byproduct of this increase in traffic. I think that we have a great many carcinogens present in the environment already.

I would not want to see my property value decrease. I have worked long and hard to get to the point I'm at. I will sell my home if this merger is approved.

Joy Wilson
1317 Saint Charles Avenue
Lakewood, OH 44107

Dear Mr. Kucinich,

A neighbor actually died two and a half years ago, as a train went by and Emergency Medical Services was on the other side of the train going by.

Please help us.

George A. Randt, M.D.
29160 Center Ridge Road, Suite T
Westlake, OH 44145

Dear Congressman Kucinich:

This increase in rail traffic will create clear safety hazards for community members, increase pollution and result in a decline in the quality of life in these areas.

Amy Beth Cesar
26908 Midland Road
Bay Village, OH 44140

Dear Mr. Kucinich,

Approximately a year ago, my husband and I invested all of our saving in a home in Bay Village. We chose Bay mainly because of its reputation as a quiet, safe community. If the train traffic was nearly tripled however, the entire community would be adversely affected.

Train traffic causes lots of traffic tie-ups while passing through town, particularly during rush hour. I have sat waiting for trains to pass while on the way to work many times. Of course, the amount of time most commuters will spend getting to and from work will increase with the increase in train traffic. This increased waiting time causes drivers to become frustrated. This is when accidents tend to happen, which leads me to the main reason why train traffic should not be increased in our suburbs.

The most important issue is not traffic back-ups or the disruption all day and night from trains rolling through our city, but the safety concerns associated with such traffic. Recently, a man was killed by a train in one Western Cleveland suburb. Yesterday, a 12-year-old school girl in Toledo lost her leg trying to cross railroad tracks while returning home from school. This type of accident will increase dramatically with additional train traffic in our community.

Cynthia G. White
439 Elmwood Drive
Bay Village, OH 44140

Dear Sir:

There are already frequent accidents and deaths along this route through a densely populated residential area. Tripling the volume of traffic is likely to at least triple the number of deaths and injuries.

J. Lee and Lois I. McCormick

29445 Lake Road
Bay Village, OH 44140

Dear Madam or Sir:

I have experienced several transient ischemic attacks (TIAs) and one stroke in the last ten years, with the latest TIA having occurred about a month ago. According to my neurologist, current medical technology offers treatment to prevent permanent damage, but it must be administered as soon as possible after onset of the stroke and TIA.

Therefore, in the event of another incident of this nature, it is imperative for my wife to drive me across the tracks to St. John West Shore Hospital right away. Any delay at a rail crossing would be very risky.

Joseph Waldron O'Reilly
28003 Osborne Road
Bay Village, OH 44140

Dear Dennis:

As someone who has used emergency services on several occasions -- colon cancer, heart and diabetes, I hope you will take on the railroad.

Sandra and Timothy Seidel
28928 Buchanan Drive
Bay Village, OH 44140

Dear Mr. Kucinich:

We are writing you to express our support for your position against the number of trains being increased tremendously on the East/West tracks that go past our neighborhood. We are concerned that the increased traffic would jeopardize our ability to get to a hospital quickly should something happen to one of our three children. Recently one of our children required stitches in their hand and it would be terrifying to have to wait excessively for a train to pass while going to the hospital that is less than 5 miles away. There is only one road out of Bay Village which does not go over the tracks and it is on the other end of town from us.

Another concern for us would be the increase in noise. Right now we do not notice the noise very often but three times the noise now would definitely change our neighborhood's atmosphere. Along with the noise concern regarding the trains would be the increased possibility of hazardous materials being transported and the danger of an accident that could threaten to harm our children.

Please keep us informed regarding this situation and thank you for all your efforts on our behalf.

Doris Saul
25921 Wolf Road
Bay Village, OH 44140

Dear Congressman:

This is a plea for your help in preventing the Norfolk and Southern Railroad from adding traffic on the tracks going through the western suburbs, Bay Village in particular.

Added traffic on these tracks would have a devastating effect on residents wishing to go outside the city limits, to the south, east or west. The result would be virtual entrapment. Needless to say, fire, police, paramedics trying to make a quick run to the nearest hospital would be stymied in their efforts to provide services to Bay residents. Even school buses would not be able to make their schedules.

Allen D. Retay
27917 Osborn Rd..
Bay Village, OH 44140

Dear Congressman:

This letter is my protest to the proposed increase in rail traffic through the west shore communities.

As a resident of this densely populated area, I firmly believe that the safety of all communities involved would be seriously compromised. I can envision a severely injured person in an EMS vehicle dying on the way to the hospital while stopped and waiting for a train to roll down the track. In Bay Village where there are so few rail over/underpasses, this is not a far fetched concept but a reality.

The safety of many thousands of people are at risk. Please do something about this. Thank you.

Norman H. Hagedorn
31022 Walker Rd..
Bay Village, OH 44140

Dear Congressman Kucinich:

It is not difficult to predict ambulances, trying to reach injured or sick people in the northern communities, having to wait unacceptable periods of time while one or more passing trains block their paths. Similarly for ambulances attempting to convey patients back to the health care facilities in the more southern communities. In the same way, fire departments in one community, when attempting to assist a department in another community on the other side of the tracks, could be detained. These situations could have serious detrimental effects on the property, the health and the very lives of the people affected by this ill-conceived proposal.

Helen Roberta Schmid
29916 Wolf Road
Bay Village, OH 44140

Dear Congressman Kucinich:

My age is 74 years old. I have a heart problem. I am not alone. There are many other people with many medical problems of all types around, without even considering the numerous emergency runs for trauma victims.

We cross the tracks many times a day, because our shopping center is "over there!" Everything is over there because we are a residential community. There is a hazard for our loved ones every time we cross the tracks.

Are we to be denied access to emergency medical needs etc. for over six hours a day, when the train traffic could continue at its present route six miles south of here, and end up in the same destination West?

Terry Bennett
26306 Lake Rd.
Bay Village, OH 44145

Dear Dennis:

I am an insulin-dependent diabetic. Although I am in relatively good health at the present time, if my body takes a turn for the worse and I require emergency medical treatment for my diabetes, I am very concerned about the possible delays in reaching the hospitals which serve our area.

There are no hospitals or emergency medical treatment centers in Bay Village. The nearest ones are all on the "other side of the tracks". Slow moving (or sometimes stopped) trains will cause delays in reaching needed medical treatment centers or for an ambulance to arrive at my home. Time is very critical in medical need situations and the chance that a train will be blocking the road will increase by 200%.

Lillian A. Toth
30627 Cambridge Circle
Bay Village, OH 44140

Dear Congressman Kucinich:

As a unit owner in the Bay Commons Condominium Association, I am writing you to express my concern about the Norfolk & Southern Railroad's proposal to almost triple its traffic to thirty-eight trains per day. Our development is located directly north of the N & S track in western Bay Village, Ohio.

Many of our Bay Commons unit owners are senior citizens who receive medical care. Since all of our local hospitals are south of this railroad track, this would mean delay in getting emergency medical attention and possibly death. We are also concerned about health hazards with this additional train traffic.

The population of this area and cities directly west has greatly increased and crossing this track during rush hours to get to downtown Cleveland via Ohio State Route 90 has already become a nightmare. The safety impact on all of us would be devastating. In addition the noise produced by these trains would be even more unbearable.

Gayle R. & John R. Absi
28111 Knickerbocker Rd..
Bay Village, OH 44140

To Whom It May Concern:

This letter is to inform you of our concerns surrounding the proposed increase in train traffic by Norfolk Southern through the western suburbs of Cleveland, Ohio.

Specifically the concerns we have with respect to the proposed tripling of the trains from approximately 12 to 30 in per day are as follows:

1. Our access to emergency services where time is critical. The services are south. The one and only road that allows bridge access over the tracks is nowhere near the closest hospital. Delay emergency access 30 times a day is too risky. Further, the times where the trains simply stop in or crawl through our neighborhoods causes unsettling risk to the residents of these communities.
2. The noise pollution that the trains create in the neighborhoods is tremendous. There are zoning laws for airports and highways. Why should we allow freight trains to ramble through our neighborhoods creating noise so loud that you cannot hear the person next to you -- 30 times a day.
3. The safety issue would be tripled.
 - Already we have accidents and fatalities involving freight trains. But now, we are tripling the risk which will inevitably increase the injuries and deaths.
 - What are these trains carrying? Toxic substances, flammable substances, or worse? What types of health risks are we, the citizens of these communities, being exposed to in the event of an accident or derailment?

Maryann Fitzmaurice
364 Lake Forest Drive
Bay Village, OH 44140

Dear Congressman:

An increase in rail traffic on the N & S line will have a devastating effect on me and my neighbors. At the current level of rail traffic, there are already frequent traffic jams during rush

hour, and there have been several fatal car-train and pedestrian-train accidents at rail crossings in Bay Village and other west shore communities in recent years. In addition, increased rail traffic will have serious adverse affects on property values in the city. The pervasive presence of the rail line in Bay Village was a concern when I purchased my home in Bay Village even though the rail line had little traffic and trains were scheduled to avoid rush hour. These problems will become intolerable if rail traffic increases 300% as proposed.

Sue Becker
1297 Virginia
Lakewood, OH 44107

My family and I live in Lakewood about four house from the train tracks. We are extremely opposed to more train traffic for reasons of safety and inconvenience.

Firstly, we have two children, age 6 and 7, and many children on our street. More train traffic would increase the chance of a fatal accident. One I do not want to live with.

Secondly, my husband has a medical condition, a brain tumor. More train traffic would be a hindrance to accessing emergency medical treatment if he would need it or anyone in our family would need it.

Thirdly, we all know how important response time is in saving lives when there is a fire. More train traffic would put my family in jeopardy if we had a fire.

Mary Therese Brown
1635 Alameda Avenue
Lakewood, OH 44107-4934

Dear Congressman Kucinich:

I agree with the train companies' plan to triple the number of trains travelling the tracks in Lakewood because it is good for business; however, I think the railroad should do something about the tracks and the crossing sections that do so much damage to cars. I also think trains could do much more to curb noise pollution.

Gregory F. Pilgrim
13471 Clifton Boulevard
Lakewood, OH 44107

Dear Sir:

I am writing as a resident of Lakewood, OH to voice my support for the takeover of Conrail by Norfolk Southern and CSX.

The opposition over the increased train volume which will pass throught the western suburbs of

Cleveland ignores the benefits which will be realized as a result of the takeover:

- Reduced trucks on the highways passing through the western suburbs as a result of intermodal shipment to the West being loaded in Cleveland rather than depending on highway movement to the Chicago rail facilities.
- The ability of companies in the Greater Cleveland area to remain, or become, competitive as a result of transportation cost savings benefits which will result from the takeover.
- The strong financial health of a good tax-paying corporate citizen, Norfolk Southern Corporation.

Appendix 2

FEDERAL RAILROAD ADMINISTRATION

Hearing held at the Lakewood City Hall,
12650 Detroit Avenue, Council Chambers, taken
before me, Karen E. Fisher, a Registered Merit
Reporter and Notary Public in and for the State of
Ohio, commencing at 2:00 p.m. on Sunday, September
21, 1997. Hearing held before Jolene Molitoris,
the Administrator of the Federal Railroad
Administration,

MEMBERS OF THE PANEL:

Mayor Urbin, Avon Lake
Mayor Jones, Olmsted Falls
Mayor Trupo, Berea
Mayor Cain, Lakewood
Mayor Jelepiss, Bay Village
Congressman Dennis Kucinich
Congressman Steve LaTourette
Cleveland Council President Jay Westbrook
Sharon Sobol Jordan

P R O C E E D I N G S

MAYOR CAIN: Good afternoon, ladies and gentlemen.

As Mayor of the City of Lakewood and, therefore, as the host to this event today, I want to welcome the Federal Railroad Administration and its administrator, Jolene Molitoris, who has come all the way from Washington D.C. to be with us today and to listen to our concerns.

I also want to welcome two members of congress, Congressman Dennis Kucinich and Congressman LaTourette who serves the far eastern area of the region. We welcome you to Lakewood, both of you. Thank you.

And very shortly I'm going to be turning the microphone over to Mayor Thomas Jelepis of Bay Village who serves as chair of the West Shore Coalition of Mayors, elected officials and citizens who have joined together to fight the proposed increase of heavy freight rail through the West Shore communities.

But most importantly I want to welcome each of you here today. As citizens of Lakewood and of the West Shore community you have taken time out of your very busy day on a gorgeous Sunday

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1 afternoon.

2 Your involvement, your interest, your
3 willingness to be here today and to participate in
4 this West Shore effort is admiral and extremely
5 appreciated by your elected officials. This
6 battle cannot be won without you, and so we are
7 enormously grateful to you for those of who have
8 come here today and in particular to the scheduled
9 guests who will be speaking and testifying today.

10 Our message is one of safety, and we are
11 extremely grateful to Administrator Molitoris who
12 has come here to hear our concerns.

13 At this point I'd like to introduce Mayor
14 Jelepis of Bay Village.

15 MAYOR JELEPIS: Thank you, Mayor
16 Cain, and I also echo her remarks as well. I want
17 to welcome all of you here. This is a critical
18 issue. This is going to be a rather lengthy
19 meeting so for those that are standing I apologize
20 for lack of seating, but I can tell you if we had
21 it in Bay Village we have about ten seats there so
22 this is a great forum to have it at.

23 The way the agenda is set up, the first
24 hour or so will be scheduled speakers, hour and
25 ten minutes or so, and then we're going to open it

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1 up to some designated speakers from our respective
2 communities as well as those in the audience who
3 wish to speak. I know there's a lot of elected
4 officials here. At that time if an elected
5 official, council representative, whomever would
6 like to speak, they can put their name on the
7 list, and we'll get them up as well.

8 I want to really thank Miss Molitoris for
9 being here. This is unprecedented. I think she
10 will explain that in her remarks.

11 When we met earlier today she mentioned
12 that this was really the first time they have
13 focused primarily on safety and that she has come
14 to a city, and obviously we can't get all the
15 residents out to Washington, but for her to come
16 here underscores the fact that they recognize
17 there's a critical problem here so on behalf of
18 everybody I'd like to thank you for being here.

19 We'll get this started. We have a court
20 stenographer, court reporter who will be recording
21 all of this so as each speaker comes I'll
22 introduce the speaker and then you can repeat and
23 state your name for the record.

24 We're going to have to keep on a tight time
25 frame so we will tell each speaker as we get into

1 each segment of the presentation how much time
2 they have. We have a timekeeper, Jim Peter
3 Angelo. Where is Jim at? Jim will flash some
4 cards. I don't know what color the cards are or
5 what they mean. Even I understand that. Stop.
6 All right. When he flashes that, then stop.

7 And with that said, I would like to
8 introduce our first speaker and that's Congressman
9 Dennis Kucinich.

10 MR. KUCINICH: Thank you very much,
11 Mayor Jelepis and Mayor Cain, for hosting this
12 important opportunity for people to be heard along
13 and to all the other mayors who are here in
14 attendance, to our federal railroad administrator,
15 Jolene Molitoris, for agreeing to come to
16 Cleveland to hear your concerns. It is
17 unprecedented that a Federal Railroad
18 Administration would come to a community to hear
19 the community's pleas about the all-important
20 issue of safety.

21 And of course, I want to thank very much my
22 colleague and friend, Congressman Steve LaTourette
23 who is here, and Congressman LaTourette has a
24 number of other obligations today, but he is going
25 to be here to make a statement and to indicate his

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1 concern about this issue, and I want to thank you
2 very much for taking the time to come here,
3 Congressman LaTourette.

4 His presence here, the presence of all
5 these mayors show that we are working together,
6 and all of you should know that your public
7 officials are united in a coordinated effort, and
8 of course your presence here today is quite
9 meaningful.

10 You are making a difference by being in
11 attendance here, and your continued support and
12 your continued participation in this as
13 individuals can help us to make our case.

14 As you are well aware by now, the
15 acquisition of Conrail by Norfolk Southern and CSX
16 Transportation is the engine driving this meeting.

17 Specifically, it is Norfolk Southern's
18 proposal to triple the number of freight trains
19 between Cleveland and Vermilion, a single track
20 route that cuts through Cleveland, Lakewood,
21 Westlake, Rocky River and Bay Village.

22 These residential communities could be
23 subject to an intolerable frequency of train
24 traffic, traffic that would obstruct vehicles,
25 block police, fire and emergency services,

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1 increase blowing of horns in the middle of the
2 night, fouling of the air and perhaps causing
3 injury and death.

4 When Conrail first proposed merging with
5 another railroad, Congress held a hearing in
6 November of 1996, and in that hearing Congressman
7 Jim Oberstar stated, and I quote, Unlike most
8 industries, railroad mergers are evaluated under a
9 different standard, a public interest standard,
10 rather than a strict competitiveness standard.

11 It is this public interest standard that we
12 intend to determine today and in the months to
13 come because it is in the public interest that I'm
14 here.

15 It is the public that drives the need for
16 railroads to exist in the first place, and it's
17 the public that must live with the consequences of
18 the railroad's activities, and it is the public
19 which will suffer if we do not act in accordance
20 with their need for safety, for clean environment,
21 for peace and quiet, for their inalienable rights
22 to life, liberty and the pursuit of happiness, and
23 it is with the public interest that we commence
24 this hearing.

25 Thank you very much.

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1 MR. LATOURETTE: I initially wanted
2 to that Mayor Cain for welcoming me into her city.
3 I was able to cross the border without a passport,
4 and I appreciate that very much.

5 MAYOR CAIN: This time.

6 MR. LATOURETTE: I also want to
7 commend all of the West Shore mayors for putting
8 together the task force together with my
9 colleague, Dennis Kucinich, who has become a
10 friend and someone with whom I'm able to work very
11 well on a number of issues affecting Northeastern
12 Ohio on this particular issue.

13 I had the pleasure of being at the November
14 1996 hearing when the acquisition of Conrail was
15 first discussed, and Congress and the
16 transportation committee on which I serve has
17 oversight responsibility over the Surface
18 Transportation Board and also the Department of
19 Transportation.

20 There were three things that we brought to
21 the attention of the Surface Transportation Board
22 which now has under jurisdiction and the
23 consideration of this acquisition, and first and
24 foremost was safety, safety of those who live and
25 work near the railroads, safety of those who work

1 for the railroads.

2 The second concern we had dealt with labor
3 issues, those who work for the railroads and had
4 certain labor protection as a result of their
5 employment by Conrail.

6 And third, for our area, many of you know
7 that whether you're from the east side or the west
8 side, if we're ever going to get a handle on our
9 air quality, if we're ever going to get a handle
10 on removing single occupancy vehicles from our
11 roads, we're going to need to have a good, solid
12 community transportation system in this part of
13 the world, and the right-of-ways which are now
14 under consideration come into play with that as
15 well.

16 I have the privilege of being the
17 vice-chairman of the committee for oversight and
18 investigation, and when Congressman Kucinich
19 called and invited me to come to this part of
20 town, it was an easy decision for me to make
21 because I wanted us to sit side by side at this
22 hearing to demonstrate to the people of this side
23 of Cleveland that this is a nonpartisan bipartisan
24 issue.

25 We will work together, and all members of

1 the Ohio delegation, whether you're from north or
2 south, will work together to ensure that the
3 concerns of safety as I outlined before are taken
4 seriously before the Surface Transportation Board,
5 are taken seriously by the Department of
6 Transportation.

7 And I want to commend my colleague Dennis
8 Kucinich who has already in the short months that
9 he's been in Congress proven himself to certainly
10 have the interest of the people he represents back
11 in Northeastern Ohio and I commend him.

12 He has promised to provide us with a
13 transcript not only to Miss Molitoris and the
14 Federal Railroad Administration but also to the
15 Transportation and Infrastructure Committee, and I
16 will make sure that all of our colleagues from all
17 parts of the country have the benefit of the
18 observations made at this meeting today so I want
19 to thank you, Dennis, and mayors as well for
20 having me here today, and I look forward to the
21 testimony.

22 MAYOR JELEPIS: It is now my
23 pleasure to introduce the Administrator, Jolene
24 Molitoris.

25 ADMINISTRATOR MOLITORIS: Thank you,

1 Mayor.

2 It is a beautiful site to look out on all
3 my fellow Buckeyes. I was born and grew up in
4 Northeast Ohio just down the road in Warren, and
5 so it is a treat always for me to come home, and
6 it is with pride that I serve the President and
7 Secretary Slater and have the opportunity to work
8 with leadership like Congressman Kucinich provides
9 and Congressman LaTourette.

10 I am proud of the Ohio delegation and I'm
11 very glad to be here.

12 Mayor Jelepis, Mayor Cain, it is in the
13 best tradition of the American way that we see all
14 of these Ohioans here to let us know about your
15 concerns, about your suggestions and your ideas
16 for making this issue reflect the safety paradigm
17 that we at the Department of Transportation have
18 as number one on our agenda.

19 The President and Secretary Slater have
20 safety as their north star, and it is
21 unprecedented that this consolidation has an
22 environmental impact study to begin with and that
23 its very first item is safety because your
24 welfare, the security and safety of you and your
25 family members, of your communities is crucial to

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1 making this consolidation a success if it is
2 approved by the Surface Transportation Board.

3 I want to mention that we do have a member
4 of the Surface Transportation Board here today,
5 Mike Dalton. He is actually the project manager
6 for the environmental impact study, and he has two
7 handouts that I hope Mike has enough for everyone
8 here today. But if you don't, we will get them to
9 you.

10 I'm here to listen to you. You know better
11 than anyone else what it's going to take to make
12 transportation in your town a success. We have to
13 recognize that your safety every day and every way
14 is our responsibility.

15 The Federal Railroad Administration is the
16 agency which is developing the submission to the
17 Surface Transportation Board along with the policy
18 office in Secretary Slater's office.

19 I will be taking back to that body all of
20 your comments, the written submissions, the oral
21 testimony that you give. I want to let you know
22 that no idea is too big or too small.

23 We learn best from you. You are the ones
24 with the best answers.

25 I thank you so much for inviting me,

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1 Congressman Kucinich. I know that you really were
2 the driving force behind this, and I appreciate it
3 more than you could know.

4 As I always say when I'm with Congressman
5 Kucinich, he was my hero when he was Mayor, and
6 he's still my hero so it's really great to be
7 here.

8 MAYOR JELEPIS: Thank you very much.
9 Our next speaker will be from Norfolk and
10 Southern, and let me just preface his remarks by
11 saying that as we first met a month ago he said he
12 was the messenger so we're not here to shoot the
13 messenger. So I would ask that we give him his
14 five to ten minutes so they can give their side of
15 the story and their plan and then we can just move
16 on with the agenda.

17 So with that said, I'd like to introduce
18 Path McCune.

19 MR. McCUNE: Thank you, Mayor
20 Jelepiss, Administrator Molitoris, Congressman
21 Kucinich, Congressman LaTourette, Mayors from the
22 West Shore and others at the head table.

23 My name is Pat McCune. I'm a resident
24 vice-president of public affairs with Norfolk
25 Southern Corporation.

1 With me today to my left is Rick Crawford,
2 who's a special assistant to the chairman, David
3 Goode of Norfolk Southern Corporation, and to my
4 right is Tony Ingram. Tony is a general manager
5 of operations for the Conrail acquisition based
6 out of Atlanta. We appreciate the opportunity to
7 appear before you today.

8 I must tell you with some sincerity that
9 I've grown up a lifelong Pittsburgh Steeler fan.
10 This is one time I would really root for a
11 Cleveland Browns kickoff around 2:00, but I know
12 that's not going to happen.

13 In the short amount of time that we have
14 here today I'd like to take the opportunity to try
15 to explain to you where we are in our merger
16 application before the Surface Transportation
17 Board, some of the reasons and some of the
18 decisions that have led us to being here today,
19 and most of all on behalf of Norfolk Southern and
20 senior management we're here to listen to your
21 comments, your suggestions, your recommendations.
22 We will take the concerns that I'm sure you're
23 about to issue to us back to senior management.

24 As you all know, right now Conrail and CSX
25 -- I mean Northfolk Southern and CSX has made a

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1 joint application before the Surface
2 Transportation Board to acquire the assets of
3 Conrail. It's a \$10.2 billion acquisition.
4 Norfolk Southern will own 58 percent, and CSX will
5 own 42 percent once the Surface Transportation
6 Board presumably approves our merger application,
7 which we expect sometime in June or July of 1998.

8 Rick on my left will give you an update on
9 where we are in our merger application, what it
10 contains, what we expect in the ensuing months.

11 And Tony from the operations department is
12 here from an operations perspective to try to tell
13 you why Norfolk Southern is going to increase the
14 train traffic or has made an application and made
15 an announcement to increase the train traffic from
16 a daily average of approximately 13 trains a day
17 to somewhere in the vicinity of 31 or 32.

18 With that I'll turn this over to Rick who
19 will give you a perspective from the Surface
20 Transportation.

21 MR. INGRAM: Well, since I only have
22 a few minutes to make comments, I'll shorten my
23 written comments here.

24 I wish to echo Pat's comments that we are
25 here to listen to your comments. I realize there

1 is some concern in this community over the
2 possibility that the number of trains may increase
3 significantly.

4 In all honesty, we cannot provide you any
5 quick answers today.

6 We are assessing our proposed operations,
7 determining where trains will go based on traffic
8 patterns and customer needs. Until those studies
9 are completed, we cannot determine the true impact
10 to the community.

11 I will say that Norfolk Southern has had
12 contact and dialogue with state officials and will
13 continue to do so in the near future.

14 I would point out that ours is a very
15 competitive business. If this transaction is
16 approved, both CSX and Norfolk Southern would each
17 have two east/west routes to Chicago. Norfolk
18 Southern would need the existing in its route to
19 stay competitive with CSX.

20 On this issue the company cannot
21 compromise. We will operate this line as safely
22 as we operate it today. Safety is a high priority
23 for Norfolk Southern as it is for the community.

24 However, we and our customers cannot allow
25 any service deterioration through Cleveland. We

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1 will continue our discussions with RTA and RODC to
2 address community concerns.

3 However, we believe it is premature for the
4 community to speculate and panic at this time.

5 Norfolk Southern has a mitigation task
6 force who's function is to identify possible
7 solutions where operations may adversely affect
8 communities.

9 If the Surface Transportation Board finds
10 that these solutions are unsatisfactory, it has
11 the ability to impose certain conditions on its
12 own and the railroads must abide by those
13 conditions.

14 Overall, we believe this transaction will
15 provide positive benefits to the environment.

16 Again, I wish to emphasize that Norfolk
17 Southern will work diligently and in good faith
18 with state officials and the Surface
19 Transportation Board.

20 If the Surface Transportation Board
21 determines that there will be adverse
22 environmental impacts in this transaction, Norfolk
23 Southern will cooperate to fashion meaningful
24 mitigation.

25 Thank you.

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1 MR. CRAWFORD: Speaking a little bit
2 on the operation for Norfolk Southern, Norfolk
3 Southern has had the best safety record since 1988
4 amongst all class one railroads. We make safety a
5 very, very important part of the Norfolk Southern
6 operation.

7 The increase in trains through Bay Village
8 and this area will be because of the connections
9 that we have in Cleveland. We're continuing to
10 look at other options to reduce that number, but
11 at this point we're still looking at all those
12 additional routes with consultants from the RTA
13 and Cleveland.

14 Just to give you a little bit of assurance,
15 you are dealing with the best railroad or safest
16 railroad in the class one railroads of North
17 America, and we intend to stay that way.

18 Thank you.

19 MR. McCUNE: We'll be here for the
20 duration to, I guess if it's appropriate, to
21 answer any questions at the particular time.
22 We'll be available to do that.

23 MAYOR JELEPIS: All right. Thank
24 you very much.

25 Before we go on, I'd like to recognize

1 Representative Jackie Jenkins who's representing
2 Congressman Stokes who has sent his support here.
3 So, Jackie, I welcome you up here.

4 We're going to go into the next segment
5 which we'll have brief statements from the Mayors
6 or Mayor's representatives. Each Mayor has five
7 minutes, and you certainly don't have to use that
8 amount of time. I'll start off.

9 Speaking on behalf of Bay Village, my name
10 is Tom Jelepiss, Mayor of Bay Village for the
11 record.

12 I'm not going to get into the economic
13 impact this has on housing values or on our tax
14 base critical in operating cities and schools or
15 our quality of living in general. I'll get right
16 down to the safety issue because that's what this
17 is all about.

18 We have six streets that go north and south
19 in and out of Bay Village. Compact community with
20 17,000 people. We're bordered on ourself by the
21 railroad tracks. We only have one overpass. The
22 rest are grade level crossings, and that overpass
23 is Clague Road, which is the furthest eastern
24 portion of our city.

25 If we have a train that's down and we have

1 an emergency situation, somebody that has to get
2 to a hospital, that can add an additional 10 to
3 15, possibly 20 minutes of drive time to the
4 nearest hospital. All the hospitals in the region
5 are south of the tracks so we're virtually
6 isolated if we have a problem.

7 Secondly, the possibility of derailments
8 increase tremendously. From my understanding from
9 our chief, who will speak later, we have to
10 evacuate everybody in a two-mile radius if a
11 derailment does occur. That basically encompasses
12 our entire community, and we'd have to take the
13 whole community out.

14 Final problem and a very critical problem
15 is the possibility of an increase in pedestrian
16 and vehicular accidents on the tracks.

17 We have kids, children that walk from
18 Westlake over to St. Raphael's on a daily basis.
19 We have many kids that come over to play.

20 I'd like to just read a brief letter from
21 somebody on the Steering Committee which really
22 brings this issue home.

23 Dear Mayor Jelep, I am very interested in
24 stopping the proposed tripling of daily freight
25 train runs through the main route cities. Our

1 son, Scott, was killed by a train on Dover Center
2 Road while riding his bike to church. This
3 tragedy occurred in 1974 while one train passed by
4 him, he started to cross and the train from the
5 other direction hit him while he was on the
6 tracks.

7 If there is, indeed, a way in which I can
8 be of help on a committee, please advise me. I'd
9 hate to see another tragedy occur due to increased
10 freight train traffic.

11 This is what it's all about, ladies and
12 gentlemen, safety, and this increased traffic
13 would present grave problems.

14 I've heard in the past that the emissions
15 that would be negated by taking traffic off the
16 highways would be a positive force, but there's
17 projections that the emissions from the trains
18 would be unbelievable, and with that said the
19 railroad tracks are surrounded by the houses, not
20 the highways in most cases.

21 So we have got to fight this. Hopefully
22 we'll come up with a resolution with the
23 railroad. Patrick, I know everybody is talking,
24 and hopefully they'll there will be a resolution;
25 but if there isn't, we have to go the distance on

1 this, and we'll need your help.

2 And with that said, I'd like to pass it on
3 to the next speaker, and that is Mayor Cain.

4 MAYOR CAIN: Thank you, Mayor
5 Jelepis.

6 My remarks this afternoon will be brief.
7 They will be directed not only to our audience but
8 most importantly to Administrator Molitoris.

9 It is our hope that upon the conclusion of
10 this hearing that the Administrator of the Federal
11 Railroad Administration will, indeed, bring back a
12 very strong message to Washington and formally to
13 the Surface Transportation Board that, indeed, for
14 the West Shore communities and most particularly
15 from my community, the City of Lakewood, the
16 hazards, the risks that will confront us due to
17 the tripling of trains through this West Shore
18 community is something we cannot live with.

19 The City of Lakewood, according to Trivial
20 Pursuit, is the most densely populated community
21 between Manhattan and St. Louis. While that fact
22 will make you a star some Saturday night when
23 you're playing Trivial Pursuit, the reality is is
24 that it truly demonstrates the problem.

25 This community is home to about 60,000

1 people residing on about 5.6 miles. The hospital,
2 our paramedic squads and two of our three fire
3 stations and our police station are located south
4 of the tracks.

5 Fully one third of all of our emergency
6 calls, whether it be police, fire or paramedic
7 calls, are north of the tracks.

8 Today with what we estimate to be anywhere
9 between 11 and 16 or 18 trains per day in this
10 community, already our fire, police and paramedics
11 are stopped at railroad tracks far too often.

12 My greatest concern is not the noise. It's
13 not the inconvenience. It's not the dirt that all
14 of us put up with with the trains bisecting our
15 community every day. It is the choking child, the
16 cardiac arrest, the fire in our high-rise
17 community, the Gold Coast on the shores of Lake
18 Erie.

19 Those are the life-threatening situations
20 that strike fear in my heart and I know raises
21 great concerns within our community.

22 So make no mistake. We are talking today
23 about safety. We are talking about the safety and
24 the lives of people in my community that will be
25 put at risk if this plan is allowed to go forward.

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1 Today, Administrator Molitoris, we beg you
2 to listen intently, to take our concerns back to
3 Washington and to use the power of your authority
4 and the power of the full railroad board or
5 railroad administration to join us in this effort
6 and to formally advocate our cause before the
7 Surface Transportation Board.

8 We greatly appreciate the fact that you are
9 here today, and I am enormously grateful to
10 Congressman Kucinich for bringing you here today.

11 Thank you all very much.

12 MAYOR JELEPIS: Our next speaker
13 from Avon Lake is Mayor Vince Urbin.

14 MAYOR URBIN: Thank you, Mayor
15 Jelepis I'd like to thank you and for Mayor Cain
16 to recognize that Lorain County is, too, a part of
17 this, and we need to have an opportunity to
18 express our concerns.

19 I also would like for Mayor Cain and her
20 residents to know that I spent the first six years
21 of my life in the City of Lakewood, and to be
22 totally honest with you I have a few memories of
23 the City of Lakewood, and today would not be a
24 good time to talk to you about the good memories,
25 but it would be a time to mention maybe one bad

1 one that I still can remember to this day, and
2 that was to be out playing and to be in a house
3 just around the railroad tracks over on Granger
4 Avenue and to have in my small eyes be a witness
5 to a woman being hit by a train, and I can still
6 remember that to this day when that happened.

7 I also would like to say that I think it's
8 obvious to our guests by the number of people that
9 are here in this room today that our concerns are
10 real concerns.

11 In my community, Avon Lake, which is in the
12 top 20 of the fastest growing cities in the State
13 of Ohio, we have five railroad exchanges. All
14 five of those exchanges have no infrastructure of
15 any kind to help us go over or under these tracks.

16 In that being said, we recognize that all
17 of the hospitals that are used by our community,
18 we need an ability to get over those tracks freely
19 and without any hinderance whatsoever.

20 To be able to take advantage of all the
21 mutual aid that we have with other safety forces
22 that are around our community, we need the ability
23 to have tracks that are free of trains at those
24 most crucial times.

25 Finally, I think it's important for me to

1 make very clear that if, in fact, there is a train
2 that is in this location and if there is increased
3 trains that are in these locations and we are
4 subject to some type of an emergency, which does
5 happen -- that is reality -- we are simply, most
6 common sense wise said, stuck. We could do
7 nothing but sit and wait, and life is more
8 important than just sitting and waiting.

9 These issues are not trivial, they are
10 legitimate realities. They are legitimate
11 concerns. I trust that the FRA can see that and
12 will recognize the need to suggest other
13 alternatives, alternatives that would include
14 commuter rail. That would enhance people's
15 abilities to get to and fro. That would free up
16 traffic problems that exist in all of our
17 communities, and it would also help eliminate one
18 of our bigger problems and that's pollution.

19 To that end I would like to join with all
20 of my other Mayors by suggesting to you and to the
21 railroad that we stand prepared to work with you
22 for the best end result.

23 Thank you.

24 MAYOR JELEPIS: Thank you. Our next
25 speaker is City Council President Jay Westbrook

1 from the City of Cleveland.

2 MR. WESTBROOK: I want to thank you,
3 Mayor Jelepis, and our host Mayor, Mayor Madeline
4 Cain, to our Congressperson, Dennis Kucinich, and
5 the other members of the Congress and the
6 distinguished Mayors that are here today.

7 This truly is an issue that has brought
8 these communities together, and I think that we
9 owe a great debt of thanks to Administrator
10 Molitoris for being here with us and seeing how
11 this issue has brought these communities together.

12 I want to ask a resident of my ward, Rhoda
13 Brafman, to come forward, and while she's coming
14 forward she's going to help me in demonstrating
15 something that everybody is taking for granted but
16 I think needs to be shown.

17 My ward, like Lakewood and the other
18 communities, has the distinction of having homes
19 right along the railroad track.

20 It might be helpful to recognize here in
21 this room today just how close some of the homes
22 are. One home, Miss Billman's home, is 14 yards
23 away from the railroad track. That would get you
24 a first down, Mr. McCune, in a game against the
25 Steelers, but it would really call you out of

1 bounds if you have 38 or 40 trains going by every
2 day. This is a visual demonstrations of people
3 who are living literally right on the tracks.

4 MR. KUCINICH: I always get nervous
5 when I see a rope come out at a public hearing.

6 MR. WESTBROOK: That's why you
7 didn't want to hold the other end.

8 Cleveland being, if you will, the mother
9 city, it sometimes may be possible to overlook the
10 multitude of neighborhoods that reside within
11 Cleveland.

12 The Cudell and Edgewater community that I
13 have the privilege of representing has some 85
14 structures that border right along the railroad.
15 Twenty percent of those are multifamilies or
16 doubles, and some are as close as we just saw, and
17 there's immediately three census tracts that cover
18 this area with, Administrator, with 88 hundred
19 persons living in there, 17 hundred families; and
20 very importantly, 13 hundred elderly citizens.
21 Fifty percent of those are elderly residents who
22 live alone.

23 We know that safety is a foremost concern,
24 but quality of life and economic viability of all
25 the communities and this portion of Cleveland is

1 also very important.

2 After a long time waiting, Mayor Cain, the
3 Federal Government is said to be stepping in with
4 a major investment on West 117th Street, a very
5 important economic spine that binds together the
6 West Shore communities and the City of Cleveland.

7 We face the threat then of that very
8 important, long overdo investment being strangled
9 right at the throat of that major roadway between
10 Detroit Avenue and Clifton Boulevard.

11 Also, Cleveland and Lakewood are
12 undertaking a joint study on the economic vitality
13 of an area along Berea Road, and our Mayor from
14 Berea is here, Mayor Trupo.

15 Berea Road has the distinction of having
16 the bulk of the industrial base on the west side
17 of Cleveland, and the roadway that goes along
18 there would be bypassed by this proposal. Just
19 the wrong way to go to put an industrial freight
20 train through residential neighborhoods and bypass
21 the industrial community.

22 Every characteristic that the Mayors have
23 said about their communities regarding safety also
24 applies to Cleveland. Our fire station is south
25 of the railroad track. The bulk of the population

1 is north. Our EMS base is south. The hospitals
2 that the EMS would transport to are south.
3 There's only one below-grade crossing, and that's
4 at West Boulevard, and all the other crossings are
5 above grade.

6 In conclusion, I think there's no way to
7 remediate this proposal. The only way to provide
8 for the safety of these communities is to
9 disapprove this proposal and keep the volume at
10 the very minimum.

11 MAYOR JELEPIS: Thank you. You all
12 laughed at me when I said nobody would understand
13 those cards. He flashed that stop card and you
14 went on there.

15 Mayor Umerley from Rocky River had a
16 personal engagement and he couldn't get out of it
17 as well as Mayor Clough, and they have written a
18 statement which we'll submit to you.

19 I've been on the phone with Mayor White
20 over the past five days repeatedly, and he as well
21 has a personal commitment he could not get out of,
22 and I understand it fully, but he wanted to send
23 Sharon Jordan, the Cleveland law director, to have
24 a statement on his behalf.

25 MS. SOBOL JORDAN: Thank you very

1 much. I'm very pleased to be here to represent
2 Mayor White.

3 I brought with me, along with his apologies
4 for not being here personally -- he really would
5 have like to have done that -- a statement which
6 he has brought and we've put in for the record.
7 I'd like to read as much as I can of it for so
8 that you know where the Mayor of Cleveland stands
9 on this issue.

10 His statement begins that he applauds the
11 Steering Committee's efforts to stand up to
12 seemingly intractable bureaucracies who appear to
13 run roughshod over legitimate rights and concerns
14 of citizens.

15 In Cleveland we are just beginning to
16 understand the ramifications of this proposal.
17 Three to four fold increases in train traffic
18 would pour through Cleveland, especially on the
19 Norfolk Southern tracks, adversely affecting the
20 lives of thousands of Clevelanders for generations
21 to come. The full consequences -- noise,
22 pollution, safety, congestion -- have yet to be
23 fully assessed by anyone let alone addressed.

24 Let there be no misunderstanding, the
25 potential effects on this area as densely

1 populated as Cleveland could be severe. Yet, not
2 once have any of the parties to the proposal
3 bothered to contact Mayor White or any member of
4 his administration to assess the impacts on the
5 half a million people he represents. To our
6 knowledge, not one cent has been spent by either
7 railroad on determining how the Cleveland area
8 will fare as a result of their actions.

9 At risk are many Cleveland neighborhoods
10 stretching from Collinwood to Cudell,
11 neighborhoods as large as most Greater Cleveland
12 suburbs.

13 As a consequence, the City of Cleveland has
14 joined the proceeding in Washington before the
15 Surface Transportation Board.

16 Also, Mayor White has appointed an internal
17 city task force of directors and commissioners who
18 are studying the issues and trying to propose
19 alternatives to this proposal.

20 We are currently gathering data on the
21 impact of increased train traffic on the work of
22 our safety and medical and emergency medical
23 forces and are attempting to asses the extent to
24 which this proposal will affect the community as
25 far as noise, vibrations and air pollution.

Karen E. Fisher, RMR
MORSE, GANTVERG & HODGE

1 Members of Cleveland's working group will
2 be working with the Steering Committee to clearly
3 understand your concerns and your thoughts
4 regarding this proposed acquisition.

5 The current schedule before the Surface
6 Transportation Board requires comments by October
7 21st. This comment period is unreasonably short
8 and must be extended.

9 Our communities are struggling to
10 understand the complex proposal and all of its
11 many ramifications.

12 The interest of our residents would be best
13 served if we were given sufficient time to provide
14 meaningful comments to the board. A hastily-made
15 decision could have a devastating and
16 long-standing impact on the quality of life of our
17 communities.

18 Mayor White is opposed to the proposal of
19 Norfolk and Southern to increase train traffic in
20 Cleveland and the surrounding communities unless
21 this increase is accompanied by a concrete,
22 specific and responsible plan by the railroads to
23 mitigate the adverse effects in our communities.
24 This mitigation must be born by the railroad, not
25 the cities, the towns, the villages which are

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1 merely passive victims of the railroad's business
2 decisions.

3 The issues presented by the railroad's plan
4 go well beyond the mere number of trains proposed
5 to pass through our neighborhoods. An increase in
6 the number of trains translates into increased
7 safety hazards, increased noise, increased air
8 pollution and a decrease in the neighborhood
9 access, property values and overall quality of
10 life in our communities, particularly along the
11 railway corridor.

12 The railroads must not be permitted to
13 destroy people's lives in the name of enhancing
14 corporate assets.

15 Many of the residents near the affected
16 tracks are indigent and elderly who do not have
17 the option to pick up and move from the railroad
18 line.

19 The federal agencies with jurisdiction to
20 review the railroad's plans must take all factors
21 into account and require that the railroad
22 mitigate the burdens that it imposes on the local
23 communities.

24 Mayor White calls upon the railroad to be
25 mindful of the big picture. This is not just

1 their business interests in increasing their
2 capacity to move more goods across the country.
3 Their plan has the potential to drastically affect
4 the day-to-day lives of real people. At the very
5 least the railroads have a moral responsibility to
6 assure us that not one citizen would be adversely
7 impacted by their plan.

8 We are not asking for a ban on train
9 traffic in this region. Although, we respect the
10 others who are advocating that position.

11 Mayor White believes the debate should be
12 focused on finding effective ways to eliminate at
13 the expense of the railroads the adverse impact
14 caused by the increased train traffic.

15 The Surface Transportation Board owes this
16 community a fair-minded approach that first and
17 foremost protects the lives of our residents and
18 then and only then considers the economic
19 interests of the railroads and those they serve.

20 Thank you very much.

21 MAYOR JELEPIS: Thank you very much.
22 Our next two speakers are here. We have a unique
23 situation. We have I think 57 communities in
24 Cuyahoga County, and we meet on a monthly basis, a
25 number of issues that we work jointly on, and we

1 have a great relationship with all the Mayors and
2 the city managers.

3 Now, Mayor Trupo and Mayor Jones are here
4 at our invitation and at their request. They're
5 not affected by the west line directly, but the
6 fact of the matter is in Cuyahoga County we can't
7 shift one problem to another area and then that
8 problem to another area. So we've asked them to
9 come and give them an opportunity to say a few
10 words.

11 And with that said, I'd like to introduce
12 another Steelers' fan, Mayor Trupo from Berea.

13 MAYOR TRUPO: What a terrible thing
14 to say.

15 Thank you very much, Mayor Jelepis, and
16 thank you for bringing this to everybody's
17 attention.

18 Mayor Cain, thank you for hosting this
19 event and, Congressman Kucinich, thank you for
20 bringing all of us and making us aware of our
21 efforts.

22 I'm not here in opposition to what the West
23 Shore Coalition is talking about or asking for,
24 but our little community of 20,000 people in 5.9
25 square miles already has an abundance of trains

1 running through, average of 93 trains per day, 93
2 trains, and there are seven industries in my
3 community that are completely shut off when the
4 two railroad tracks are in use. There are seven
5 of them that are boxed between 200 yards of space
6 before there's any daylight.

7 Our fire chief has submitted a letter that
8 I'd like to have put into the record indicating
9 that when the railroad tracks are occupied they
10 have an alternate method of getting our people to
11 the hospital, but it doubles the time in which it
12 takes to get someone there.

13 Now, Berea is not a big city, but from
14 seven minutes to 15 minutes when somebody is in
15 ill health or is really seriously hurt it makes a
16 big difference.

17 I want go back to the fact that this
18 community is not opposing Conrail, Norfolk
19 Southern or anybody else, but there absolutely has
20 to be a way in which you gentlemen here today can
21 take the message back that these communities, us
22 and Olmsted Falls, my neighboring community, are
23 heavily impacted right now, and any additional
24 increase that you're talking about putting onto
25 that rail track, it will be objected to.

Karen E. Fisher, RMR
MORSE, GANTVERG & HODGE

1 Congressman Kucinich has indicated to me that he
2 would be in support of any kind of opposition to
3 that.

4 I also want you to know that we do not
5 condemn railroad. We're very supportive of
6 industry and the railroad, but you folks have to
7 provide us with alternate ways of getting through
8 our communities.

9 Ninety-three trains come through our town,
10 and our downtown, ladies and gentlemen, has been
11 devastated. We no longer have a retail or
12 commercial because we can't get to the downtown.
13 That's not the only thing that hurt our downtown,
14 but it certainly is a major portion of that.

15 Our automobiles and our trucks no longer
16 use State Route 237. They can't because they get
17 stopped by the trains all the time so what do they
18 do? They take a residential route and then turn
19 that into a major highway.

20 And we have eight signs posted that tells
21 the truckers don't go that way because the bridge
22 is very low. Every week we have a truck stuck
23 under our -- now when that truck is stuck under
24 the rail and there's a train up there, we're out.
25 We are out of it.

1 Now that's not your fault. There's 12
2 feet, six inches is all we have for a truck to get
3 through, and nobody has offered to help us and
4 we've made calls to the railroad industry to give
5 us some assistance in that; not Norfolk Southern,
6 not CSX, but we have made our attempts.

7 Again, I just want to reiterate that we
8 don't oppose you rail people. I don't oppose you
9 nor does our community, but you've got to give us
10 help. You have to provide us with overpasses. We
11 have one, and everything else is surface.

12 You have to provide us with underpass. We
13 have no one. But some how, some way we need to
14 have some assistance from rail people.

15 When you talk about safety, that's very
16 emotional and it's very, very real. It's not
17 something that we as Mayors put together just to
18 present. It's an actual fact that safety is
19 involved.

20 Air pollution, they talk about the millions
21 that they're spending on cleaning up the air.
22 Well, I'd like you to take a reading of pollution
23 in Berea when the trains are going through and the
24 traffic is backed up from one city limit to the
25 other because we can't get through, and that's not

1 an exaggeration. 5.9 square miles, we back up
2 limit to limit.

3 I'm saying to you, Mayor Jelepis,
4 Congressman Kucinich, Mayor Cain, I would like
5 entered into the records a resolution, one hundred
6 percent support by our council asking for relief
7 and the letter from our fire chief indicating the
8 seriousness of which we have in our community, and
9 I pass that on to you; and to CSX, Conrail and to
10 Norfolk Southern, we have a copy of the
11 resolutions also and a copy of the chief's letter
12 to go into the record.

13 Gentlemen, without any further outcry or
14 outburst on my part, I'm just saying to you, look
15 at your crowd. This is only a small portion.
16 Administrator Molitoris, this is only a small
17 portion. We all have a concern. Re-look at what
18 you want to do not only on the West Shore but in
19 our community also.

20 Thank you.

21 MAYOR JELEPIS: Our next speaker is
22 Mayor Jones from Olmsted Falls.

23 MAYOR JONES: Thank you, Mayor
24 Jelepis, and I too appreciate everybody that's
25 here. I'm not going to take valuable time to name

1 them.

2 I'm the Mayor of the City of Olmsted
3 Falls. My name is Tom Jones, and I'm here to
4 testify that we in the City of Olmsted Falls have
5 anywhere from 80 to 120 trains a day. I deal with
6 five different divisions of Conrail at the present
7 time; Dearborn, Indy, Pittsburgh controlling the
8 Berea tower and Philadelphia the east/west going
9 into Chicago.

10 We cannot tolerate additional trains going
11 through the City of Olmsted Falls, and we have a
12 lot of empathy for the people here in this West
13 Shore area being concerned with the safety because
14 we have the same safety issues too.

15 But 80 to 120 trains a day coming through
16 the downtown of our city, three and a half square
17 miles, and within 15 miles there isn't an overpass
18 or an underpass.

19 I realize overpasses and underpasses are
20 state problems and local problems, however, before
21 anything is done to bring more trains into our
22 community I think the railroad has to bear part of
23 the responsibility and the burden to see that
24 people can get from one side of the tracks to the
25 other.

1 Crew changes are another problem. You have
2 union regulations you must adhere to; but on the
3 other hand, when we're held up 90 minutes through
4 a state route, nobody can go forward or backward
5 because an outlaw crew is sitting there waiting
6 for relief trade.

7 In fairness, the people with PUCO, with
8 public utility commission, we have been to. They
9 have been into our community. They tell us
10 Norfolk Southern is an outstanding railroad. They
11 are willing to eliminate bottlenecks. Let me tell
12 you, folks, if this should go through you have one
13 hell of a big bottle neck in Berea that you're
14 going to have to unquirk if you're going to do
15 business through this community.

16 The health and safety of the residents
17 north of the track are endangered by the
18 paramedics are on one side, the people are on the
19 other.

20 We call for mutual aid. Mutual aid
21 necessitates taking the people to a hospital
22 further away, and obviously time is of essence to
23 everyone.

24 Moving on here, I think that two east/west
25 routes to Chicago, Norfolk, and two east/west for

1 CSX will certainly enhance the region as far as
2 being able to move traffic, but I think before you
3 do any of that moving of the traffic you need to
4 consider what you're hearing here today from the
5 West Shore group and also from the City of Olmsted
6 Falls and certainly Berea.

7 We applaud the group here today. We will
8 join you in our efforts to see what fair and
9 equitable thing is worked out, but we do want to
10 work with you for the benefit of the region but,
11 we also have to be sure that the health, safety
12 and welfare of our community and the other mayors'
13 communities is not going to be endangered by this
14 possible acquisition through there.

15 I would urge the Norfolk Southern and CSX
16 to study carefully not only what they're proposing
17 but the implications there.

18 I understand this is the first step with
19 the federal group to look at this. There will be
20 a summary of the hearings, and it will be sent
21 out. We'll have a chance to react further to
22 this. I've written the main office in Washington
23 to ask for a copy of that summary be sent to the
24 City of Olmsted Falls. I would hope that every
25 mayor on the West Shore and the other areas would

1 receive a copy that have, too. Then we have year,
2 is that correct, to respond to that before a
3 decision is made?

4 ADMINISTRATOR MOLITORIS: February.
5 Mayor, Mike Dalton is here and could give you some
6 more information, but there are two important
7 dates. October 21st is the evidentiary
8 submission, and then in February that's when an
9 entire submission would be made using the evidence
10 you showed in October.

11 MAYOR JONES: And then the decision
12 is made when, in February or is it after
13 February?

14 ADMINISTRATOR MOLITORIS: They have
15 to evaluate all of those.

16 Mike, where are you? Mike Dalton.

17 MR. DALTON: The Board's decision,
18 June 8th.

19 MAYOR JONES: Thank you. I
20 appreciate both of you filling us in on that.

21 I think my time is about up. I appreciate
22 the opportunity to be invited here today, and we
23 too stand with the West Shore mayors and
24 communities of safety, but we also recognize the
25 need to move the Congress through this great State

1 of Ohio.

2 Thank you.

3 MAYOR JELEPIS: We want to give both
4 mayors an opportunity because of the uniqueness of
5 the situation. This sets a precedent which you
6 came to, actually came to the area to discuss this
7 so we wanted to give them the opportunity.

8 I will say one thing, Stan, that you had
9 mentioned that this is just a small sample. You
10 mentioned the Steelers. It's a Sunday afternoon.
11 We fought the Save Our Browns campaign. This has
12 the potential, without flexing muscles, to make
13 that look like an arm wrestling contest. It
14 really does.

15 Again, I just don't want to minimize the
16 impact. Everybody is here. Everybody is being
17 very cordial and polite, but this is a very, very
18 serious situation.

19 Our next statements, we could have police
20 chiefs and fire chiefs from all the communities
21 tell their own personal stories, but we're just
22 going to have a representative from Bay Village,
23 both the fire chief and the police chief come up
24 very briefly to speak.

25 If I could get Dave Wright up here, our

1 police chief.

2 MR. WRIGHT: Good afternoon. My
3 name is David Wright. I'm the police chief of the
4 City of Bay Village.

5 I want to thank Congressman Kucinich, Mayor
6 Jelepis and the Railroad Steering Committee for
7 inviting me here today to share my comments. I'd
8 also like to thank my colleagues, the West Shore
9 police chiefs, who have endorsed me to be here
10 today to speak on their behalf.

11 Tantamount to this whole situation for the
12 police are the safety concerns to the general
13 public and the citizens of the West Shore.

14 Any increase in the train traffic
15 naturally, in our opinion, increases the potential
16 or the probability of some type of accident or
17 some type of difficulty that we would have to
18 provide safety to the public.

19 In the area of the train traffic on the
20 tracks, among our concerns are the incidents of
21 pedestrian traffic on the train tracks, both
22 children and adults.

23 Children have a high degree of curiosity
24 and being adventuresome, do play on the train
25 tracks in the area, and also there are adults that

1 transverse the train tracks due to the
2 accessibility of the tracks and preventing them
3 from having to walk on city streets to get to
4 stores and what not that are located along the
5 railroad tracks.

6 Also in vehicular traffic our concerns
7 center around train versus car accidents, also
8 train versus school bus accidents during the
9 school day and during the time when the general
10 public is around.

11 Of lesser importance to the far West Shore
12 communities are the issues of mutual aid when the
13 police departments call upon other police
14 departments for assistance.

15 Bay Village and Westlake, their informal
16 city boundary is the railroad tracks. It is not
17 often when the Westlake and Bay Village police are
18 called upon for mutual aid for a backup situation;
19 however, should that occur, naturally the
20 potential of probability of us being delayed by
21 the trains are there.

22 I would say the potential for that being
23 more serious is in the cities of Lakewood and
24 Rocky River because their towns are actually
25 bisected by the railroad tracks. So there are

1 times when their own police departments are not
2 able to back up their own officers if their
3 hindered by the trains.

4 And one thing this position has taught me
5 is you always plan for the worst. Probably our
6 biggest concern would be a derailment happening
7 along the trains in the City of Bay Village.

8 With the increased train traffic, the
9 emergency operations and our evacuation routes,
10 should a derailment occur, we believe that it
11 would probably be intersection related.

12 We have only one overpass in the City of
13 Bay Village located on the far east side of the
14 city. Naturally we believe if derailment would
15 occur one or more of our evacuation routes would
16 be blocked at that time increasing the difficulty
17 in managing the emergency situation.

18 After a careful review and reflection on
19 all the materials that are available to me, in all
20 honesty, I cannot perceive one benefit to the
21 citizens of the West Shore by an increase in train
22 traffic, not only safety, but there's quality of
23 life issues to discuss here and also the safety of
24 the general public, both pedestrian, school bus
25 and the motoring public in a densely populated

1 urban area.

2 In conclusion, I would like to say it is
3 our hope as the police chiefs of the West Shore
4 that the municipalities, the Railroad Steering
5 Committee and the railroads will work together
6 closely to try to fashion some type of win-win
7 situation.

8 Thank you.

9 MAYOR JELEPIS: Chief Jackson, our
10 fire chief in Bay Village, some brief remarks
11 there, please.

12 CHIEF JACKSON: Good afternoon. I'm
13 Gregory Jackson. I'm the fire chief of the City
14 of Bay Village.

15 We do have many concerns about this
16 railroad increase with the trains coming through
17 the city.

18 We have problems right now with responding
19 and picking up people in our squads and getting
20 them to the hospital in a safe and quick manner.

21 If by chance we get stopped by a train, and
22 it does happen occasionally now with the small
23 amount of traffic we do have through, it does
24 cause us a problem in that if we have a run on the
25 far west side, we have to go clear to the east

1 side to get across the tracks.

2 There have been occasions when four of the
3 crossings have been blocked by trains and then we
4 have to run down to the far side of town.

5 Our big concern also is our mutual aid.
6 Mutual aid is very important to a city like Bay
7 Village, Rocky River, Westlake. If we have a
8 fire, we have to rely upon our neighboring
9 communities to come in and help us with our
10 problem. Our cities do not have departments that
11 are big enough to be able to handle a major fire.

12 We do have nursing homes in town. We have
13 a senior citizen high-rise building in town, and
14 we do have a number of schools and churches.
15 Every one of these are on automatic response from
16 the cities surrounding us.

17 If we cannot get them in and there is a
18 delay in time to get them to the hospitals -- or
19 to the nursing homes and to the high-rises and to
20 the schools, I have a potential for a major
21 disaster in that area.

22 Also with the increase of train traffic in
23 the area there's a possibility that we will have
24 an increase in derailments.

25 We have had derailments in the past. They

1 have been far and few between, but approximately
2 in 1982 we did have a major derailment that did
3 cut across the middle of town, and the cars did
4 end up lying against a couple of gas pumps at one
5 of the gas stations in town.

6 We do have houses that are within 60 feet
7 of the railroad and if these boxcars had come off
8 the tracks another hundred feet down to the west,
9 they would have probably taken out a couple of
10 houses.

11 So there is a possibility that the increase
12 in train traffic would also have an increased
13 possibility of derailment.

14 We're also very concerned about hazardous
15 materials that are being shipped down the rail
16 lines. We are not informed as to what is in every
17 one of these cars that comes down in one of these
18 tankers. They also can be shipping radioactive
19 material. We have no way of knowing what's coming
20 through town. We don't know until they have an
21 accident what's in those cars and at that point
22 then we have to devise a plan.

23 Bay Village being as small as it is, in a
24 major spill or a major incident where the railroad
25 car that is derailed or has a puncture, we may

1 have to evacuate a hundred percent of the
2 citizens.

3 Without having the access routes out of
4 town if these were blocked, we would have a
5 potential for a major disaster again. I know it
6 sounds a doomsday issue but it can happen.

7 Talk to the people in Miamisburg. It
8 happened to them about four or five years ago.
9 Talk to the people in Canada where they just had a
10 major problem about seven, eight years ago. So it
11 can happen.

12 The hazardous materials that come down the
13 tracks, we would like one thing from the
14 railroad. Give us a manifest. The conductor does
15 have a manifest on the train, but by the time we
16 get to that manifest usually the incident is in
17 full swing.

18 In conclusion, I would ask that the
19 railroads do work closer with the safety forces in
20 taking care of this problem, and I would be glad
21 to meet with anybody from the railroad or anybody
22 else who's interested.

23 Thank you.

24 MAYOR JELEPIS: Thank you. We're
25 right on time here. My compliments to Tony and

1 everybody else who put this agenda together.

2 We're now at the portion where we're going
3 to hear from some representatives of the area
4 hospitals, and then we'll get down to some
5 speakers that have been designated by the
6 respective communities and then open it up to the
7 blue cards here, which again if you have some,
8 pass them up to the front.

9 I'd like to introduce our first hospital
10 spokesperson, and that is Dr. David Lehtinen, a
11 neurosurgeon, pre-hospital medical director of
12 public safety for the City of Cleveland and,
13 Doctor, are you right there.

14 DR. LEHTINEN: Administrator
15 Molitoris, Congressmen, Mayors, ladies and
16 gentlemen, I'm coming before you today as a
17 citizen of the City of Lakewood living north of
18 the railroad tracks.

19 I'm very concerned about the proposed
20 increase in railroad traffic through our city.

21 For a number of years I've been a medical
22 advisor to Lakewood Emergency Medical Services,
23 EMS. For the past seven years I've been the
24 Chairman of the Department of Public Safety
25 Physicians Advisory Board for the City of

1 Cleveland. I am also the Pre-hospital Medical
2 Director for the Department of Public Safety for
3 the City of Cleveland overseeing all aspects of
4 patient care in the pre-hospital setting provided
5 by Cleveland EMS and Cleveland fire.

6 In these roles I have become quite
7 knowledgeable on response times of emergency
8 vehicles.

9 Contrary to lay people's belief, the
10 majority of conditions for which an ambulance is
11 requested are not adversely affected by a delay of
12 a minute or so in response time, and most
13 conditions it is impossible to ascertain what
14 adverse effects a short period of delay has on
15 outcome.

16 However, there are two conditions that have
17 been very well studied where we know that minutes
18 definitely make a difference, and these are in
19 cases of heart attacks, cardiac arrests occurring
20 in the community and cases of major trauma where
21 any delay in response of emergency personnel
22 adversely affects outcome.

23 In cardiac arrests in the community there
24 have been 17 factors identified as affecting
25 outcome. Of these, the most important factor

1 affecting outcome is the time to cardiopulmonary
2 resuscitation or CPR.

3 The main reason that Seattle, Washington
4 has the best published survival rates for cardiac
5 arrests is that 60 percent of the citizens know
6 CPR, and most of the victims receive CPR before
7 EMS arrives.

8 Unfortunately, in Greater Cleveland area
9 few citizens know CPR. I might add that's the
10 reason why we put on a mass CPR training program
11 yesterday at Public Hall to try and increase the
12 number of people who know CPR.

13 Therefore, citizen CPR is very uncommonly
14 occurring when emergency personnel arrive on scene
15 of a cardiac arrest either in Lakewood or in
16 Cleveland.

17 The second most important factor is the
18 time to defibrillation in cases of ventricular
19 fibrillation. These are cases where the heart is
20 quivering versus just at a standstill.

21 Not all cardiac arrests are in ventricular
22 fibrillation, but the shorter the response time of
23 emergency personnel the more likely the patient is
24 to be in ventricular fibrillation, and survival is
25 far better in cases of ventricular fibrillation

1 than in other heart rhythms associated with
2 cardiac arrest.

3 The next most important factor in survival
4 of cardiac arrest is the time to initiation of
5 basic life support and advanced life support. The
6 capability to defibrillate is always present with
7 an advanced life support unit and some basic life
8 support units, for example, our fire first
9 responder units in the City of Cleveland have
10 automatic defibrillators to allow them to initiate
11 defibrillation when appropriate.

12 For optimal survival of cardiac arrests the
13 American Heart Association has recommended the
14 patient receive basic life support within four
15 minutes and advanced life support within eight
16 minutes.

17 Although Lakewood does not have a high
18 incidence of citizen CPR, their 1996 cardiac
19 arrest statistics show a survival rate equal to
20 that of Seattle, Washington.

21 This is in large part due to a very rapid
22 response on the part of the Lakewood Police who
23 begin CPR and Lakewood EMS whose average response
24 time to cardiac arrest in the City of Lakewood is
25 three to four minutes. They can then initiate

1 basic life support followed by advanced life
2 support to resuscitate these victims.

3 What would be the effect of increasing from
4 14 trains to 38 trains per day through the City of
5 Lakewood on EMS response times? Thirty-four
6 percent of all EMS calls are for locations north
7 of the railroad tracks.

8 Now, a train may stretch all the way from
9 West 117th beyond Webb Road. In such cases the
10 only access from the hospital to the north side of
11 the tracks would be West Clifton underpass.

12 If EMS were aware of this train, response
13 to the most density populated portion of the city,
14 that is the Gold Coast, would be in excess of
15 eight minutes. If this heart attack victim had
16 received no basic or advanced life support, the
17 chance of survival with that kind of response time
18 would be exceedingly low, if not zero.

19 However, the more likely scenario is that
20 the unit responds and finds their path blocked by
21 a train. Do they turn around and find an open
22 crossing or do they wait for the train to pass.
23 In either way, a time delay occurs.

24 According to the Lakewood Police, a train
25 blocks a street for between two and five minutes.

1 Response time to a cardiac arrest could be
2 expected to increase by this amount whether the
3 unit chooses to wait or find an alternate route.

4 Cleveland EMS has collected data on over
5 3,000 cardiac arrests over the past five years.
6 Extrapolating from their data with respect to
7 changes in response times affecting survival,
8 increasing the response time of Lakewood EMS by
9 two minutes would be expected to decrease the
10 chances of survival of cardiac arrest victims by
11 50 percent.

12 If response times were increased by four
13 minutes, survival rate would be expected to
14 decrease by 75 percent.

15 Major trauma outcome is also related to
16 response time of EMS. In cases of major trauma,
17 the most common immediately life-threatening
18 condition is airway obstruction. If the
19 obstruction is not rapidly relieved, survival is
20 unlikely.

21 Most airway obstructions can be relieved by
22 EMS personnel but occasionally can only be
23 corrected in the hospital.

24 Therefore, in such cases delay in response
25 as well as delay in route back to the hospital can

1 adversely affect the outcome of trauma patients.

2 Thirty-eight trains per day would mean
3 slightly more than 1.5 trains per hour if the
4 trains were equally spaced through the day, which
5 is unlikely.

6 One must also realize that calls for
7 medical assistance are not uniform throughout the
8 day, with a few calls being between the hours of
9 midnight and 6 a.m. Therefore, the likelihood of
10 being delayed is greater than one would expect if
11 call volume were uniform over the 24 hours.

12 In my opinion, there is no question that
13 increasing the number of trains through Lakewood
14 would have a negative effect on the health of the
15 citizens of Lakewood.

16 It is unlikely that the FAA would allow an
17 increase in air traffic if it were shown that it
18 was definitely a risk to the health of the
19 citizens.

20 Likewise, it is unlikely that the Federal
21 Highway Commission would allow an interstate to be
22 constructed if it were known to be inherently
23 unsafe.

24 Therefore, the Federal Railroad
25 Administration should not grant the increase in

1 rail traffic through the City of Lakewood.

2 Thank you very much.

3 MAYOR JELEPIS: Thank you very much,
4 Doctor.

5 We're going to move this along. Fred
6 DeGrandis is our next speaker. He's the CEO of
7 Columbia St. John West Shore Hospital.

8 And I would also ask that anybody else
9 speaking on behalf of the hospitals come up front.
10 That is the last portion before we get into some
11 designated speakers from the communities and then
12 over a hundred questions from the residents so we
13 have to get everybody's question in.

14 So, Fred, thank you for being here. Fred
15 DeGrandis.

16 MR. DEGRANDIS: Thank you, Mayor
17 Jelepis.

18 On behalf of all of the health care
19 professionals that reside in the West Shore area,
20 I first wish to express my deep appreciation for
21 the leadership shown by our public officials and
22 community leaders to seek alternatives to the
23 Norfolk Southern Corporation proposal. I think
24 they deserve our continued support and certainly
25 deserve a resounding round of applause for all the

1 help they've given to us and all the help they
2 will continue to give to us.

3 I've had the honor to serve in management
4 in hospitals on the west side at Lakewood and at
5 St. John's since the early 80s.

6 I also come here today speaking with the
7 background of the city prosecutor of this city in
8 the late 70s so I can tell you as one person in
9 front of you today that I'm very familiar with the
10 problems that this proposal would cause.

11 Certainly train traffic that would increase
12 by three times poses the kinds of threats clearly
13 articulated by Dr. David Lehtinen.

14 Blocking of the crossings will cause health
15 care to be affected to individuals.

16 All community hospitals, as all of you in
17 this room know, reside to the south of those
18 railroad tracks. So there's no question that care
19 will be delayed. And as David again articulately
20 stated that the time of treatment is a critical
21 factor in the care of patients, and delay of
22 treatment can cause serious health harm.

23 I think the question that's in front of all
24 of us today is a balance of the commercial
25 interests as opposed to those social interests

1 which we represent in health care and others
2 represent in quality of life in communities.

3 The balance is clearly outweighed. This
4 proposal must be rejected in order to afford our
5 citizens the continuing quality of life that they
6 deserve in our communities and our health care
7 facilities and our health care professionals to
8 continue to provide and use their expertise so
9 that care can be provided promptly, efficiently,
10 compassionately and in a way that can do what it's
11 supposed to do, give every person the opportunity
12 to save the life when the health professionals'
13 expertise is called into place.

14 Thank you very much.

15 MS. WARNER: Good afternoon. My
16 name is Joanne Warner. I'm an RN at St. John West
17 Shore emergency room. I have been in emergency
18 medicine for 23 years, and I'm also a citizen of
19 the City of Lakewood so I have professional and
20 personal reasons for coming here today.

21 In all my years of experience obviously
22 I've dealt with many life and death situations
23 countless times, and the old cliché, which I
24 believe we've heard already today, time is of the
25 essence, is never more adequate accurate than when

1 you're dealing with health care issues.

2 I work closely with the emergency squads,
3 and I know the value of the work that they do
4 every day, and the quick response is the key here
5 in reaching people that are in distress, and it's
6 the foremost important factor in survival.

7 They're able to begin emergency care and
8 effectively treat the person until reaching the
9 ER; whereas, we can take over upon their arrival
10 and continue the work that they've started and
11 proceed to continue with lifesaving measures.

12 Reaching the hospital quickly and being
13 able to work with the patient in a controlled
14 atmosphere such as an emergency room is the ideal
15 situation.

16 Also though, unfortunately, which I see
17 many times in potentially critical situations,
18 people do not activate the 911 system, and they
19 drive themselves or have someone else drive them
20 to the hospital not realizing what a potentially
21 dangerous situation this is.

22 I have experienced over the years
23 situations where someone drives up to the door of
24 the emergency room laying on the horn asking for
25 help with a person that's either critical or has,

Karen E. Fisher, RMR
MORSE, GANTVERG & HODGE

1 in fact, had a cardiac arrest.

2 I've had parents run into the emergency
3 room carrying babies that are not breathing. In
4 all these horrible situations lifesaving measures
5 have already been delayed; and if these people had
6 had to endure any further delay in getting to the
7 hospitals, their chances of survival would be
8 greatly reduced or impossible.

9 So I feel that when we're talking about
10 human life, time truly is of the essence, and
11 minutes or minutes of delay can definitely make
12 the difference between life or death. Thank you.

13 MR. SILLASEN: Good afternoon,
14 everybody. My name is Bill Sillasen, and I'm
15 coming to you today to speak with 18 years
16 experience in the EMS field.

17 As a paramedic I've worked six of those
18 years as an EMS coordinator at St. John West Shore
19 Hospital so I feel I've seen my share of the
20 adverse effects that time does cause on the
21 outcome of patient survival.

22 Time is of the essence. You've heard it
23 several times today already, but tell time to the
24 patient, the 42-year old male, father of three
25 that suddenly has had a heart attack shoveling

1 snow. The squad has arrived. They've put their
2 intravenous lines in. They have put tubes into
3 the lungs in order to breathe for the patient, and
4 everything seems to be going fine until we're
5 stopped by that train. You tell that to the
6 father, tell that to the children of that father.

7 Tell it to the mother who just delivered
8 her first child and that child is not breathing.
9 The child needs oxygen immediately, difficult to
10 ventilate the child because of airway
11 obstructions, and now we're delayed by a train.
12 It's going to be tough to explain to that mother
13 what really happened.

14 After three to five minutes irreversible
15 brain damage occurs. Within seven minutes that is
16 imminent. All delayed.

17 How about the cheerleader that was recently
18 struck down in the parking lot at one of the local
19 high schools. The blood pressure was very low.
20 We've done everything we can, and again we're
21 stopped by a train. These people do need
22 immediate care.

23 Paramedics also have to deal with delayed
24 problems that they cannot control such as adverse
25 weather conditions, increasing traffic as the

1 population increases and construction that seems
2 to be going on all the time. These factors cannot
3 be controlled. Please do not add a fourth factor
4 by increasing that train traffic on those tracks.

5 Thank you.

6 DR. PELLINI: I'm Dr. David
7 Pellini. I'm chairman of emergency medicine for
8 Fairview Hospital.

9 I'd just like to add a few additional
10 observations to the other folks that have very
11 succinctly expressed our concerns as health care
12 providers in Western Cuyahoga County.

13 I have three big concerns here. One is the
14 increased risk of accidents that can occur. I've
15 had the experience of taking care of victims of
16 vehicle versus train accidents. They're
17 devastating. They're frightening, and the
18 patients that do survive frequently have long and
19 difficult recoveries and permanent disabilities.

20 If I look at the crossings and the safety
21 factors in our own communities today, I think
22 they're not adequate. I look at them as a
23 physician. I look at them as a father and a
24 husband, and I worry about that kind of accident.

25 My second concern relates to the time to

1 treatment. Besides the things that have already
2 been mentioned here, we're currently measuring our
3 success for cardiac care, for stroke care, for
4 trauma care in minutes and in portions of minutes.

5 We time our care and the ability to deliver
6 new treatments and new modalities in very small
7 increments. The two minutes, the three minutes,
8 the five minute delay that might occur for these
9 patients might make the difference between being
10 able to successfully deliver them a new method,
11 one of the new methods of treatment for one of
12 these problems, these life-threatening devastating
13 medical problems or whether they don't receive
14 that treatment and go on to have serious problems.

15 The third concern that I'd like to express
16 here is the ability of our health care providers
17 to get to the hospitals. We rely for trauma care
18 and cardiac care and stroke care on specialists to
19 be able to reach the hospital in a very prompt
20 manner, and those extra minutes getting them there
21 to help the patients who have multiple complex
22 problems and assist us, the emergency care
23 providers, in improving their quality of life
24 could be severely impacted.

25 And I would like the Board and the

1 communities and the railroad to please take all
2 these into account when you're making your
3 decisions about impacting the quality of life for
4 our communities.

5 Thank you.

6 DR. HASTINGS: I'm Dr. Hastings,
7 chairman of Lakewood Hospital emergency
8 department.

9 I think Dr. Pellini has made some excellent
10 observations. Dr. Lehtinen also made one very
11 important observation, and that's that the City of
12 Lakewood has a long, well-kept secret, and that's
13 that we have outstanding results from cardiac
14 resuscitation, and that's because we're a very
15 small, concentrated area with a large number of
16 people with a very good EMS system which is able
17 to access and provide health care on a rapid basis
18 to the citizens of our community.

19 If our community is severed in half or in
20 third, we're not going to be able to provide that
21 same level of care in the future. That's a great
22 concern to us.

23 Also, the ability to provide health care
24 professionals who we need to come in and provide
25 additional assistance in our emergency room

1 department or a level-two hospital that sees over
2 40,000 patients per year or a trauma center, we
3 need to have access to our physicians to come in
4 and help out at all different times of the day and
5 night.

6 And thirdly, I'm very concerned about the
7 amount of hazardous materials that may be
8 transmitted through our very densely populated
9 area. How are we going to cope with evacuating,
10 treating victims as well as get timely
11 transmission of people in and out of our
12 department.

13 So I'd like to say that all of these things
14 are of great concern to us.

15 Thank you.

16 DR. RANDT: My name is George Randt.
17 I'm a physician specialist in internal medicine
18 and preventative medicine, and I reside in Bay
19 Village, I've been a long-term resident of Bay
20 Village. In fact, I grew as a boy frequently
21 playing on the train tracks between Westlake and
22 Bay Village.

23 Thirty-nine trains a day, that averages out
24 to a train every 37 minutes traveling through this
25 densely populated area as you have understood.

1 I hadn't really thought about that issue of
2 toxic spills, but I think it probably would be a
3 good idea for Norfolk and Southern to provide all
4 the residents of Bay Village with boats on the
5 north shore so they can evacuate across Lake Erie
6 if this situation happens because we won't be able
7 to go anywhere else. That's for sure.

8 The concept seems to be pure and simple,
9 and I would appreciate the opportunity to a mental
10 status exam on the individual who conceived this
11 plan.

12 Increasing the number of trains traveling
13 along the southern border of Bay Village from 13
14 to 39 a day is going to have the following
15 negative effects, health effects on the citizens
16 of Bay Village:

17 Number one, reduced quality of life due to
18 increased noise and air pollution; secondly, an
19 increased frequency of sleep disturbances due to
20 train whistles and noises.

21 If you're living only 14 feet, as was
22 mentioned before, from the railroad tracks, you've
23 got to have a tremendous amount of vibration.
24 There's going to be a tremendous increase in
25 vibration stress for those living close to the

1 railroad tracks.

2 There's going to be an increase in traffic
3 jam. It's not just how long it takes the train to
4 cross the tracks obviously. It's how many cars
5 are waiting to cross after the train has passed.

6 And there's an intersection I cross every
7 day as I'm biking back and forth to work at the
8 corner of Bradley Road and I think it's Nagle Road
9 where Bradley and Nagle intersect, and there are a
10 lot of residents that come from Avon Lake to
11 Bradley to get over to I-90, and several times I
12 found myself in the process of going from south to
13 north on Bradley sitting in the middle of a
14 railroad track waiting for cars to turn left to
15 get onto Nagle Road.

16 I don't know how many of you have actually
17 sat in your car in the middle of a railroad track,
18 but it's a very discomfoting feeling.

19 From a medical standpoint, a number of
20 points have already been raised. I think that
21 this is going to result in significant and
22 numerous life-threatening delays in EMS vehicle
23 transportation of Bay Village residents from their
24 homes or apartments to a health care facility, and
25 these delays are of increasing importance based on

1 current medical principles of early recognition
2 and treatment of heart attacks and what we call --
3 someone called now brain attacks or strokes.

4 As an example, I had a lady that had a
5 stroke in my office the other day, and this is
6 really the first time that this had happened to
7 me; and because she had totally wiped out her left
8 side of her body, totally functionless, we called
9 the EMS, we called the neurologist, got her to the
10 emergency room. She was given TPA, the clot
11 buster. Within several hours she had total
12 recovery of the left side of her body.

13 Now, it's the sort of thing that with
14 prompt recognition through public education,
15 prompt evacuation with the EMS service and prompt
16 emergency room and hospital treatments we're able
17 to do today in medicine what we couldn't do
18 before.

19 We have the advantage now of being able to
20 save heart muscle and save brain tissue and
21 urgency is critical. This requires prompt, as I
22 said, recognition, prompt 911 calls and immediate
23 transportation to the hospital for evaluation and
24 treatment.

25 In summary, 39 trains a day is a bad, bad,

1 thoughtless, inhuman proposal that will reduce the
2 health and longevity of the citizens of Bay
3 Village, Rocky River, Lakewood and Cleveland.

4 Thank you.

5 MAYOR JELEPIS: Okay. I want to
6 thank all the speakers that have spoken up to this
7 point.

8 Now we're at the point now where we have
9 some selected individuals from a couple of the
10 communities, and we're going to have your
11 questions now. We're going to limit it to two
12 minutes per question, and we have well over a
13 hundred questions here. If your question has been
14 answered or if your comments have been already
15 stated, you might want to -- I'll call your name
16 and if you choose not to respond or if you say
17 it's been answered already, that's fine, but two
18 minutes maximum and watch Jim.

19 And because this is a hearing, a meeting I
20 should say that Administrator Molitoris has
21 graciously agreed to come to, we cannot directly
22 ask her questions. We need to just read your
23 concern for the record. Okay. But because this
24 very well could end up in litigation and further
25 hearings down the road, she's not at liberty to

1 answer questions at this time.

2 So she's here to listen. If you have
3 questions or comments, read them and then those
4 will be addressed at a later date.

5 Okay. So we'll start off now with Elvira
6 Wieland, President of the Gold Coast Condominium
7 Association in Lakewood.

8 MS. WIELAND: The Cooperative is an
9 organization which is concerned with the
10 well-being and welfare of thousands of people, a
11 large percentage of whom are senior citizens.

12 My husband and I are senior citizens and
13 are concerned about emergency ambulance service
14 response. You heard a lot about that.

15 He is a heart patient and minutes can be
16 the difference between life and death. Rerouting
17 the ambulance would add a great deal of time to
18 the response should the tracks be blocked by a
19 passing train.

20 Also, we have a son with a wife and a nine
21 month old infant who live three houses from the
22 railroad tracks. The noise and pollution are not
23 conducive to raising a family.

24 Lakewood has always been a family community
25 neighborhood and should continue that course.

1 MS. TREPAL: Good afternoon,
2 Administrator Molitoris, honorable elected
3 officials and hello everyone. My name is Chris
4 Trepal. I'm the executive director of the Earth
5 Day Coalition. I'm also a resident of Lakewood,
6 and my house is north of the tracks.

7 According Trains magazine, federal
8 officials are worried about the future. They're
9 turning their attention not just to equipment but
10 to human problems such as fatigue and the
11 possibility that employees will be subjected to
12 harassment to keep trains moving.

13 There is usually no backup for the train
14 safety crew. Less than five percent of railroad
15 mileage is equipped with any form of automatic
16 train control. Most of that is old and hard to
17 maintain. Such a situation would never be
18 tolerated on an airline. End of quote from Trains
19 magazine.

20 I'm going to limit my remarks to two
21 environmental hazards of the impacts of the
22 increased rail transportation, hazardous waste and
23 radioactive waste being transported to the
24 second-most populated city in the country.

25 It's my guess that the population

1 represented here today from the West Shore
2 residential communities does not exist anywhere
3 else in the portion of the east/west corridor.

4 According to U.S. News, nearly once an hour
5 almost every day in the U.S. trains collide with
6 each other or slam into cars. Despite railroad
7 protestations, government records show that
8 frequency of accidents per million train miles has
9 remained virtually unchanged since 1987. So
10 that's the safety record.

11 Chemical product shipments have increased
12 almost 30 percent from 1991 to 1995 to a current
13 1.8 million car loadings shipped. The proposal to
14 triple train traffic through the second most
15 densely populated city will, in turn, triple our
16 risk factors.

17 We need to have access to the merge
18 company's chemical flow data, rail yard inspection
19 reports, environmental audits and risk
20 assessments.

21 Chemical rail transportation is exempt from
22 important federal and community Right-To-Know
23 laws. We have no right to know what is being
24 transported to our community. Some states do
25 require these needed disclosures. It's our

1 recommendation to the Federal Government, the
2 State of Ohio and to local governments that these
3 important community safeguards be established and
4 enforced.

5 I have a lot of recommendations. Also, I
6 would like to let you know that the current plan
7 of the U.S. Department of Energy is to ship 2,063
8 nuclear waste shipments through the City of
9 Lakewood, east and west transport. We need to
10 consider that, and I'll just end my testimony and
11 submit written comments.

12 Thanks.

13 MR. SMITH: Thank you Mayor Cain and
14 Congressman Kucinich and the rest of the panel for
15 putting this on today.

16 My name is Tom Smith. I'm not here
17 representing the whole Sierra Club. I'm a
18 homeowner in Lakewood living at 1528 Elmwood.
19 Just prior in 1976 my wife Pam and I were renters
20 right next to the tracks, and we did enjoy the few
21 trains that passed by at that time pointing them
22 out to our little boy.

23 I'm chair of the Northeast Ohio Sierra Club
24 Urban Sprawl Committee. The goal of our committee
25 is to support policies that will preserve rural

1 areas and revitalize older urban areas.

2 To further these goals our committee has
3 supported ideas such as compact development, rail
4 and mass transit and regional planning.

5 With its variety of homes and businesses
6 Lakewood is an ideal compact community. As a
7 former street car community, it would be a perfect
8 location for commuter rail service.

9 What concerns me personally is the
10 arbitrary nature of the decision or what appears
11 to be the coming arbitrary nature of the decision
12 to radically increase the amount of industrial
13 rail traffic through a residential neighborhood.

14 The main thing I've learned in working on
15 land issues is the necessity of regional planning
16 involving all parties and their interests often
17 leading to end results that may be very different
18 from where people originally started.

19 I noticed that the self-claimed messengers
20 who were here earlier made a statement about the
21 railroad business being very competitive. To me I
22 fear that this is a precursor to a statement later
23 on once ownership is established about, well, you
24 know how competitive this business is, and we
25 really didn't want to do this, but it looks like

1 we'll have to.

2 I have watched a number of land use
3 arguments. There are no winners, and the whole
4 community suffers in those cases where one party
5 adopts an attitude of I own this property, I have
6 a legal right to do this, go pound salt.

7 I hope our experience in Lakewood will be
8 different, and perhaps it might be necessary for
9 those in authority over decisions like this to put
10 some restrictions on this proposed future
11 ownership.

12 Thank you.

13 MS. SWEENEY: Good afternoon, ladies
14 and gentlemen. My name is Debra Sweeney. I am
15 the President of Lakewood PTA Council, a past
16 President of Lakewood Preschool PTA and a current
17 member of both Harding Middle School PTSA and
18 Madison Elementary PTA. I have been a member of
19 PTA for eleven years. I am also a concerned
20 mother of three school-aged children.

21 As a PTA member, I am deeply concerned for
22 the safety of the children when they cross the
23 tracks. In Lakewood there are eight public and
24 private schools that are close to the tracks. For
25 these schools the children must access the tracks

1 on a daily basis.

2 In the State of Ohio there are fewer than a
3 dozen school districts that do not provide
4 transportation. The Lakewood school district does
5 not use buses for its nearly 10,000 school
6 children. Lakewood children must either walk or
7 find alternative modes of transportation.

8 When our children walk to school, they
9 frequently use the train tracks. Even though
10 railroad safety education is provided to
11 elementary students, it is quickly forgotten when
12 they reach middle school where it receives no
13 formal reinforcement.

14 Middle and high school children are much
15 less safety conscious. One of the scariest sites
16 for a mother is to see a teenager walking down the
17 track with their Walk-Man blasting.

18 Older children are warned against
19 trespassing on the tracks daily by the police
20 department. The railroad safety education they
21 learned as a child is quickly forgotten or never
22 learned if they moved here from another school
23 district.

24 Today, the National PTA has no educational
25 materials to supplement materials from the Ohio

1 Department of Transportation because very few
2 school districts in the country have such a need.
3 Continuing education materials are needed for
4 families and school children of all ages.

5 Today, please remember that eight Lakewood
6 schools are very close to the tracks and that
7 hundreds of students cross them daily and ask
8 yourself if they will be affected by increased
9 train traffic.

10 Thank you.

11 MR. O'NEIL: Hi. My name John
12 O'Neil. I'm the administrator at Bradley Road
13 Nursing home which is very close to the tracks on
14 Bradley Road. We have 126 residents and soon to
15 open 33 assisted living units. I also live behind
16 the nursing home and I have four children.

17 Safety is always an issue not only at home
18 but also at work for me. The city administration
19 and Mayor Jelepiss had worked to increase the
20 number of sidewalks in our community. However, we
21 end up having two ways to go, one the railroad
22 tracks and the other into our town.

23 Safety, there again, is now even more of an
24 issue since there's more access to the railroad
25 tracks.

1 When we were young we didn't have much
2 safety consciousness yet when the older folks go
3 for their walks it also concerns me for safety as
4 well as.

5 I hope this proposal is looked at carefully
6 given the fact that safety is always on our minds,
7 and this is an important issue for us that live in
8 these communities.

9 Thank you.

10 MR. MAIER: Good afternoon to the
11 panel members and to the audience. Special thanks
12 to Congressman Kucinich and Administrator
13 Molitoris for agreeing to hold this hearing.

14 My name is Howard Maier. I'm the Executive
15 Director of the Northeast Ohio Areawide
16 Coordinating Agency, NOACA.

17 NOACA functions as the Metropolitan
18 planning organization for the five counties of
19 Cuyahoga, Geauga, Lake, Lorain and Medina.

20 Under federal law we have responsibilities
21 for metropolitan transportation planning and air
22 quality as it relates to transportation.

23 We have a board of 37 elected and appointed
24 officials which include mayors, council members,
25 county commissioners, county engineers, transit

1 officials and others.

2 I'd like to thank Mayors Cain, Jelepis and
3 Urbin for bringing this particular issue to the
4 NOACA advocacy task force and to the full board
5 who adopted a resolution of and pledged agency
6 resources to help revolve this issue.

7 I'd like to make a point. First of all, we
8 recognize the need for freight movement for
9 economic prosperity in this region, but the
10 organization, the agency of NOACA does have
11 concerns about safety especially regarding the
12 lack of grade separated crossings, the repair and
13 maintenance of the existing railroad bridges which
14 we find to be in some state of disrepair and also
15 the length of trains.

16 In addition to the added number and volume
17 of trains, we have to consider the fact that many
18 of these trains would be longer, thus, adding to
19 the safety issues that have been raised early.

20 NOACA has pledged its resources. We look
21 forward to working together with the railroads,
22 with the federal agencies, with the state and with
23 the local communities.

24 In conclusion, our region has over 190
25 units of local government, more units of

1 government than there are sovereign nations in the
2 world. We don't always agree, but I would say
3 this is probably one issue where there is
4 agreement. So thank you very much.

5 MAYOR JELEPIS: Our next speaker is
6 Clarence Monin. Sir, let me introduce you because
7 I neglected to do so earlier. President of the
8 Brotherhood of Locomotive Engineers in Cleveland
9 -- International. I'm sorry.

10 MR. Monin: First, I'd like to tell
11 you how lucky you are to have Administrator
12 Molitoris here to hear what you have to say when
13 it relates to safety, and certainly her agency is
14 responsible for compiling the necessary data that
15 hopefully will be used to influence the decision
16 that the Surface Transportation Board will
17 consider later.

18 I've known Administrator Molitoris for all
19 the years she's been the administrator the
20 administration, and the only job I think she
21 probably would be more suited for would probably
22 be the governor of the state.

23 There is very little, if not anything, that
24 I haven't heard today from the citizens and the
25 elected officials assembled here. There's nothing

1 I take exceptions to, and I don't think this is a
2 forum for me to use to debate Mr. McCune and his
3 entourage for some of the comments that he said.

4 This organization along with other labor
5 unions in our industry over the last 20 years and
6 ever since it became a pastime for these major
7 railroads to see who could get bigger than the
8 other, and in each of those instances we have went
9 to the Surface Transportation Board and also to
10 the Interstate Commerce Commission prior to that
11 agency and have argued, unsuccessfully spent
12 literally millions of dollars trying to convince
13 the ICC and now the Surface Transportation Board
14 that the application made by these mega-merger
15 properties are doing absolutely nothing to improve
16 the quality of the service that these railroads
17 are responsible to provide its citizens.

18 It has done nothing but enhance as I've
19 heard today the concern of some citizens that
20 perhaps the biggest and most high-quality reason
21 that the mergers are being sought for is for
22 higher profits, and that will be determined.

23 Now, like I say, we could argue that all
24 day, but I want to talk to about the safety
25 aspects of what these mega mergers have produced.

1 If any one of you would like to, I can take
2 you all over this country to graveyards and show
3 you where railroad workers are buried because of
4 the accidents and incidents that have happened
5 that could have been avoided had not a mega merger
6 been approved.

7 Now, I know that there has been testimony
8 here that this industry is safe. Matter of fact,
9 the railroad that testified here claimed to have
10 the safest railroad records since 1988.

11 Well, not only our union but every union
12 that represents workers on the industry has
13 actually refused to attend ceremonies that the
14 wardens have rendered to these railroads because I
15 know how safe they are.

16 I know if you would care to go with me and
17 I'll show you where some workers are buried just
18 to demonstrate how safe this railroad is.

19 Just in the last six weeks, eight weeks,
20 there's been four major collisions that have
21 caused fatalities in this industry, and as the
22 level of concern has magnified it's because of the
23 conditions that have been created based on mega
24 mergers that have been approved by the Surface
25 Transportation Board.

1 Now, you really have to let me be as candid
2 and honest with you as you will permit me. As
3 concerned, and properly so, as your elected
4 officers and officials here are and as much as an
5 attentive ear that the Administrator is lending
6 for your concerns, which I'm sure she will compile
7 and make a statement and report to the Surface
8 Transportation Board on the two days she
9 mentioned, one in October and again in February,
10 eventually in June of next year, it all comes down
11 to these railroads who operate in every state east
12 of the Mississippi.

13 Can you imagine how many communities and
14 how much influence a company that size has on
15 three people?

16 The decision on whether or not this merger
17 will be approved rests in the hands of three
18 commissioners: Commissioner Morgan and
19 Commissioner Owens and a vacancy that exists right
20 now on the Surface Transportation Board, and I do
21 understand that there has been an appointment
22 nominee, Mr. Clyburn.

23 But of all the attempts that this
24 organization in conjunction with all of the other
25 labor unions representing rail workers all over

1 this country and communities as well, we have
2 never been successful in convincing that three
3 board commission that the application made by
4 these railroads was successful. Each and every
5 one of have been denied. They move forward and
6 granted each and every one of them.

7 So it all comes down to right now the
8 application will be considered and approved by
9 just those two individuals, Chairman Morgan and
10 Commissioner Owens. So your work is really cut
11 out for you, but I'll tell you one thing. You got
12 a comrade in Army. I applaud you, and I
13 appreciate you all being here.

14 MS. POWERS: I'm Susan Powers. I'm
15 a 15-year resident of the City of Lakewood and a
16 small business owner also in Lakewood, and I'm
17 here to respond on behalf of the business
18 community as President of the Lakewood Chamber of
19 Commerce and myself as a resident of the city.

20 It's impossible in Lakewood to separate out
21 the businesses from the residential area because
22 they're so closely tied together.

23 As small business owners we are fighting
24 daily to keep our businesses running. Increasing
25 train traffic will only prove to make our jobs

1 harder. It will be much more difficult to get
2 customers and patients to our businesses due to
3 increased congestion as people wait for trains to
4 pass in an already highly congested downtown area.

5 Most of our approximately eleven hundred
6 businesses are located a half block south of the
7 tracks.

8 The patrons of these businesses who live
9 north of the tracks may go to more convenient
10 locations to buy services and products.

11 Others attempting to go into a much more
12 congested downtown may also choose to go
13 elsewhere.

14 We also have a major business that
15 straddles the tracks. Their accessibility to
16 their own business will be tampered by trains that
17 will possibly stop or pass by.

18 We are not large businesses such as the
19 railroad. We can't make up for revenues by
20 down-sizing or raising our rates. We are small
21 businesses that are deeply affected by changes
22 such as these.

23 Lakewood also has at least 15 businesses
24 north of the tracks that will have some problems.
25 These businesses will also have the additional

1 problem of safety. How would emergency services
2 such as police, ambulance or fire reach them if
3 there is a need? How quickly can they get to the
4 hospital if they need to?

5 Another major concern is the transport of
6 hazardous waste through our community. What will
7 happen when a spill occurs? Lakewood businesses
8 will have to evacuate too. This includes everyone
9 from florists to physicians, hospitals and
10 industry.

11 We don't know what and how many chemicals
12 are transported daily. How safe will the
13 community be after a spill has occurred?

14 I'm also a long-standing resident of
15 Lakewood. I live ten houses south of the tracks.
16 The noise at times is unbelievable especially at 3
17 a.m., but of greater concern is the same as the
18 businesses, evacuation.

19 When I am forced to evacuate, will I have
20 time to get back to my house? What can I take
21 with me? Will my neighbors be able to get out on
22 Lake Avenue, the only route out for them?

23 I have put thousands of dollars into
24 renovation and upkeep of my property. Will
25 increased train traffic also become a problem for

1 my property values?

2 I hope the FRA and the railroad will
3 continue to work in the best interests of all of
4 the communities that are concerned.

5 MR. MOSIER: I want to thank Mayor
6 Jelepis and the entire Board for letting us speak
7 today.

8 I'm here pretty much as a resident and a
9 homeowner and a father of Bay Village.

10 Last year I purchased a house just a
11 couple doors down from the railroad tracks, and my
12 wife and I knew full well there would be trains,
13 and we asked about it, and we accepted the level
14 of affic.

15 I actually grew up in this area and finally
16 got to move back after 15 years, and we've heard a
17 lot of different things today and I don't want to
18 be repetitive.

19 I will just say this one thing. Adjacent
20 to our neighborhood, which is a relatively new
21 neighborhood in Bay, there's a siding on the
22 railroad track, and a few times a day a train will
23 have to pull over and allow another one to pass in
24 the opposite direction.

25 Quite often these trains actually block one

1 of the major thoroughfares to stop at a little
2 convenient store and apparently get some
3 refreshments for the engineers.

4 Right now it's a few times a week. It's
5 not a problem, but my problem is if you triple the
6 amount of traffic -- it's a single track, trains
7 going in both directions all the time, all day.
8 There's going to be nearly constantly trains
9 sitting on that siding, and there's more than a
10 dozen children under the age of five on our street
11 and they love trains, as I did, and they sit in a
12 little tree by the tracks and count the trains as
13 they go by, and I'm very frightened that some day
14 soon one of those kids is going to try to climb on
15 one of those trains sitting on that siding while
16 they get their refreshments.

17 So I don't know what else to say. I just
18 hope that this doesn't happen, and I want to thank
19 everyone here, especially Congressman Kucinich and
20 all the Mayors, and that's all I have to say.

21 MAYOR JELEPIS: Thank you very
22 much.

23 MR. STANTON: For the record, my
24 name is John Stanton, 29131 Lincoln Road, Bay
25 Village, Ohio.

1 My family and I have lived in Bay Village
2 for seven years, and that was a homecoming for my
3 wife who grew up in this quiet and peaceful
4 lakeside community, a place we like to call home.
5 And now this proposal for increased train traffic
6 threatens that peacefulness.

7 We are all concerned about the traffic
8 problems this proposal will cause, the noise, the
9 decreased property values, but the issues truly at
10 hand in my mind are these:

11 First, an increase in the hauling of
12 hazardous materials through these residential
13 suburbs.

14 Second and most important is the problem in
15 delaying or cutting off our emergency services.
16 Bay Village is bordered to the north by Lake Erie
17 and bordered to the south by these tracks.

18 My personal experience is why I'm so
19 against this proposal and why I'm here today.
20 Several years ago I was in an auto accident in Bay
21 Village and suffered a severe head injury. I was
22 losing a lot of blood and needed to get to a
23 hospital. The quickest route was over the Dover
24 Center railroad tracks. I was lucky as there was
25 no train blocking that crossing. I try not to

1 think of the consequences had there been a train
2 there at the time.

3 As I said, I was lucky. What about another
4 car accident, another head injury, one of our sick
5 children or a heart victim? Waiting four to five
6 minutes for a train could mean the difference
7 between life and death.

8 These trains can and should be routed
9 through less residential, industrial areas.

10 Proposing to bring these more frequent
11 trains through our communities is ludicrous. I
12 ask you today on behalf of my family to not let
13 this happen, and I promise you all from the
14 railroads, as you can see here today, that it will
15 not go unchallenged.

16 MS. McCORMICK: I am Lee McCormick,
17 29445 Lake Road in Bay Village.

18 About a month ago I experienced what is
19 known as a TIA. A few folks who do not know what
20 that is, good for you. It stands for transient
21 ischemic attack, which means an interruption of
22 the blood flow to some brain cells.

23 I thought I knew what that amounted to and
24 didn't pay an awful lot of attention. I rested
25 and made an appointment with my PCP who then

1 referred me directly to a neurologist who had seen
2 me ten years before.

3 At that time I had had several TIAs and a
4 stroke. The TIA means transient ischemic attack.
5 If it lasts more than a few minutes or a few
6 hours, then that's a stroke.

7 The interruption of the blood flow means
8 that some of your cells, brain cells are not
9 getting the blood they need and if it lasts very
10 long, they die. These are the cells that control
11 some function of your body. This last one
12 affected my voice and the ability to connect the
13 signal from my brain to my voice box.

14 When I saw the neurologist and told him
15 what had happened and what we had done, that is
16 nothing essentially except make an appointment
17 with our PCP, my wife and I said, Is that okay?
18 He said no, absolutely not. You should have gone
19 directly to St. John West Shore Hospital emergency
20 room, and they would have called me or my
21 associate on call, and we would have sent a
22 helicopter over for you.

23 We now have means for treating TIAs and
24 strokes that work by dissolving clots, but they
25 only work if we get to you in a very short time.

1 I interpret that as a big problem if a delay
2 occurs at a rail crossing.

3 Thank you.

4 MAYOR JELEPIS: While these people
5 are coming up, I'd like to at least acknowledge
6 some of the people that are in the audience that
7 are representatives as well, representative from
8 Senator Mike DeWine's office is here, a
9 representative from Congressman Sherrod Brown's
10 office is here, State Senator Patrick Sweeney is
11 here, State Representative Dan Brady, State
12 Representative John Bender, Debbie Sutherland,
13 Council President from Bay Village, Dick Martin,
14 and Bay Village Counsel, Mark VonKleper, Lakewood
15 City Counsel, Brian Flannery, Pam Smith, Tom
16 Jordan, Brian Corrigan and Judge Pat Carroll, and
17 if I missed anybody, I apologize.

18 MR. KUZMA: My name is Dean Kuzma.
19 I live at 13638 Oakbrook Drive, North Royalton,
20 Ohio, as far away from these tracks and this
21 county as you can get.

22 My son was Christopher. He lived at 14306
23 Lakewood Heights Boulevard, as far in this town as
24 you can get from that rail, yet he died there.

25 This is a little impromptu. I didn't come

1 here to talk about sports, but I won't tell you
2 what I think about the Steelers.

3 He was a junior PGA pro. His baseball team
4 won the championship the year before he died. He
5 also won the spelling bee at his school, and he
6 was a straight-A student.

7 What happened on Cook Road on August 9th of
8 1995 in downtown Lakewood at 5:20 in the afternoon
9 to my son directly affected hundreds of people and
10 friends and relatives from Maine to Florida and
11 not to mention Jessica, the 12-year old girl that
12 was standing next to him like the Mayor here and
13 witnessed the whole thing and not to mention the
14 26-year old girl that got his heart.

15 Now, the National Transportation Safety
16 Board came here two months after my son died, but
17 they came here only after those seven children
18 were wiped out on a school bus in Chicago, and
19 that happened one month after my son was killed.
20 After that they decided to come here and inspect
21 the crossings in this town, and there was not
22 gates there on Cook Road at the time, but there is
23 barricade there now, a little late. It took my
24 son's blood to get it there.

25 The potential for injury or death is real

1 and could happen to any one of us or any one of
2 our children.

3 When they called my ex-wife, his mother,
4 and told her what had happened, she thought it was
5 a prank phone call and hung up. Only until a
6 cruiser pulled up and the phone rang again two
7 minutes later did the reality sink in.

8 I have another daughter that lives in this
9 town also. It is ridiculous to even consider this
10 proposal. There is no room for expansion without
11 improvement, and we know that they do not want to
12 spend any money because, heck, they didn't even
13 send flowers to his funeral.

14 Okay. I came here not to speak about his
15 life. I don't have 14 years. I came here to tell
16 you that he died and it was right in downtown,
17 5:20 in the afternoon. The train was going faster
18 than you can drive your car legally down Detroit
19 Road. Okay.

20 I want to thank everybody here for
21 listening to me and inviting me here.

22 MR. BROCK: I'm John Brock of 1110
23 Wilbert Road in Lakewood.

24 It's entirely coincidental and appalling,
25 Mr. Kuzma, but I think as part of the evidentiary