OVERVIEW MAP - 1177809.1p - McLaren/Hart, Inc.

★ Target Property

▲ Sites at elevations higher than or equal to the target property

● Sites at elevations lower than the target property

▲ Coal Gasification Sites (if requested)

National Priority List Sites

Landfill Sites

Power transmission lines

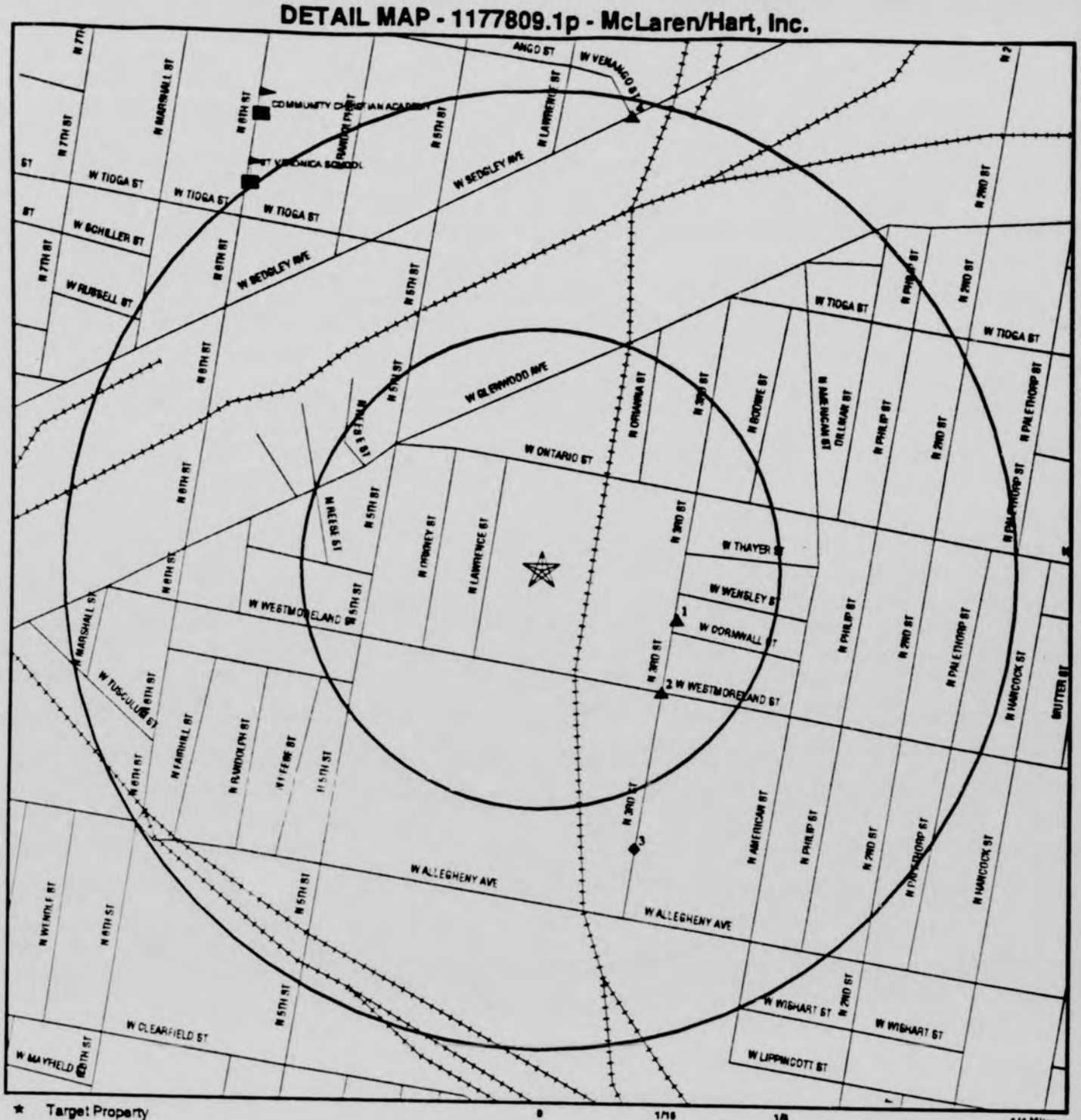
Oil & Gas pipelines

100-year flood zone

500-year flood zone

TARGET PROPERTY:	Amtrack Railway	CUSTOMER:	McLaren/Hart, Inc.
ADDRESS:	W. Ontario to W. Westmorland	CONTACT:	Mr. Paul Michaels
CITY/STATE/ZIP:	Philadelphia PA 19019	INQUIRY #:	1177809.1p
LAT/LONG:	40.0017 / 75.1364	DATE:	May 29, 1997 1:37 pm

DETAIL MAP - 1177809.1p - McLaren/Hart, Inc.



- ★ Target Property
- ▲ Sites at elevations higher than or equal to the target property
- ◆ Sites at elevations lower than the target property
- ▲ Coal Gasification Sites (if requested)
- Sensitive Receptors
- National Priority List Sites
- Landfill Sites
- Power transmission lines
- Oil & Gas pipelines
- 100-year flood zone
- 500-year flood zone

TARGET PROPERTY:	Amtrack Railway	CUSTOMER:	McLaren/Hart, Inc.
ADDRESS:	W. Ontario to W. Westmorland	CONTACT:	Mr. Paul Michaels
CITY/STATE/ZIP:	Philadelphia PA 19019	INQUIRY #:	1177809.1p
LAT/LONG:	40.0017 / 75.1364	DATE:	May 29, 1997 1:38 pm

MAP FINDINGS SUMMARY SHOWING ALL SITES

Database	Target Property	Search Distance (Miles)	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
NPL		1.000	0	0	0	0	NR	0
Delisted NPL		TP	NR	NR	NR	NR	NR	0
RCRIS-TSD		0.500	0	0	0	NR	NR	0
State Haz. Waste		1.000	0	0	0	0	NR	0
CERCLIS		0.500	1	0	2	NR	NR	3
CERC-NFRAP		TP	NR	NR	NR	NR	NR	0
CORRACTS		1.000	0	0	0	0	NR	0
State Landfill		0.500	0	1	0	NR	NR	1
LUST		0.500	0	0	2	NR	NR	2
UST		0.250	1	0	NR	NR	NR	1
AST		TP	NR	NR	NR	NR	NR	0
LAST		TP	NR	NR	NR	NR	NR	0
RAATS		TP	NR	NR	NR	NR	NR	0
RCRIS Sm. Quan. Gen.		0.250	0	1	NR	NR	NR	1
RCRIS Lg. Quan. Gen.		0.250	0	0	NR	NR	NR	0
HMIRS		TP	NR	NR	NR	NR	NR	0
PADS		TP	NR	NR	NR	NR	NR	0
ERNS		TP	NR	NR	NR	NR	NR	0
FINDS		TP	NR	NR	NR	NR	NR	0
TRIS		TP	NR	NR	NR	NR	NR	0
NPL Liens		TP	NR	NR	NR	NR	NR	0
TSCA		TP	NR	NR	NR	NR	NR	0
MLTS		TP	NR	NR	NR	NR	NR	0
ROD		1.000	0	0	0	0	NR	0
CONSENT		1.000	0	0	0	0	NR	0
Coal Gas		1.000	0	0	0	0	NR	0

TP = Target Property

NR = Not Requested at this Search Distance

* Sites may be listed in more than one database

MAP FINDINGS SUMMARY SHOWING ONLY SITES HIGHER THAN OR THE SAME ELEVATION AS TP

Database	Target Property	Search Distance (Miles)	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
NPL		1.000	0	0	0	0	NR	0
Delisted NPL		TP	NR	NR	NR	NR	NR	0
RCRIS-TSD		0.500	0	0	0	NR	NR	0
State Haz. Waste		1.000	0	0	0	0	NR	0
CERCLIS		0.500	1	0	2	NR	NR	3
CERC-NFRAP		TP	NR	NR	NR	NR	NR	0
CORRACTS		1.000	0	0	0	0	NR	0
State Landfill		0.500	0	0	0	NR	NR	0
LUST		0.500	0	0	2	NR	NR	2
UST		0.250	1	0	NR	NR	NR	1
AST		TP	NR	NR	NR	NR	NR	0
LAST		TP	NR	NR	NR	NR	NR	0
RAATS		TP	NR	NR	NR	NR	NR	0
RCRIS Sm. Quan. Gen.		0.250	0	1	NR	NR	NR	1
RCRIS Lg. Quan. Gen.		0.250	0	0	NR	NR	NR	0
HMIRS		TP	NR	NR	NR	NR	NR	0
PADS		TP	NR	NR	NR	NR	NR	0
ERNS		TP	NR	NR	NR	NR	NR	0
FINDS		TP	NR	NR	NR	NR	NR	0
TRIS		TP	NR	NR	NR	NR	NR	0
NPL Liens		TP	NR	NR	NR	NR	NR	0
TSCA		TP	NR	NR	NR	NR	NR	0
MLTS		TP	NR	NR	NR	NR	NR	0
ROD		1.000	0	0	0	0	NR	0
CONSENT		1.000	0	0	0	0	NR	0
Coal Gas		1.000	0	0	0	0	NR	0

TP = Target Property

NR = Not Requested at this Search Distance

* Sites may be listed in more than one database

Map ID Direction Distance Elevation	Site	Database(s)	EDR ID Number EPA ID Number

Coal Gas Site Search: No site was found in a search of Real Property Scan's ENVIROHAZ database.

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1 ESE < 1/8 Higher	**STERLING DYE 3330 N THIRD ST PHILADELPHIA, PA 19140**	**UST**	**U001098893 N/A**

UST:

Owner Name:	LINCOLN FINANCIAL ENTERPRISES	Facility ID:	51-02157
Owner ID:	35776	Tank ID:	Not reported
Address:	230 S BROAD ST PHILADELPHIA, PA 19102	Capacity:	00010000
Telephone:	(000) 000-0000	Date Installed:	12/01/1935
Tank Seq No:	001		
Chemical:	HEATING OIL		

---

2 SE < 1/8 Higher	**WESTMORELAND RAILYARDS DUMP 3RD & WESTMORELAND ST PHILADELPHIA, PA 19140**	**CERCLIS FINDS**	**1000855499 PA0000068247**

CERCLIS Classification Data:

Site Incident Category:	ABANDONED	Federal Facility:	NO
Ownership Status:	UNKNOWN	NPL Status:	NOT ON NPL
EPA Notes:	APPROXIMATELTY 35 DRUMS WERE DUMPED ALONG THE EAST AND WEST SIDES OF THE CONRAIL RIGHT-OF-WAY ON WESTMORELAND STREET BETWEEN 3RD AND 4TH STREETS.		

CERCLIS Assessment History:

Assessment:	DISCOVERY	Completed:	11//1/2/93
Assessment:	Not reported	Completed:	11//1/6/93
Assessment:	PRELIMINARY ASSESSMENT	Completed:	08//0/8/96

CERCLIS Site Status:

EPA has conducted a preliminary assessment on this site and has determined that no further action is necessary and no hazard was identified

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3 SSE 1/8-1/4 Lower	**E.Z. CHEMICAL CO.,INC. 3230 N 3RD ST PHILADELPHIA, PA 19140**	**SWF/LF**	**S102045794 N/A**

Landfill Facility ID:	X87118092858
Last Inspection Date:	04/22/87
Facility Type:	RESIDENTIAL PROCESSING
Operational Status:	PRIVATE

---

4 North 1/8-1/4 Higher	**CONTINENTAL ENGINE 400 W SEDGLEY AVE PHILADELPHIA, PA 19140**	**RCRIS-SQG FINDS**	**1000412486 PAD021972054**

CONTINENTAL ENGINE (Continued) **1000412486**

RCRIS:
Owner: LEVESINS, FRED
(215) 555-1212
Contact: BILL SCHLOESSER
(215) 739-3272
Record Date: 08/19/86
Classification: Small Quantity Generator
Used Oil Recyc: No
Violation Status: No violations found

---

5 WNW 1/4-1/2 Higher

KOMAK/ONTARIO ST
900 W ONTARIO ST
PHILADELPHIA, PA 19140

CERCLIS 1000147179
FINDS PAD002293421
RCRIS-LQG

CERCLIS Classification Data:
Site Incident Category: OTHER
Ownership Status: OTHER
Federal Facility: NO
NPL Status: NOT ON NPL
EPA Notes: EPA AND TAT RESPONDED TO A REPORTED SPILL OF OVER 11 TYPES OF HAZARDOUS MAT'LS POURED INTO SEWER SYSTEM AT THE CLOSED KOMAK ELECTROPLATING FAC. IN A LARGE WAREHOUSE. EMERGENCY OPERATIONS WERE BEING DIRECTED BY PHILADELPHIA FIRE MARSHALL

CERCLIS Assessment History:
Assessment: DISCOVERY Completed: 01//0/5/88
Assessment: REMOVAL ACTION Completed: 01//0/7/88
Assessment: PRELIMINARY ASSESSMENT Completed: 05//1/2/89
Assessment: ADMINISTRATIVE RECORD Completed: / /

CERCLIS Site Status:
EPA has conducted a preliminary assessment on this site and has determined that no further action is necessary and no hazard was identified

RCRIS:
Owner: KO, WESLEY & KO, DAVID
(215) 555-1212
Contact: WESLEY KO
(215) 226-0770
Record Date: 07/07/86
Classification: Large Quantity Generator
Used Oil Recyc: No
Violation Status: No violations found

---

6 NW 1/4-1/2 Higher

COLEMAN COMPANY
3550 N. 9TH ST.
PHILADELPHIA, PA 19140

CERCLIS 1000709065
FINDS PAD987390598
RCRIS-LQG

CERCLIS Classification Data:
Site Incident Category: OTHER
Ownership Status: PRIVATE
Federal Facility: NO
NPL Status: NOT ON NPL
EPA Notes: Not reported

Map ID Direction Distance Elevation	Site	Database(s)	EDR ID Number EPA ID Number

COLEMAN COMPANY (Continued) **1000709065**

CERCLIS Assessment History:

Assessment:	DISCOVERY	Completed:	10//3/1/92
Assessment:	REMOVAL ACTION	Completed:	10//0/6/93
Assessment:	Not reported	Completed:	11//0/3/92
Assessment:	PRELIMINARY ASSESSMENT	Completed:	04//0/6/93
Assessment:	ADMINISTRATIVE RECORD	Completed:	/ /

CERCLIS Site Status:

EPA has conducted a preliminary assessment on this site and has determined that no further action is necessary and no hazard was identified

RCRIS:

Owner: MOHAMMED EMAN

Record Date: 11/10/92

Classification: Large Quantity Generator

Used Oil Recyc: No

Violation Status: No violations found

A7 NNE 1/4-1/2 Higher	**SEARS LOGISTIC SVCS** 3820 N 2ND ST PHILADELPHIA, PA	LUST	S101477563 N/A

LUST:

Tank Type: Underground
Clean Date: Not reported
Chemical: Heating Oil (No. 2)

A8 NNE 1/4-1/2 Higher	**SEARS LOGISTICS SVC** 3820 N 2ND ST PHILADELPHIA, PA	LUST	S101477564 N/A

LUST:

Tank Type: Underground
Clean Date: Not reported
Chemical: Leaded Gasoline

ORPHAN SUMMARY

City	EDR ID	Site Name	Site Address	Zip	Database(s)	Facility ID
PHILADEL	S101477658	WESTWAY TRADING CORP	3300 E ALLEGHENY AVE	19134	LUST, AST	
PHILADELPHIA	1000127178	T D P S MATERIALS INC	N 2ND ST	19140	RCRIS-LQG	
PHILADELPHIA	S101477607	SUNOCO #0363-9499	ALLEGHENY / AMER AVES	19134	LUST	
PHILADELPHIA	U000455511	MARINE MASSE INC	4418 M AMERICAN ST	19140	UST	51-18661
PHILADELPHIA	S101221214	AMERICAN ENVELOPE	5TH / BRISTOL STS		LUST	
PHILADELPHIA	S101477659	WHITMAN CHOCOLATES	5TH / BROWN STS.		LUST	
PHILADELPHIA	S101221622	WHITMAN'S CHOCOLATES	5TH / BROWN STS		LUST	
PHILADELPHIA	S101221454	OSCAR MEYER CO	3333 FRONT ST		LUST	
PHILADELPHIA	S101477315	FLEET MGT - POLICE SITE 020	HOWARD / WESTMORELAND STS	19133	LUST	
PHILADELPHIA	S101477521	PHILADELPHIA SD - CONWELL M S	JASPER / CLEARFIELD STS	19134	LUST	
PHILADELPHIA	S101221346	GEPPART BROS	2301-13 8TH ST		LUST	
PHILADELPHIA	S101477529	PHILADELPHIA STREETS SITE 032	STATE ASHBURNER		LUST	
PHILADELPHIA	1001111785	TIOGA STREET TIRE FIRE	TIOGA & ALLEN STS, OFF 95	19134	CERCLIS	

Site	Database(s)	EDR ID Number EPA ID Number
WESTWAY TRADING CORP **3300 E ALLEGHENY AVE** **PHILADEL, PA 19134**	**LUST** **AST**	**S101477658** **N/A**

LUST:

Tank Type: Above- and Underground
Clean Date: 08/03/1994
Chemical: Unknown

AST:

Facility ID:	51-12055	Owner ID:	3084
Owner:	WESTWAY TRADING CORP 365 CANAL ST STE 2200 NEW ORLEANS, LA 70130		
Owner's Tel.:	5045259741	Date Installed:	04/01/1982
Tank ID:	48610	Tank Seq No:	001A
Chemical:	HAZARDOUS SUBSTANCE		
Capacity:	633355		
Facility ID:	51-12055	Owner ID:	3084
Owner:	WESTWAY TRADING CORP 365 CANAL ST STE 2200 NEW ORLEANS, LA 70130		
Owner's Tel.:	5045259741	Date Installed:	04/01/1982
Tank ID:	48611	Tank Seq No:	002A
Chemical:	HAZARDOUS SUBSTANCE		
Capacity:	422770		
Facility ID:	51-12055	Owner ID:	3084
Owner:	WESTWAY TRADING CORP 365 CANAL ST STE 2200 NEW ORLEANS, LA 70130		
Owner's Tel.:	5045259741	Date Installed:	04/01/1982
Tank ID:	48612	Tank Seq No:	003A
Chemical:	HAZARDOUS SUBSTANCE		
Capacity:	506423		
Facility ID:	51-12055	Owner ID:	3084
Owner:	WESTWAY TRADING CORP 365 CANAL ST STE 2200 NEW ORLEANS, LA 70130		
Owner's Tel.:	5045259741	Date Installed:	07/01/1993
Tank ID:	125039	Tank Seq No:	004A
Chemical:	HAZARDOUS SUBSTANCE		
Capacity:	420000		
Facility ID:	51-12055	Owner ID:	3084
Owner:	WESTWAY TRADING CORP 365 CANAL ST STE 2200 NEW ORLEANS, LA 70130		
Owner's Tel.:	5045259741	Date Installed:	07/01/1993
Tank ID:	125044	Tank Seq No:	005A
Chemical:	HAZARDOUS SUBSTANCE		
Capacity:	430000		

Site	Database(s)	EDR ID Number EPA ID Number

WESTWAY TRADING CORP (Continued) — S101477658

Facility ID: 51-12055 — Owner ID: 3084
Owner: WESTWAY TRADING CORP
365 CANAL ST STE 2200
NEW ORLEANS, LA 70130
Owner's Tel.: 5045259741 — Date Installed: 11/01/1993
Tank ID: 127410 — Tank Seq No: 006A
Chemical: HEATING OIL
Capacity: 5000

Facility ID: 51-12055 — Owner ID: 3084
Owner: WESTWAY TRADING CORP
365 CANAL ST STE 2200
NEW ORLEANS, LA 70130
Owner's Tel.: 5045259741 — Date Installed: 01/01/1991
Tank ID: 135957 — Tank Seq No: 007A
Chemical: HAZARDOUS SUBSTANCE
Capacity: 840000

Facility ID: 51-12055 — Owner ID: 3084
Owner: WESTWAY TRADING CORP
365 CANAL ST STE 2200
NEW ORLEANS, LA 70130
Owner's Tel.: 5045259741 — Date Installed: 01/22/1991
Tank ID: 135958 — Tank Seq No: 008A
Chemical: HAZARDOUS SUBSTANCE
Capacity: 470400

T D P S MATERIALS INC — RCRIS-LQG — 1000127178
N 2ND ST — PAD987277555
PHILADELPHIA, PA 19140

RCRIS:
Owner: DEPAUL PETER
(215) 555-1212
Contact: WILLIAM MCGRATH
(215) 227-5253
Record Date: 10/30/89
Classification: Large Quantity Generator
Used Oil Recyc: No
Violation Status: No violations found

SUNOCO #0363-9499 — LUST — S101477607
ALLEGHENY / AMER AVES — N/A
PHILADELPHIA, PA 19134

LUST:
Tank Type: Underground
Clean Date: Not reported
Chemical: Unleaded Gasoline

Site	Database(s)	EDR ID Number EPA ID Number
MARINE MASSE INC **4418 M AMERICAN ST** **PHILADELPHIA, PA 19140**	**UST**	**U000455511** **N/A**

UST:

Owner Name:	MARINE MASSE INC	Facility ID:	51-18661
Owner ID:	2607	Tank ID:	Not reported
Address:	4418 M AMERICAN ST PHILADELPHIA, PA 19140	Capacity:	00001000
Telephone:	(215) 455-4200	Date Installed:	07/01/1961
Tank Seq No:	001		
Chemical:	GASOLINE		
Owner Name:	MARINE MASSE INC	Facility ID:	51-18661
Owner ID:	2607	Tank ID:	Not reported
Address:	4418 M AMERICAN ST PHILADELPHIA, PA 19140	Capacity:	00002000
Telephone:	(215) 455-4200	Date Installed:	Not reported
Tank Seq No:	002		
Chemical:	DIESEL		

AMERICAN ENVELOPE **5TH / BRISTOL STS** **PHILADELPHIA, PA**	**LUST**	**S101221214** **N/A**

LUST:

Tank Type:	Underground
Clean Date:	Not reported
Chemical:	Heating Oil (No. 4)

WHITMAN CHOCOLATES **5TH / BROWN STS.** **PHILADELPHIA, PA**	**LUST**	**S101477659** **N/A**

LUST:

Tank Type:	Underground
Clean Date:	05/28/1991
Chemical:	Heating Oil (No. 4)

WHITMAN'S CHOCOLATES **5TH / BROWN STS** **PHILADELPHIA, PA**	**LUST**	**S101221622** **N/A**

LUST:

Tank Type:	Underground
Clean Date:	Not reported
Chemical:	Medium Diesel Fuel (No. 2-D)

OSCAR MEYER CO **3333 FRONT ST** **PHILADELPHIA, PA**	**LUST**	**S101221454** **N/A**

LUST:

Tank Type:	Underground
Clean Date:	Not reported
Chemical:	Heating Oil (No. 6)

Site	Database(s)	EDR ID Number EPA ID Number
FLEET MGT - POLICE SITE 020 **HOWARD / WESTMORELAND STS** **PHILADELPHIA, PA 19133**	**LUST**	**S101477315** **N/A**

LUST:
Tank Type: Underground
Clean Date: Not reported
Chemical: Unleaded Gasoline

PHILADELPHIA SD - CONWELL M S **JASPER / CLEARFIELD STS** **PHILADELPHIA, PA 19134**	**LUST**	**S101477521** **N/A**

LUST:
Tank Type: Underground
Clean Date: Not reported
Chemical: Heating Oil (No. 4)

GEPPART BROS **2301-13 8TH ST** **PHILADELPHIA, PA**	**LUST**	**S101221346** **N/A**

LUST:
Tank Type: Underground
Clean Date: Not reported
Chemical: Heating Oil (No. 6)

PHILADELPHIA STREETS SITE 032 **STATE ASHBURNER** **PHILADELPHIA, PA**	**LUST**	**S101477529** **N/A**

LUST:
Tank Type: Underground
Clean Date: Not reported
Chemical: Heating Oil (No. 2)

TIOGA STREET TIRE FIRE **TIOGA & ALLEN STS, OFF 95** **PHILADELPHIA, PA 19134**	**CERCLIS**	**1001114785** **PA0001405190**

CERCLIS Classification Data:

Site Incident Category:	OTHER	Federal Facility:	NO
Ownership Status:	OTHER	NPL Status:	NOT ON NPL
EPA Notes:	Not reported		

CERCLIS Assessment History:

Assessment:	DISCOVERY	Completed:	03//1/3/96
Assessment:	Not reported	Completed:	/ /
Assessment:	PRELIMINARY ASSESSMENT	Completed:	08//1/3/96

CERCLIS Site Status:
EPA has conducted a preliminary assessment on this site and has determined that no further action is necessary and no hazard was identified

GEOCHECK VERSION 2.1 ADDENDUM
FEDERAL DATABASE WELL INFORMATION

Well Closest to Target Property (Northern Quadrant)

BASIC WELL DATA

Site ID:	400007075081201	Distance from TP:	0 - 1/8 Mile
Site Type:	Single well, other than collector or Ranney type		
Year Constructed:	1947	County:	Philadelphia
Altitude:	90.00 ft.	State:	Pennsylvania
Well Depth:	400.00 ft.	Topographic Setting:	Hillside (slope)
Depth to Water Table:	51.00 ft.	Prim. Use of Site:	Destroyed
Date Measured:	01111947	Prim. Use of Water:	Unused

LITHOLOGIC DATA

Geologic Age ID (Era/System/Series):	Paleozoic
Principal Lithology of Unit:	Schist
Further Description:	Not Reported

WATER LEVEL VARIABILITY

Not Reported

GEOCHECK VERSION 2.1
FEDERAL DATABASE WELL INFORMATION

Well Closest to Target Property (Eastern Quadrant)

BASIC WELL DATA

Site ID:	400017075075701	Distance from TP:	1/4 - 1/2 Mile
Site Type:	Single well, other than collector or Ranney type		
Year Constructed:	1916	County:	Philadelphia
Altitude:	110.00 ft.	State:	Pennsylvania
Well Depth:	567.00 ft.	Topographic Setting:	Hilltop
Depth to Water Table:	33.00 ft.	Prim. Use of Site:	Destroyed
Date Measured:	01011916	Prim. Use of Water:	Unused

LITHOLOGIC DATA

Geologic Age ID (Era/System/Series):	Paleozoic
Principal Lithology of Unit:	Schist
Further Description:	Not Reported

WATER LEVEL VARIABILITY

Not Reported

GEOCHECK VERSION 2.1
FEDERAL DATABASE WELL INFORMATION

Well Closest to Target Property (Southern Quadrant)

BASIC WELL DATA

Site ID:	395953075080401	Distance from TP:	1/4 - 1/2 Mile
Site Type:	Single well, other than collector or Ranney type		
Year Constructed:	1947	County:	Philadelphia
Altitude:	75.00 ft.	State:	Pennsylvania
Well Depth:	500.00 ft.	Topographic Setting:	Hillside (slope)
Depth to Water Table:	25.47 ft.	Prim. Use of Site:	Unused
Date Measured:	12131978	Prim. Use of Water:	Unused

LITHOLOGIC DATA

Geologic Age ID (Era/System/Series):	Paleozoic
Principal Lithology of Unit:	Schist
Further Description:	Not Reported

WATER LEVEL VARIABILITY

Water Level:	35.00 ft.
Date Measured:	12/02/47

GEOCHECK VERSION 2.1
FEDERAL DATABASE WELL INFORMATION

Well Closest to Target Property (Western Quadrant)

BASIC WELL DATA

Site ID:	400005075081401	Distance from TP:	0 - 1/8 Mile
Site Type:	Single well, other than collector or Ranney type		
Year Constructed:	1941	County:	Philadelphia
Altitude:	90.00 ft.	State:	Pennsylvania
Well Depth:	300.00 ft.	Topographic Setting:	Hillside (slope)
Depth to Water Table:	28.00 ft.	Prim. Use of Site:	Destroyed
Date Measured:	05211941	Prim. Use of Water:	Unused

LITHOLOGIC DATA

Geologic Age ID (Era/System/Series):	Paleozoic
Principal Lithology of Unit:	Schist
Further Description:	Not Reported

WATER LEVEL VARIABILITY

Not Reported

GEOCHECK VERSION 2.1
STATE DATABASE WELL INFORMATION

Water Well Information:

Well Within 1 - 2 Miles of Target Property (Northern Quadrant)

Well ID:	90319		
County Code:	101	County:	PHILADELPHIA
City Code:	51001	Municipality:	PHILADELPHIA C
Latitude:	400052	Longitude:	75073801
Accuracy-Lat/Long:	Accurate to +1 Minute	Well Owner:	HIGHWAY MATERIALS
Hydrologic Unit:	02040202	Topographic:	Valley Flat
Aquifer Unit:	Wissahickon Formation		
Water Use:	Industrial	Well Use:	Monitoring
Well Depth:	497.00	Drill Date:	4-86
Length/Casing1:	63.50	Length/Casing2:	Not Reported
Diameter/Caseing1:	6	Diameter/Caseing2:	Not Reported
Type of Finish:	Open Hole	Casing Grouted:	Y
Static Water Level:	3.00	Lvl Aftr Yield Test:	497.00
Well Yield (GPM):	12.00	Measuring Method:	Estimated
Drawdown Reported:	494.00	Yield Test Lngth:	.5
Bedrock Depth:	51	Drlr License Num:	188
Aquifer Lithogy:	SS	Order Number:	Not Reported

Depth to Water Bearing Zone 1: 17
Depth to Water Bearing Zone 2: 205
Depth to Water Bearing Zone 3: 237
Remarks: 4WBZ=427;CS.MAT=ST;4FT=SOIL;17=SAND;51=SS;87=SS;89=SFTSS

Well Within 1/2 - 1 Mile of Target Property (Eastern Quadrant)

Well ID:	90290		
County Code:	101	County:	PHILADELPHIA
City Code:	51001	Municipality:	PHILADELPHIA C
Latitude:	400022	Longitude:	75072501
Accuracy-Lat/Long:	Accurate to +1 Minute	Well Owner:	AMOCO
Hydrologic Unit:	02040202	Topographic:	Flat
Aquifer Unit:	Pensauken Formation		
Water Use:	Industrial	Well Use:	Test
Well Depth:	38.00	Drill Date:	10-85
Length/Casing1:	18.00	Length/Casing2:	Not Reported
Diameter/Caseing1:	4	Diameter/Caseing2:	Not Reported
Type of Finish:	Screen	Casing Grouted:	Not Reported
Static Water Level:	Not Reported	Lvl Aftr Yield Test:	Not Reported
Well Yield (GPM):	Not Reported	Measuring Method:	Not Reported
Drawdown Reported:	Not Reported	Yield Test Lngth:	Not Reported
Bedrock Depth:	Not Reported	Drlr License Num:	1696
Aquifer Lithogy:	Not Reported	Order Number:	Not Reported

Depth to Water Bearing Zone 1: Not reported
Depth to Water Bearing Zone 2: Not reported
Depth to Water Bearing Zone 3: Not reported
Remarks: CAS.MAT=PLAST;1FT=GRAV;4FT=FILLSANDSILT;38FT=GRNBRNSCHIST

GEOCHECK VERSION 2.1
STATE DATABASE WELL INFORMATION

Well Within 1 - 2 Miles of Target Property (Southern Quadrant)

Well ID:	90267		
County Code:	101	County:	PHILADELPHIA
City Code:	51001	Municipality:	PHILADELPHIA C
Latitude:	395903	Longitude:	75085601
Accuracy-Lat/Long:	Accurate to +1 Minute	Well Owner:	MID STATES EQUIP
Hydrologic Unit:	02040202	Topographic:	Flat
Aquifer Unit:	Pensauken Formation		
Water Use:	Industrial	Well Use:	Test
Well Depth:	47.00	Drill Date:	5-86
Length/Casing1:	3.60	Length/Casing2:	Not Reported
Diameter/Caseing1:	4	Diameter/Caseing2:	Not Reported
Type of Finish:	Open Hole	Casing Grouted:	Y
Static Water Level:	13.00	Lvl Aftr Yield Test:	47.00
Well Yield (GPM):	10.00	Measuring Method:	Estimated
Drawdown Reported:	33.20	Yield Test Lngth:	.5
Bedrock Depth:	Not Reported	Drlr License Num:	188
Aquifer Lithogy:	SS	Order Number:	Not Reported

Depth to Water Bearing Zone 1: 18
Depth to Water Bearing Zone 2: 30
Depth to Water Bearing Zone 3: Not reported
Remarks: CAS.MAT=STEEL;6IN=BLACKTOP;18FT=SAND;47FT=SOFT SANDSTONE;#1

Well Within 1 - 2 Miles of Target Property (Western Quadrant)

Well ID:	90298		
County Code:	101	County:	PHILADELPHIA
City Code:	51001	Municipality:	PHILADELPHIA C
Latitude:	400009	Longitude:	75095701
Accuracy-Lat/Long:	Accurate to +1 Minute	Well Owner:	AMOCO OIL COMPANY
Hydrologic Unit:	02040202	Topographic:	Flat
Aquifer Unit:	Pensauken Formation		
Water Use:	Industrial	Well Use:	Test
Well Depth:	24.00	Drill Date:	5-85
Length/Casing1:	4.00	Length/Casing2:	Not Reported
Diameter/Caseing1:	4	Diameter/Caseing2:	Not Reported
Type of Finish:	Screen	Casing Grouted:	Y
Static Water Level:	Not Reported	Lvl Aftr Yield Test:	Not Reported
Well Yield (GPM):	Not Reported	Measuring Method:	Not Reported
Drawdown Reported:	Not Reported	Yield Test Lngth:	Not Reported
Bedrock Depth:	13	Drlr License Num:	1696
Aquifer Lithogy:	Not Reported	Order Number:	Not Reported

Depth to Water Bearing Zone 1: Not reported
Depth to Water Bearing Zone 2: Not reported
Depth to Water Bearing Zone 3: Not reported
Remarks: CAS.MAT=PLAST;2FT=FILL;5FT=GRAYSILTYCLAY;13=BRNCLAYSAND;

GEOCHECK VERSION 2.1
PUBLIC WATER SUPPLY SYSTEM INFORMATION

Searched by Nearest Well.

PWS SUMMARY:

PWS ID:	PA2450485	PWS Status:	Active	Distance from TP:	1/4 - 1/2 Mile
Date Initiated:	Not Reported	Date Deactivated:	Not Reported	Dir relative to TP:	North
PWS Name:	LUIGI'S PIZZA RT 209 EAST STROUDSBURG, PA 18301				

Addressee / Facility:	Mailing LUIGI'S PIZZA CLYDE HALLETT R D 5, BOX 5228 EAST STROUDSBURG, PA 18301		
Facility Latitude:	40 00 30	Facility Longitude:	075 08 06
Facility Latitude:	40 59 57	Facility Longitude:	075 10 54
City Served:	Not Reported		
Treatment Class:	Untreated	Population Served:	Under 101 Persons

Well currently has or has had major violation(s): Yes

Violations information not reported.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

To maintain currency of the following federal and state databases, EDR contacts the appropriate governmental agency on a monthly or quarterly basis, as required.

Elapsed ASTM days: Provides confirmation that this EDR report meets or exceeds the 90-day updating requirement of the ASTM standard.

FEDERAL ASTM RECORDS:

CERCLIS: Comprehensive Environmental Response, Compensation, and Liability Information System
Source: EPA/NTIS
Telephone: 703-413-0223
CERCLIS: CERCLIS contains data on potentially hazardous waste sites that have been reported to the USEPA by states, municipalities, private companies and private persons, pursuant to Section 103 of the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA). CERCLIS contains sites which are either proposed to or on the National Priorities List (NPL) and sites which are in the screening and assessment phase for possible inclusion on the NPL.

Date of Government Version: 12/31/96
Date Made Active at EDR: 03/03/97
Database Release Frequency: Monthly
Date of Data Arrival at EDR: 01/16/97
Elapsed ASTM days: 46
Date of Last EDR Contact: 04/07/97

ERNS: Emergency Response Notification System
Source: EPA/NTIS
Telephone: 202-260-2342
ERNS: Emergency Response Notification System. ERNS records and stores information on reported releases of oil and hazardous substances.

Date of Government Version: 12/31/96
Date Made Active at EDR: 03/18/97
Database Release Frequency: Quarterly
Date of Data Arrival at EDR: 02/05/97
Elapsed ASTM days: 41
Date of Last EDR Contact: 04/07/97

NPL: National Priority List
Source: EPA
Telephone: 703-603-8852
NPL: National Priorities List (Superfund). The NPL is a subset of CERCLIS and identifies over 1,200 sites for priority cleanup under the Superfund Program. NPL sites may encompass relatively large areas. As such, EDR provides polygon coverage for over 1,000 NPL site boundaries produced by EPA's Environmental Photographic Interpretation Center (EPIC).

Date of Government Version: 12/01/96
Date Made Active at EDR: 03/03/97
Database Release Frequency: Semi-Annually
Date of Data Arrival at EDR: 01/08/97
Elapsed ASTM days: 54
Date of Last EDR Contact: 04/03/97

RCRIS: Resource Conservation and Recovery Information System
Source: EPA/NTIS
Telephone: 800-424-9346
RCRIS: Resource Conservation and Recovery Information System. RCRIS includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA).

Date of Government Version: 10/31/96
Date Made Active at EDR: 03/03/97
Database Release Frequency: Semi-Annually
Date of Data Arrival at EDR: 01/09/97
Elapsed ASTM days: 53
Date of Last EDR Contact: 02/27/97

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

FEDERAL NON-ASTM RECORDS:

CONSENT: Superfund (CERCLA) Consent Decrees
Source: EPA Regional Offices
Telephone: Varies
Major legal settlements that establish responsibility and standards for cleanup at NPL (Superfund) sites. Released periodically by United States District Courts after settlement by parties to litigation matters.

Date of Government Version: Varies
Database Release Frequency: Varies
Date of Last EDR Contact: Varies
Date of Next Scheduled EDR Contact: 09/01/95

CORRACTS: Corrective Action Report
Source: EPA
Telephone: 703-308-7907
CORRACTS: CORRACTS identifies hazardous waste handlers with RCRA corrective action activity.

Date of Government Version: 12/01/96
Database Release Frequency: Semi-Annually
Date of Last EDR Contact: 04/07/97
Date of Next Scheduled EDR Contact: 07/07/97

FINDS: Facility Index System
Source: EPA/NTIS
Telephone: 703-908-2493
FINDS: Facility Index System. FINDS contains both facility information and "pointers" to other sources that contain more detail. EDR includes the following FINDS databases in this report: PCS (Permit Compliance System), AIRS (Aerometric Information Retrieval System), DOCKET (Enforcement Docket used to manage and track information on civil judicial enforcement cases for all environmental statutes), FURS (Federal Underground Injection Control), C-DOCKET (Criminal Docket System used to track criminal enforcement actions for all environmental statutes), FFIS (Federal Facilities Information System), STATE (State Environmental Laws and Statutes), and PADS (PCB Activity Data System).

Date of Government Version: 09/30/95
Database Release Frequency: Quarterly
Date of Last EDR Contact: 12/30/96
Date of Next Scheduled EDR Contact: 07/07/97

HMIRS: Hazardous Materials Information Reporting System
Source: U.S. Department of Transportation
Telephone: 202-366-4555
HMIRS: Hazardous Materials Incident Report System. HMIRS contains hazardous material spill incidents reported to DOT.

Date of Government Version: 12/31/95
Database Release Frequency: Annually
Date of Last EDR Contact: 01/27/97
Date of Next Scheduled EDR Contact: 04/28/97

MLTS: Material Licensing Tracking System
Source: Nuclear Regulatory Commission
Telephone: 301-415-7169
MLTS is maintained by the Nuclear Regulatory Commission and contains a list of approximately 9,100 sites which possess or use radioactive materials and which are subject to NRC licensing requirements. To maintain currency, EDR contacts the Agency on a quarterly basis.

Date of Government Version: 02/13/96
Database Release Frequency: Quarterly
Date of Last EDR Contact: 04/14/97
Date of Next Scheduled EDR Contact: 07/14/97

NPL LIENS: Federal Superfund Liens
Source: EPA
Telephone: 205-564-4267
NPL LIENS: Federal Superfund Liens. Under the authority granted the USEPA by the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) of 1980, the USEPA has the authority to file liens against real property in order to recover remedial action expenditures or when the property owner receives notification of potential liability. USEPA compiles a listing of filed notices of Superfund Liens.

Date of Government Version: 10/15/91
Database Release Frequency: No Update Planned
Date of Last EDR Contact: 03/03/97
Date of Next Scheduled EDR Contact: 05/26/97

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

PADS: PCB Activity Database System
Source: EPA
Telephone: 202-260-3992
PADS: PCB Activity Database. PADS identifies generators, transporters, commercial storers and/or brokers and disposers of PCB's who are required to notify the EPA of such activities.

Date of Government Version: 08/26/96 — Date of Last EDR Contact: 01/02/97
Database Release Frequency: Semi-Annually — Date of Next Scheduled EDR Contact: 05/19/97

RAATS: RCRA Administrative Action Tracking System
Source: EPA
Telephone: 202-564-4104
RAATS: RCRA Administration Action Tracking System. RAATS contains records based on enforcement actions issued under RCRA pertaining to major violators and includes administrative and civil actions brought by the EPA. For administration actions after September 30, 1995, data entry in the RAATS database was discontinued. EPA will retain a copy of the database for historical records. It was necessary to terminate RAATS because a decrease in agency resources made it impossible to continue to update the information contained in the database.

Date of Government Version: 04/17/95 — Date of Last EDR Contact: 03/18/97
Database Release Frequency: N/A — Date of Next Scheduled EDR Contact: 06/16/97

ROD: Records Of Decision
Source: NTIS
Telephone: 703-416-0703
Record of Decision. ROD documents mandate a permanent remedy at an NPL (Superfund) site containing technical and health information to aid in the cleanup.

Date of Government Version: 03/31/95 — Date of Last EDR Contact: 03/05/97
Database Release Frequency: Annually — Date of Next Scheduled EDR Contact: 06/02/97

TRIS: Toxic Chemical Release Inventory System
Source: EPA/NTIS
Telephone: 202-260-2320
TRIS: Toxic Release Inventory System. TRIS identifies facilities which release toxic chemicals to the air, water and land in reportable quantities under SARA Title III Section 313.

Date of Government Version: 12/31/92 — Date of Last EDR Contact: 03/04/97
Database Release Frequency: Annually — Date of Next Scheduled EDR Contact: 06/30/97

TSCA: Toxic Substances Control Act
Source: EPA/NTIS
Telephone: 202-260-1444
TSCA: Toxic Substances Control Act. TSCA identifies manufacturers and importers of chemical substances included on the TSCA Chemical Substance Inventory list. It includes data on the production volume of these substances by plant site. USEPA has no current plan to update and/or re-issue this database.

Date of Government Version: 01/31/95 — Date of Last EDR Contact: 03/21/97
Database Release Frequency: Annually — Date of Next Scheduled EDR Contact: 06/16/97

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

STATE OF PENNSYLVANIA ASTM RECORDS:

LUST: List of Confirmed Releases
Source: Department of Environmental Protection
Telephone: 717-783-7509
LUST: Leaking Underground Storage Tank Incident Reports. LUST records contain an inventory of reported leaking underground storage tank incidents. Not all states maintain these records, and the information stored varies by state.

Date of Government Version: 06/20/95
Date Made Active at EDR: 07/27/95
Database Release Frequency: Semi-Annually
Date of Data Arrival at EDR: 07/03/95
Elapsed ASTM days: 24
Date of Last EDR Contact: 03/18/97

SHWS: Hazardous Sites Cleanup Act Site Lists & Site Descriptions
Source: Department Environmental Protection
Telephone: 717-783-7816
SHWS: State Hazardous Waste Sites. State hazardous waste site records are the states' equivalent to CERCLIS. These sites may or may not already be listed on the federal CERCLIS list. Priority sites planned for cleanup using state funds (state equivalent of Superfund) are identified along with sites where cleanup will be paid for by potentially responsible parties. Available information varies by state.

Date of Government Version: 01/01/97
Date Made Active at EDR: 04/07/97
Database Release Frequency: Semi-Annually
Date of Data Arrival at EDR: 03/03/97
Elapsed ASTM days: 35
Date of Last EDR Contact: 02/24/97

SWF/LF: Solid Waste Facility Inventory/Transfer Stations
Source: Department of Environmental Protection
Telephone: 717-783-9258
SWF/LF: Solid Waste Facilities/Landfill Sites. SWF/LF type records typically contain an inventory of solid waste disposal facilities or landfills in a particular state. Depending on the state, these may be active or inactive facilities or open dumps that failed to meet RCRA Subtitle D Section 4004 criteria for solid waste landfills or disposal sites. Database addresses may represent a sites locational and/or mailing address.

Date of Government Version: 03/10/97
Date Made Active at EDR: 04/21/97
Database Release Frequency: Quarterly
Date of Data Arrival at EDR: 03/17/97
Elapsed ASTM days: 35
Date of Last EDR Contact: 03/04/97

UST: Listing of Pennsylvania Regulated Underground Storage Tanks
Source: Department of Environmental Protection
Telephone: 717-772-5599
UST: Registered Underground Storage Tanks. UST's are regulated under Subtitle I of the Resource Conservation and Recovery Act (RCRA) and must be registered with the state department responsible for administering the UST program. Available information varies by state program.

Date of Government Version: 06/30/96
Date Made Active at EDR: 08/30/96
Database Release Frequency: Semi-Annually
Date of Data Arrival at EDR: 08/05/96
Elapsed ASTM days: 25
Date of Last EDR Contact: 04/21/97

STATE OF PENNSYLVANIA NON-ASTM RECORDS:

AST: Listing of Pennsylvania Regulated Aboveground Storage Tanks
Source: Department of Environmental Protection
Telephone: 717-772-5599
AST: Registered Aboveground Storage Tanks.

Date of Government Version: 06/30/96
Database Release Frequency: Semi-Annually
Date of Last EDR Contact: 04/21/97
Date of Next Scheduled EDR Contact: 07/21/97

LAST: List of Confirmed Releases Report
Source: Department of Environmental Protection
Telephone: 717-783-7509
LAST: Leaking Aboveground Storage Tank Incident Reports.

Date of Government Version: 06/20/95
Database Release Frequency: Semi-Annually
Date of Last EDR Contact: 03/18/97
Date of Next Scheduled EDR Contact: 06/16/97

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Historical and Other Database(s)

Depending on the geographic area covered by this report, the data provided in these specialty databases may or may not be complete. For example, the existence of wetlands information data in a specific report does not mean that all wetlands in the area covered by the report are included. Moreover, the absence of any reported wetlands information does not necessarily mean that wetlands do not exist in the area covered by the report.

Former Manufactured Gas (Coal Gas) Sites: The existence and location of Coal Gas sites is provided exclusively to EDR by Real Property Scan, Inc. ©Copyright 1993 Real Property Scan, Inc. For a technical description of the types of hazards which may be found at such sites, contact your EDR customer service representative.

Disclaimer Provided by Real Property Scan, Inc.

The information contained in this report has predominantly been obtained from publicly available sources produced by entities other than Real Property Scan. While reasonable steps have been taken to insure the accuracy of this report, Real Property Scan does not guarantee the accuracy of this report. Any liability on the part of Real Property Scan is strictly limited to a refund of the amount paid. No claim is made for the actual existence of toxins at any site. This report does not constitute a legal opinion.

DELISTED NPL: Delisted NPL Sites
Source: EPA
Telephone: 703-603-8769
DELISTED NPL: The National Oil and Hazardous Substances Pollution Contingency Plan (NCP) establishes the criteria that the EPA uses to delete sites from the NPL. In accordance with 40 CFR 300.425.(e), sites may be deleted from the NPL where no further response is appropriate.

NFRAP: No Further Remedial Action Planned
Source: EPA/NTIS
Telephone: 703-416-0702
NFRAP: As of February 1995, CERCLIS sites designated "No Further Remedial Action Planned" (NFRAP) have been removed from CERCLIS. NFRAP sites may be sites where, following an initial investigation, no contamination was found, contamination was removed quickly without the need for the site to be placed on the NPL, or the contamination was not serious enough to require Federal Superfund action or NPL consideration. EPA has removed approximately 25,000 NFRAP sites to lift the unintended barriers to the redevelopment of these properties and has archived them as historical records so EPA does not needlessly repeat the investigations in the future. This policy change is part of the EPA's Brownfields Redevelopment Program to help cities, states, private investors and affected citizens to promote economic redevelopment of unproductive urban sites.

FRDS: Federal Reporting Data System
Source: EPA/Office of Drinking Water
Telephone: 202-260-2805
FRDS provides information regarding public water supplies and their compliance with monitoring requirements, maximum contaminant levels (MCL's), and other requirements of the Safe Drinking Water Act of 1986.

Area Radon Information: The National Radon Database has been developed by the U.S. Environmental Protection Agency (USEPA) and is a compilation of the EPA/State Residential Radon Survey and the National Residential Radon Survey. The study covers the years 1986 - 1992. Where necessary data has been supplemented by information collected at private sources such as universities and research institutions.

Oil/Gas Pipelines/Electrical Transmission Lines: This data was obtained by EDR from the USGS in 1994. It is referred to by USGS as GeoData Digital Line Graphs from 1:100,000-Scale Maps. It was extracted from the transportation category including some oil, but primarily gas pipelines and electrical transmission lines.

Sensitive Receptors: There are individuals who, due to their fragile immune systems, are deemed to be especially sensitive to environmental discharges. These typically include the elderly, the sick, and children. While the exact location of these sensitive receptors cannot be determined, EDR indicates those facilities, such as schools, hospitals, day care centers, and nursing homes, where sensitive receptors are likely to be located.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

USGS Water Wells: In November 1971 the United States Geological Survey (USGS) implemented a national water resource information tracking system. This database contains descriptive information on sites where the USGS collects or has collected data on surface water and/or groundwater. The groundwater data includes information on more than 900,000 wells, springs, and other sources of groundwater.

Flood Zone Data: This data, available in select counties across the country, was obtained by EDR in 1994 from the Federal Emergency Management Agency (FEMA). Data depicts 100-year and 500-year flood zones as defined by FEMA.

Epicenters: World earthquake epicenters, Richter 5 or greater
Source: Department of Commerce, National Oceanic and Atmospheric Administration

Water Dams: National Inventory of Dams
Source: Federal Emergency Management Agency
Telephone: 202-646-2801
WATER DAMS: National computer database of more than 74,000 dams maintained by the Federal Emergency Management Agency.

Pennsylvania Public Water Supply Wells
Source: Pennsylvania Department of Environmental Resources Bureau of Water Supply
Telephone: 717-787-5017

Water Well Drillers Licensing
Source: Bureau of Topographic and Geologic Survey, Department of Environmental Resources
Telephone: 717-787-5828
Well locations obtained from the drillers logs. The database, which is not comprehensive, includes public water supply, domestic, industrial, monitoring and test wells.

EXHIBIT F

APPENDIX D

LABORATORY ANALYTICAL RESULTS

CHAIN OF CUSTODY

Wayne Analytical & Environmental Services Inc.
135 First Avenue, Royersford, PA., 19468

Phone: (610) 948-5638
FAX: (610) 948-3658

Client: Gray Pinta McGlen/Mel

Project: 3rd + Westmoreland

TAT: 5 Day 4 Day 3 Day 2 Day 24 Hrs <24 hrs

Address: 300 Stevens Drive, Suite 2a

Sampler: Phillips / Michael

Date Received:

Pinta Pa 19413

P.O.#

Temp. Upon Receipt:

Result required:

Report To: Carolyn Phillips

Phone # 610-521-9505

FAX # 610 521 8577

Number	Date	Time	Comp	Grab	Sample Location	FP	pH	SULFIDE	CYANIDE	MOIST	SOLIDS	TCLP EX	ZHE EX	8 METALS	13 METALS	PHENOLS	TOC	TOX			TPH 418	TPH DRO	TPH GRO	BTEX	PEST	HERB	PCB	As	Pb		BNA	VOL	LAB ID
S-1	6/6	940		X																	X						X	X	X		X	X	
S-2				X																													
S-3																											X	X	X		X	X	
S-4				X																							X	X	X		X	X	
S-5		1041		X																							X	X	X		X	X	

Sample Relinquished By	Date	Time	Samples Received by:	Reason for Transfer:
[illegible]	6/6/97	0 1150	[illegible] 6 6 97 1150	
[illegible]	6/5/97	2030	[illegible]	

WAYNE ANALYTICAL & ENVIRONMENTAL SERVICES, INC.

135 First Avenue
Royersford, PA., 19468

(610) 948-5638
Fax (610) 948-3638

TEST REPORT

McLaren Hart
300 Stevens Drive Suite 200
Lester , PA 19113

WAES # : 23369-23373
Sample Received: 06/8/97
Report Date : 06/16/97

Attn: Mike Menninger
Subj: 5 Soil samples from 3rd & Westmoreland.

WAES 23369 S1 **TEST REPORT**

Parameter	Method EPA HW#	EPA-SW-846	MDL	Conc.*
PCB		8080	0.5	ND
TPHC		418.1	5.0	30019
Arsenic	D004	6010	0.005	8.54
Lead	D008	6010	0.500	62.75

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* All values are in mg/Kg.
ND denotes non-detected or less than specified MDL.
TPHC-418.1 =Total Petroleum Hydrocarbon. Freon extracted.

*****Continued on next page****

Semi-Volatiles by GC/MS Method 8270 Concentration Factor = 30:1
waes23369

Parameter	EPA HW#	Method	MDL	Conc.
Acenaphthene		8270	.330	ND
Acenaphthylene		8270	.330	0.4
Anthracene		8270	.330	ND
Azobenzene		8270	.002	ND
Benzoic Acid		8270	1.60	ND
Benzyl Alcohol		8270	.330	ND
Benzo (a)anthracene		8270	.330	4.0
Benzo(a)pyrene		8270	.330	ND
Benzo(K)fluoranthene		8270	.330	ND
Benzo (b)fluoranthene		8270	.330	ND
Benzo(g,h,i)pyrelene		8270	.330	ND
4-Bromophenyl phenyl ether		8270	.330	ND
Butyl Benzyl pthalate		8270	.330	ND
Bis (2-chloroethoxy) methane		8270	.330	ND
Bis (2-chloroethyl)ether		8270	.330	ND
Bis (2 chloroisopropyl)ether		8270	.330	ND
Bis (2-ethylhexyl)phthalate		8270	.330	ND
2-Chloronaphthalene		8270	.330	ND
2-Chlorophenol		8270	.330	ND
4-Chlorophenyl phenyl ether		8270	.330	ND
4-Chloroaniline		8270	.330	ND
2-nitroaniline		8270	.330	ND
Chrysene		8270	.330	ND
Dibenzo(a,h)anthracene		8270	.330	ND
1,2 Dichlorobenzene		8270	.330	ND
1,3-Dichlorobenzene		8270	.330	ND
1,4-Dichlorobenzene		8270	.330	ND
2,4- Dichlorophenol		8270	.330	ND
2,6- Dichlorophenol		8270	.330	ND
4-Chloro-3-methylphenol		8270	.330	ND
3,3'-Dichlorobenzidinel		8270	.330	ND
2-Methyl-4,6 Dinitrophenol		8270	.330	ND
Diethyl phthalate		8270	.330	ND
Dimethyl phthalate		8270	.330	ND
2,4-Dinitrophenol		8270	.330	ND
2,4-Dimethylphenol		8270	.330	ND
2-Methylphenol		8270	.330	ND
2,4-Dinitrotoluene		8270	.330	ND
2,6-Dinitrotoluene		8270	.330	ND
1,2-Diphenynlthydrazine		8270	.330	ND
Bis-(2-chloroethyl)ether		8270	.330	ND
Bis-(2-chloroisopropyl)ether		8270	.330	ND
Fluoranthene		8270	.330	3.
Fluorene		8270	.330	0.4

********** Continued on next page **********

TEST REPORT(CONTD.)

Semi-Volatiles by GC/MS **Concentration Factor =30: 1**
waes23369

Parameter	EPA HW#	Method	MDL	LimitConc.
Hexachlorobenzene		8270	.330	ND
Hexachlorobutadiene		8270	.330	ND
Hexachlorocyclopentadiene		8270	.330	ND
Hexachloroethane		8270	.330	ND
Bis-(2-chloroethoxy)methane		8270	.330	ND
Napthalene		8270	.330	1.1
2-methylnapthalene		8270	.330	ND
Nitrobenzene		8270	.330	ND
2-Nitrophenol		8270	.330	ND
4-Nitrophenol		8270	.330	ND
3-Methylphenol		8270	.330	ND
4-Methylphenol		8270	.330	ND
3-Nitroaniline		8270	.330	ND
4-Nitroaniline		8270	.330	ND
N-nitrosodi-n-propylamine		8270	.330	ND
N-nitrosodimethylamine		8270	.330	ND
N-nitrosodiphenylamine		8270	.330	ND
Pentachlorophenol		8270	.330	ND
Phenanthrene		8270	.330	2.0
Phenol		8270	.330	ND
Bis(2-ethylhexyl)phthalate		8270	.330	ND
Di-n-butyl phthalate		8270	.330	ND
Di-n-octyl phthalate		8270	.330	ND
Pyrene		8270	.330	2.0
Isophorone		8270	.330	ND
Indeno(1,2,3-cd)pyrene		8270	.330	ND
1,2,4-Trichlorobenzene		8270	.330	ND
2,4,6-Trichlorophenol		8270	.330	ND

CONTINUED NEXT PAGE

Volatiles by GC/MS:Method 8260
WAES#23369 S1

Parameter	EPA HW#	EPA Method	MDL	TCLP Limit	Conc.
Benzene	D018	8260	.330	0.50	ND
Bromodichloromethane		8260	.330		ND
Bromoform		8260	.330		ND
Bromomethane		8260	.330		ND
Carbon Tetrachloride	D019	8260	.330	0.50	ND
Chlorobenzene	D021	8260	.330	100.	ND
2-Chloroethyl Vinyl Ether		8260	.330		ND
Chloroethane		8260	.330		ND
Chloroform	D022	8260	.330	6.00	ND
Chloromethane		8260	.330		ND
Dibromochloromethane		8260	.330		ND
1,2-Dichlorobenzene		8260	.330		ND
1,3-Dichlorobenzene		8260	.330		ND
1,4-Dichlorobenzene	D027	8260	.330	7.50	0.58
1,1-Dichloroethane		8260	.330		ND
1,2-Dichloroethane	D028	8260	.330	0.50	ND
1,1-Dichloroethylene	D029	8260	.330	0.70	ND
trans-1,2-Dichloroethene		8260	.330		ND
1,2-Dichloropropane		8260	.330		ND
cis-1,3-Dichloropropene		8260	.330		ND
trans-1,3-Dichloropropene		8260	.330		ND
Ethylbenzene		8260	.330		ND
Methylene Chloride		8260	.330		ND
Methyl Ethyl Ketone	D035	8260	.330	200.	ND
1,1,2,2-Tetrachloroethane		8260	.330		ND
Tetrachloroethylene	D039	8260	.330	0.70	ND
Toluene		8260	.330		ND
1,1,2-Trichloroethane		8260	.330		ND
1,1,1-Trichloroethane		8260	.330		ND
Trichloroethylene	D040	8260	.330	0.50	ND
Trichlorofluoromethane		8260	.330		ND
Vinyl chloride	D043	8260	.330	0.20	ND
m - Xylene		8260	.330		ND
p - Xylene		8260	.330		ND
o - Xylene		8260	.330		ND

* All values are in mg/Kg or ppm
ND denotes non-detected or less than specified MDL.

Mohan Palat

06/18/97

WAYNE ANALYTICAL & ENVIRONMENTAL SERVICES, INC.

135 First Avenue
Royersford, PA., 19468

(610) 948-5638
Fax (610) 948-3638

TEST REPORT

McLaren Hart
300 Stevens Drive Suite 200
Lester , PA 19113

WAES # : 23369-23373
Sample Received: 06/8/97
Report Date : 06/16/97

Attn: Mike Menninger
Subj: 5 Soil samples from 3rd & Westmoreland.

WAES 23370 S2 **TEST REPORT**

Parameter	Method EPA HW#	EPA-SW-846	MDL	Conc.*
PCB		8080	0.5	ND
TPHC		418.1	5.0	129
Arsenic	D004	6010	0.005	8.28
Lead	D008	6010	0.500	135.2

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* All values are in mg/Kg.
ND denotes non-detected or less than specified MDL.
TPHC-418.1 =Total Petroleum Hydrocarbon. Freon extracted.

Continued on page 2

Semi-Volatiles by GC/MS **Concentration Factor = 30:1**
waes23370 S2

Parameter	EPA HW#	Method	MDL	LimitConc.
Acenaphthene		8270	.330	ND
Acenaphthylene		8270	.330	ND
Anthracene		8270	.330	ND
Azobenzene		8270	.002	ND
Benzoic Acid		8270	1.60	ND
Benzyl Alcohol		8270	.330	ND
Benzo (a)anthracene		8270	.330	ND
Benzo(a)pyrene		8270	.330	ND
Benzo(K)fluoranthene		8270	.330	ND
Benzo (b)fluoranthene		8270	.330	ND
Benzo(g,h,i)pyrelene		8270	.330	ND
4-Bromophenyl phenyl ether		8270	.330	ND
Butyl Benzyl pthalate		8270	.330	ND
Bis (2-chloroethoxy) methane		8270	.330	ND
Bis (2-chloroethyl)ether		8270	.330	ND
Bis (2 chloroisopropyl)ether		8270	.330	ND
Bis (2-ethylhexyl)phthalate		8270	.330	ND
2-Chloronaphthalene		8270	.330	ND
2-Chlorophenol		8270	.330	ND
4-Chlorophenyl phenyl ether		8270	.330	ND
4-Chloroaniline		8270	.330	ND
2-nitroaniline		8270	.330	ND
Chrysene		8270	.330	ND
Dibenzo(a,h)anthracene		8270	.330	ND
1,2 Dichlorobenzene		8270	.330	ND
1,3-Dichlorobenzene		8270	.330	ND
1,4-Dichlorobenzene		8270	.330	ND
2,4- Dichlorophenol		8270	.330	ND
2,6- Dichlorophenol		8270	.330	ND
4-Chloro-3-methylphenol		8270	.330	ND
3,3'-Dichlorobenzidinel		8270	.330	ND
2-Methyl-4,6 Dinitrophenol		8270	.330	ND
Diethyl phthalate		8270	.330	ND
Dimethyl phthalate		8270	.330	ND
2,4-Dinitrophenol		8270	.330	ND
2,4-Dimethylphenol		8270	.330	ND
2-Methylphenol		8270	.330	ND
2,4-Dinitrotoluene		8270	.330	ND
2,6-Dinitrotoluene		8270	.330	ND
1,2-Diphenynlthydrazine		8270	.330	ND
Bis-(2-chloroethyl)ether		8270	.330	ND
Bis-(2-chloroisopropyl)ether		8270	.330	ND
Fluoranthene		8270	.330	ND
Fluorene		8270	.330	ND

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TEST REPORT(CONTD.)

Semi-Volatiles by GC/MS
waes23370

Concentration Factor =

Parameter	EPA HW#	Method	MDL	LimitConc.
Hexachlorobenzene		8270	.330	ND
Hexachlorobutadiene		8270	.330	ND
Hexachlorocyclopentadiene		8270	.330	ND
Hexachloroethane		8270	.330	ND
Bis-(2-chloroethoxy)methane		8270	.330	ND
Napthalene		8270	.330	ND
2-methylnaphthalene		8270	.330	ND
Nitrobenzene		8270	.330	ND
2-Nitrophenol		8270	.330	ND
4-Nitrophenol		8270	.330	ND
3-Methylphenol		8270	.330	ND
4-Methylphenol		8270	.330	ND
3-Nitroaniline		8270	.330	ND
4-Nitroaniline		8270	.330	ND
N-nitrosodi-n-propylamine		8270	.330	ND
N-nitrosodimethylamine		8270	.330	ND
N-nitrosodiphenylamine		8270	.330	ND
Pentachlorophenol		8270	.330	ND
Phenanthrene		8270	.330	ND
Phenol		8270	.330	ND
Bis(2-ethylhexyl)phthalate		8270	.330	ND
Di-n-butyl phthalate		8270	.330	ND
Di-n-octyl phthalate		8270	.330	ND
Pyrene		8270	.330	ND
Isophorone		8270	.330	ND
Indeno(1,2,3-cd)pyrene		8270	.330	ND
1,2,4-Trichlorobenzene		8270	.330	ND
2,4,6-Trichlorophenol		8270	.330	ND

CONTINUED NEXT PAGE

Volatiles by GC/MS:Method 8260
WAES#23370 S2

Parameter	EPA HW#	EPA Method	MDL	TCLP Limit	Conc.
Benzene	D018	8260	.330	0.50	ND
Bromodichloromethane		8260	.330		ND
Bromoform		8260	.330		ND
Bromomethane		8260	.330		ND
Carbon Tetrachloride	D019	8260	.330	0.50	ND
Chlorobenzene	D021	8260	.330	100.	ND
2-Chloroethyl Vinyl Ether		8260	.330		ND
Chloroethane		8260	.330		ND
Chloroform	D022	8260	.330	6.00	ND
Chloromethane		8260	.330		ND
Dibromochloromethane		8260	.330		ND
1,2-Dichlorobenzene		8260	.330		ND
1,3-Dichlorobenzene		8260	.330		ND
1,4-Dichlorobenzene	D027	8260	.330	7.50	ND
1,1-Dichloroethane		8260	.330		ND
1,2-Dichloroethane	D028	8260	.330	0.50	ND
1,1-Dichloroethylene	D029	8260	.330	0.70	ND
trans-1,2-Dichloroethene		8260	.330		ND
1,2-Dichloropropane		8260	.330		ND
cis-1,3-Dichloropropene		8260	.330		ND
trans-1,3-Dichloropropene		8260	.330		ND
Ethylbenzene		8260	.330		ND
Methylene Chloride		8260	.330		ND
Methyl Ethyl Ketone	D035	8260	.330	200.	ND
1,1,2,2-Tetrachloroethane		8260	.330		ND
Tetrachloroethylene	D039	8260	.330	0.70	ND
Toluene		8260	.330		ND
1,1,2-Trichloroethane		8260	.330		ND
1,1,1-Trichloroethane		8260	.330		ND
Trichloroethylene	D040	8260	.330	0.50	ND
Trichlorofluoromethane		8260	.330		ND
Vinyl chloride	D043	8260	.330	0.20	ND
m - Xylene		8260	.330		ND
p - Xylene		8260	.330		ND
o - Xylene		8260	.330		ND

* All values are in mg/Kg.
ND denotes non-detected or less than specified MDL.

Mohan Pálat

06/18/97

WAYNE ANALYTICAL & ENVIRONMENTAL SERVICES, INC.

135 First Avenue
Royersford, PA., 19468

(610) 948-5638
Fax (610) 948-3633

TEST REPORT

McLaren Hart
300 Stevens Drive Suite 200
Lester , PA 19113

WAES # : 23369-23373
Sample Received: 06/8/97
Report Date : 06/16/97

Attn: Mike Menninger
Subj: 5 Soil samples from 3rd & Westmoreland.

WAES 23371 S3 **TEST REPORT**

Parameter	Method EPA HW#	EPA-SW-846	MDL	Conc.*
PCB		8080	0.5	ND
TPHC		418.1	5.0	5566
Arsenic	D004	6010	0.005	4.64
Lead	D008	6010	0.500	321.69

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* All values are in mg/Kg.
ND denotes non-detected or less than specified MDL.
TPHC-418.1 =Total Petroleum Hydrocarbon. Freon extracted.

*****Continued on next page****

Semi-Volatiles by GC/MS Method 8270 Concentration Factor = 30:1
waes23371 S3

Parameter	EPA HW#	Method	MDL	Conc.
Acenaphthene		8270	.330	ND
Acenaphthylene		8270	.330	0.4
Anthracene		8270	.330	ND
Azobenzene		8270	.002	ND
Benzoic Acid		8270	1.60	ND
Benzyl Alcohol		8270	.330	ND
Benzo (a)anthracene		8270	.330	4.0
Benzo(a)pyrene		8270	.330	ND
Benzo(K)fluoranthene		8270	.330	ND
Benzo (b)fluoranthene		8270	.330	ND
Benzo(g,h,i)pyrelene		8270	.330	ND
4-Bromophenyl phenyl ether		8270	.330	ND
Butyl Benzyl pthalate		8270	.330	ND
Bis (2-chloroethoxy) methane		8270	.330	ND
Bis (2-chloroethyl) ether		8270	.330	ND
Bis (2 chloroisopropyl)ether		8270	.330	ND
Bis (2-ethylhexyl)phthalate		8270	.330	ND
2-Chloronapthalene		8270	.330	ND
2-Chlorophenol		8270	.330	ND
4-Chlorophenyl phenyl ether		8270	.330	ND
4-Chloroaniline		8270	.330	ND
2-nitroaniline		8270	.330	ND
Chrysene		8270	.330	ND
Dibenzo(a,h)anthracene		8270	.330	ND
1,2 Dichlorobenzene		8270	.330	ND
1,3-Dichlorobenzene		8270	.330	ND
1,4-Dichlorobenzene		8270	.330	ND
2,4- Dichlorophenol		8270	.330	ND
2,6- Dichlorophenol		8270	.330	ND
4-Chloro-3-methylphenol		8270	.330	ND
3,3'-Dichlorobenzidinel		8270	.330	ND
2-Methyl-4,6 Dinitrophenol		8270	.330	ND
Diethyl phthalate		8270	.330	ND
Dimethyl phthalate		8270	.330	ND
2,4-Dinitrophenol		8270	.330	ND
2,4-Dimethylphenol		8270	.330	ND
2-Methylphenol		8270	.330	ND
2,4-Dinitrotoluene		8270	.330	ND
2,6-Dinitrotoluene		8270	.330	ND
1,2-Diphenynlthydrazine		8270	.330	ND
Bis-(2-chloroethyl)ether		8270	.330	ND
Bis-(2-chloroisopropyl)ether		8270	.330	ND
Fluoranthene		8270	.330	2.
Fluorene		8270	.330	ND

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TEST REPORT(CONTD.)

Semi-Volatiles by GC/MS **Concentration Factor =30: 1**
waes23371 S3

Parameter	EPA HW#	Method	MDL	LimitConc.
Hexachlorobenzene		8270	.330	ND
Hexachlorobutadiene		8270	.330	ND
Hexachlorocyclopentadiene		8270	.330	ND
Hexachloroethane		8270	.330	ND
Bis-(2-chloroethoxy)methane		8270	.330	ND
Napthalene		8270	.330	0.96
2-methylnapthalene		8270	.330	ND
Nitrobenzene		8270	.330	ND
2-Nitrophenol		8270	.330	ND
4-Nitrophenol		8270	.330	ND
3-Methylphenol		8270	.330	ND
4-Methylphenol		8270	.330	ND
3-Nitroaniline		8270	.330	ND
4-Nitroaniline		8270	.330	ND
N-nitrosodi-n-propylamine		8270	.330	ND
N-nitrosodimethylamine		8270	.330	ND
N-nitrosodiphenylamine		8270	.330	ND
Pentachlorophenol		8270	.330	ND
Phenanthrene		8270	.330	1.0
Phenol		8270	.330	ND
Bis(2-ethylhexyl)phthalate		8270	.330	ND
Di-n-butyl phthalate		8270	.330	ND
Di-n-octyl phthalate		8270	.330	ND
Pyrene		8270	.330	2.0
Isophorone		8270	.330	ND
Indeno(1,2,3-cd)pyrene		8270	.330	ND
1,2,4-Trichlorobenzene		8270	.330	ND
2,4,6-Trichlorophenol		8270	.330	ND

CONTINUED NEXT PAGE

Volatiles by GC/MS:Method 8260
WAES#23371 S3

Parameter	EPA HW#	EPA Method	MDL	TCLP Limit	Conc.
Benzene	D018	8260	.330	0.50	ND
Bromodichloromethane		8260	.330		ND
Bromoform		8260	.330		ND
Bromomethane		8260	.330		ND
Carbon Tetrachloride	D019	8260	.330	0.50	ND
Chlorobenzene	D021	8260	.330	100.	ND
2-Chloroethyl Vinyl Ether		8260	.330		ND
Chloroethane		8260	.330		ND
Chloroform	D022	8260	.330	6.00	ND
Chloromethane		8260	.330		ND
Dibromochloromethane		8260	.330		ND
1,2-Dichlorobenzene		8260	.330		ND
1,3-Dichlorobenzene		8260	.330		ND
1,4-Dichlorobenzene	D027	8260	.330	7.50	ND
1,1-Dichloroethane		8260	.330		ND
1,2-Dichloroethane	D028	8260	.330	0.50	ND
1,1-Dichloroethylene	D029	8260	.330	0.70	ND
trans-1,2-Dichloroethene		8260	.330		ND
1,2-Dichloropropane		8260	.330		ND
cis-1,3-Dichloropropene		8260	.330		ND
trans-1,3-Dichloropropene		8260	.330		ND
Ethylbenzene		8260	.330		ND
Methylene Chloride		8260	.330		ND
Methyl Ethyl Ketone	D035	8260	.330	200.	ND
1,1,2,2-Tetrachloroethane		8260	.330		ND
Tetrachloroethylene	D039	8260	.330	0.70	ND
Toluene		8260	.330		ND
1,1,2-Trichloroethane		8260	.330		ND
1,1,1-Trichloroethane		8260	.330		NL
Trichloroethylene	D040	8260	.330	0.50	ND
Trichlorofluoromethane		8260	.330		ND
Vinyl chloride	D043	8260	.330	0.20	ND
m - Xylene		8260	.330		ND
p - Xylene		8260	.330		ND
o - Xylene		8260	.330		ND

* All values are in mg/Kg. or ppm
ND denotes non-detected or less than specified MDL.

Mohan Pelat

06/18/97

WAYNE ANALYTICAL & ENVIRONMENTAL SERVICES, INC.

135 First Avenue
Royersford, PA., 19468

(610) 948-5638
Fax (610) 948-3638

TEST REPORT

McLaren Hart
300 Stevens Drive Suite 200
Lester , PA 19113

WAES # : 23369-23373
Sample Received: 06/8/97
Report Date : 06/16/97

Attn: Mike Menninger
Subj: 5 Soil samples from 3rd & Westmoreland.

WAES 23372 S4 **TEST REPORT**

Parameter	Method EPA HW#	EPA-SW-846	MDL	Conc.*
PCB		8080	0.5	ND
TPHC		418.1	5.0	1386
Arsenic	D004	6010	0.005	2.66
Lead	D008	6010	0.500	235.91

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* All values are in mg/Kg.
ND denotes non-detected or less than specified MDL.
TPHC-418.1 =Total Petroleum Hydrocarbon. Freon extracted.

*****Continued on next page****

Semi-Volatiles by GC/MS Method 8270 Concentration Factor = 30:1
waes23372 S4

Parameter	EPA HW#	Method	MDL	Conc.
Acenaphthene		8270	.330	ND
Acenaphthylene		8270	.330	0.5
Anthracene		8270	.330	ND
Azobenzene		8270	.002	ND
Benzoic Acid		8270	1.60	ND
Benzyl Alcohol		8270	.330	ND
Benzo (a)anthracene		8270	.330	1.0
Benzo(a)pyrene		8270	.330	ND
Benzo(K)fluoranthene		8270	.330	ND
Benzo (b)fluoranthene		8270	.330	ND
Benzo(g,h,i)pyrelene		8270	.330	ND
4-Bromophenyl phenyl ether		8270	.330	ND
Butyl Benzyl pthalate		8270	.330	ND
Bis (2-chloroethoxy) methane		8270	.330	ND
Bis (2-chloroethyl)ether		8270	.330	ND
Bis (2 chloroisopropyl)ether		8270	.330	ND
Bis (2-ethylhexyl)phthalate		8270	.330	ND
2-Chloronapthalene		8270	.330	ND
2-Chlorophenol		8270	.330	ND
4-Chlorophenyl phenyl ether		8270	.330	ND
4-Chloroaniline		8270	.330	ND
2-nitroaniline		8270	.330	ND
Chrysene		8270	.330	ND
Dibenzo(a,h)anthracene		8270	.330	ND
1,2 Dichlorobenzene		8270	.330	ND
1,3-Dichlorobenzene		8270	.330	1.0
1,4-Dichlorobenzene		8270	.330	ND
2,4- Dichlorophenol		8270	.330	ND
2,6- Dichlorophenol		8270	.330	ND
4-Chloro-3-methylphenol		8270	.330	ND
3,3'-Dichlorobenzidinel		8270	.330	ND
2-Methyl-4,6 Dinitrophenol		8270	.330	ND
Diethyl phthalate		8270	.330	ND
Dimethyl phthalate		8270	.330	ND
2,4-Dinitrophenol		8270	.330	ND
2,4-Dimethylphenol		8270	.330	ND
2-Methylphenol		8270	.330	ND
2,4-Dinitrotoluene		8270	.330	ND
2,6-Dinitrotoluene		8270	.330	ND
1,2-Diphenynlthydrazine		8270	.330	ND
Bis-(2-chloroethyl)ether		8270	.330	ND
Bis-(2-chloroisopropyl)ether		8270	.330	ND
Fluoranthene		8270	.330	ND
Fluorene		8270	.330	0.5

********** Continued on next page **********

TEST REPORT(CONTD.)

Semi-Volatiles by GC/MS
waes23372 S4

Concentration Factor =30: 1

Parameter	EPA HW#	Method	MDL	LimitConc.
Hexachlorobenzene		8270	.330	ND
Hexachlorobutadiene		8270	.330	ND
Hexachlorocyclopentadiene		8270	.330	ND
Hexachloroethane		8270	.330	ND
Bis-(2-chloroethoxy)methane		8270	.330	ND
Naphthalene		8270	.330	0.41
2-methylnaphthalene		8270	.330	ND
Nitrobenzene		8270	.330	ND
2-Nitrophenol		8270	.330	ND
4-Nitrophenol		8270	.330	ND
3-Methylphenol		8270	.330	ND
4-Methylphenol		8270	.330	ND
3-Nitroaniline		8270	.330	ND
4-Nitroaniline		8270	.330	ND
N-nitrosodi-n-propylamine		8270	.330	ND
N-nitrosodimethylamine		8270	.330	ND
N-nitrosodiphenylamine		8270	.330	ND
Pentachlorophenol		8270	.330	ND
Phenanthrene		8270	.330	ND
Phenol		8270	.330	ND
Bis(2-ethylhexyl)phthalate		8270	.330	ND
Di-n-butyl phthalate		8270	.330	ND
Di-n-octyl phthalate		8270	.330	ND
Pyrene		8270	.330	ND
Isophorone		8270	.330	ND
Indeno(1,2,3-cd)pyrene		8270	.330	ND
1,2,4-Trichlorobenzene		8270	.330	ND
2,4,6-Trichlorophenol		8270	.330	ND

CONTINUED NEXT PAGE

Volatiles by GC/MS:Method 8260
WAES#23372 S4

Parameter	EPA HW#	EPA Method	MDL	TCLP Limit	Conc.
Benzene	D018	8260	.330	0.50	ND
Bromodichloromethane		8260	.330		ND
Bromoform		8260	.330		ND
Bromomethane		8260	.330		ND
Carbon Tetrachloride	D019	8260	.330	0.50	ND
Chlorobenzene	D021	8260	.330	100.	ND
2-Chloroethyl Vinyl Ether		8260	.330		ND
Chloroethane		8260	.330		ND
Chloroform	D022	8260	.330	6.00	ND
Chloromethane		8260	.330		ND
Dibromochloromethane		8260	.330		ND
1,2-Dichlorobenzene		8260	.330		ND
1,3-Dichlorobenzene		8260	.330		ND
1,4-Dichlorobenzene	D027	8260	.330	7.50	ND
1,1-Dichloroethane		8260	.330		ND
1,2-Dichloroethane	D028	8260	.330	0.50	ND
1,1-Dichloroethylene	D029	8260	.330	0.70	ND
trans-1,2-Dichloroethene		8260	.330		ND
1,2-Dichloropropane		8260	.330		ND
cis-1,3-Dichloropropene		8260	.330		ND
trans-1,3-Dichloropropene		8260	.330		ND
Ethylbenzene		8260	.330		ND
Methylene Chloride		8260	.330		ND
Methyl Ethyl Ketone	D035	8260	.330	200.	ND
1,1,2,2-Tetrachloroethane		8260	.330		ND
Tetrachloroethylene	D039	8260	.330	0.70	ND
Toluene		8260	.330		ND
1,1,2-Trichloroethane		8260	.330		ND
1,1,1-Trichloroethane		8260	.330		ND
Trichloroethylene	D040	8260	.330	0.50	ND
Trichlorofluoromethane		8260	.330		ND
Vinyl chloride	D043	8260	.330	0.20	ND
m - Xylene		8260	.330		ND
p - Xylene		8260	.330		ND
o - Xylene		8260	.330		ND

* All values are in mg/Kg
ND denotes non-detected or less than specified MDL.

Mohab Dalat

06/18/97

WAYNE ANALYTICAL & ENVIRONMENTAL SERVICES, INC.

135 First Avenue
Royersford, PA., 19468

(610) 948-5638
Fax (610) 948-3638

TEST REPORT

McLaren Hart
300 Stevens Drive Suite 200
Lester , PA 19113

WAES # : 23369-23373
Sample Received: 06/8/97
Report Date : 06/16/97

Attn: Mike Menninger
Subj: 5 Soil samples from 3rd & Westmoreland.

WAES 23372 S4 **TEST REPORT**

Parameter	Method EPA HW#	EPA-SW-846	MDL	Conc.*
PCB		8080	0.5	ND
TPHC		418.1	5.0	1386
Arsenic	D004	6010	0.005	2.66
Lead	D008	6010	0.500	235.91

---

* All values are in mg/Kg.
ND denotes non-detected or less than specified MDL.
TPHC-418.1 =Total Petroleum Hydrocarbon. Freon extracted.

*****Continued on next page****

Semi-Volatiles by GC/MS Method 8270 Concentration Factor = 30:1
waes23372 S4

Parameter	EPA HW#	Method	MDL	Conc.
Acenaphthene		8270	.330	ND
Acenaphthylene		8270	.330	0.5
Anthracene		8270	.330	ND
Azobenzene		8270	.002	ND
Benzoic Acid		8270	1.60	ND
Benzyl Alcohol		8270	.330	ND
Benzo (a)anthracene		8270	.330	1.0
Benzo(a)pyrene		8270	.330	ND
Benzo(K)fluoranthene		8270	.330	ND
Benzo (b)fluoranthene		8270	.330	ND
Benzo(g,h,i)pyrelene		8270	.330	ND
4-Bromophenyl phenyl ether		8270	.330	ND
Butyl Benzyl pthalate		8270	.330	ND
Bis (2-chloroethoxy) methane		8270	.330	ND
Bis (2-chloroethyl)ether		8270	.330	ND
Bis (2 chloroisopropyl)ether		8270	.330	ND
Bis (2-ethylhexyl)phthalate		8270	.330	ND
2-Chloronapthalene		8270	.330	ND
2-Chlorophenol		8270	.330	ND
4-Chlorophenyl phenyl ether		8270	.330	ND
4-Chloroaniline		8270	330	ND
2-nitroaniline		8270	.330	ND
Chrysene		8270	.330	ND
Dibenzo(a,h)anthracene		8270	.330	ND
1,2 Dichlorobenzene		8270	.330	ND
1,3-Dichlorobenzene		8270	.330	1.0
1,4-Dichlorobenzene		8270	.330	ND
2,4- Dichlorophenol		8270	.330	ND
2,6- Dichlorophenol		8270	.330	ND
4-Chloro-3-methylphenol		8270	.330	ND
3,3'-Dichlorobenzidinel		8270	.330	ND
2-Methyl-4,6 Dinitrophenol		8270	.330	ND
Diethyl phthalate		8270	.330	ND
Dimethyl phthalate		8270	.330	ND
2,4-Dinitrophenol		8270	.330	ND
2,4-Dimethylphenol		8270	.330	ND
2-Methylphenol		8270	.330	ND
2,4-Dinitrotoluene		8270	.330	ND
2,6-Dinitrotoluene		8270	.330	ND
1,2-Diphenynlthydrazine		8270	.330	ND
Bis-(2-chloroethyl)ether		8270	.330	ND
Bis-(2-chloroisopropyl)ether		8270	.330	ND
Fluoranthene		8270	.330	ND
Fluorene		8270	.330	0.5

********** Continued on next page **********

TEST REPORT(CONTD.)

Semi-Volatiles by GC/MS
waes23372 S4

Concentration Factor =30: 1

Parameter	EPA HW#	Method	MDL	LimitConc.
Hexachlorobenzene		8270	.330	ND
Hexachlorobutadiene		8270	.330	ND
Hexachlorocyclopentadiene		8270	.330	ND
Hexachloroethane		8270	.330	ND
Bis-(2-chloroethoxy)methane		8270	.330	ND
Naphthalene		8270	.330	0.41
2-methylnaphthalene		8270	.330	ND
Nitrobenzene		8270	.330	ND
2-Nitrophenol		8270	.330	ND
4-Nitrophenol		8270	.330	ND
3-Methylphenol		8270	.330	ND
4-Methylphenol		8270	.330	ND
3-Nitroaniline		8270	.330	ND
4-Nitroaniline		8270	.330	ND
N-nitrosodi-n-propylamine		8270	.330	ND
N-nitrosodimethylamine		8270	.330	ND
N-nitrosodiphenylamine		8270	.330	ND
Pentachlorophenol		8270	.330	ND
Phenanthrene		8270	.330	ND
Phenol		8270	.330	ND
Bis(2-ethylhexyl)phthalate		8270	.330	ND
Di-n-butyl phthalate		8270	.330	ND
Di-n-octyl phthalate		8270	.330	ND
Pyrene		8270	.330	ND
Isophorone		8270	.330	ND
Indeno(1,2,3-cd)pyrene		8270	.330	ND
1,2,4-Trichlorobenzene		8270	.330	ND
2,4,6-Trichlorophenol		8270	.330	ND

CONTINUED NEXT PAGE

Volatiles by GC/MS:Method 8260
WAES#23373 S5

Parameter	EPA HW#	EPA Method	MDL	TCLP Limit	Conc.
Benzene	D018	8260	.330	0.50	ND
Bromodichloromethane		8260	.330		ND
Bromoform		8260	.330		ND
Bromomethane		8260	.330		ND
Carbon Tetrachloride	D019	8260	.330	0.50	ND
Chlorobenzene	D021	8260	.330	100.	ND
2-Chloroethyl Vinyl Ether		8260	.330		ND
Chloroethane		8260	.330		ND
Chloroform	D022	8260	.330	6.00	ND
Chloromethane		8260	.330		ND
Dibromochloromethane		8260	.330		ND
1,2-Dichlorobenzene		8260	.330		ND
1,3-Dichlorobenzene		8260	.330		ND
1,4-Dichlorobenzene	D027	8260	.330	7.50	ND
1,1-Dichloroethane		8260	.330		ND
1,2-Dichloroethane	D028	8260	.330	0.50	ND
1,1-Dichloroethylene	D029	8260	.330	0.70	ND
trans-1,2-Dichloroethene		8260	.330		ND
1,2-Dichloropropane		8260	.330		ND
cis-1,3-Dichloropropene		8260	.330		ND
trans-1,3-Dichloropropene		8260	.330		ND
Ethylbenzene		8260	.330		ND
Methylene Chloride		8260	.330		ND
Methyl Ethyl Ketone	D035	8260	.330	200.	ND
1,1,2,2-Tetrachloroethane		8260	.330		ND
Tetrachloroethylene	D039	8260	.330	0.70	ND
Toluene		8260	.330		ND
1,1,2-Trichloroethane		8260	.330		ND
1,1,1-Trichloroethane		8260	.330		ND
Trichloroethylene	D040	8260	.330	0.50	ND
Trichlorofluoromethane		8260	.330		ND
Vinyl chloride	D043	8260	.330	0.20	ND
m - Xylene		8260	.330		ND
p - Xylene		8260	.330		ND
o - Xylene		8260	.330		ND

* All values are in mg/l or ppm
ND denotes non-detected or less than specified MDL.

Mohan Palat

06/18/97

STB FD-33388 CITIES 8-5-97 K

JOSEPH G. RAMPÉ
COUNTY EXECUTIVE

ENVIRONMENTAL DOCUMENT

RECEIVED
AUG 05 1997
MAIL MANAGEMENT
STB

August 1, 1997

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

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

Re: Comments on Proposed EIS Scope in STB Finance Docket No. 33388, CSX Corporation and CSX Transportation, Inc., Norfolk Southern Corporation and Norfolk Southern Railway Company -- Control and Operating Leases/Agreements - Conrail, Inc. and Consolidated Rail Corporation

Dear Ms. Kaiser:

The purpose of this letter is to identify, for your evaluation and consideration, the issues that we want addressed in the EIS. For ease of incorporation into your Draft Scope of the EIS, I have arranged my comments specific to your Impact Categories.

1. Safety

A. Rail highway grade crossing safety factors

Address increased potential for accidents and delays at the grade crossings identified on the attached list

C. Commuter and intercity passenger service operators

Address potential effects of increased freight traffic on the Metro-North Suffern to Port Jervis mainline service--a 50 mile segment of the Conrail Southern Tier Line

2. Transportation System

A. Evaluate the effects of possible purchase by Metro-North of the 50 mile Suffern to Port Jervis segment of the Conrail Southern Tier Line on operations, constructions and overall system-wide impacts of Norfolk Southern

and conversely

Describe operational changes/constructions and evaluate potential environmental impacts on Metro-North's delivery of commuter services on the Suffern to Port Jervis Mainline resulting from the addition of 4.04 freight trains per day under Norfolk Southern control.

C. Address vehicular delays at the named rail crossings in the attached list due to increases in freight operations.

Sincerely,

Joseph G. Rampe
County Executive

/mmj

Enclosure

Average Daily Traffic (ADT) at @ Grade Railroad Crossings.

Railroad	Road	Municipality	Counts, ADT	Year
Susquehanna Line	CR 1A	Warwick (T)	3535	1995
Conrail	NYS Rt 17A	Warwick (V)	10642	1995
	CR 82	Chester (T)	1065	1993
	CR 13	Chester (T)	8234	1995
	CR 66	Blooming Grove (T)	1626	1995
	CR 51	Hamptonburgh (T)	675	1995
	CR 8	Hamptonburgh (T)	3800	1995
Conrail	NYS Rt 207	Hamptonburgh (T)	5069	1995
Graham Line Extension from	CR 99	Hamptonburgh (T)	2903	1995
Campbell Hall to Walden	NYS Rt 17K	Montgomery (V)	14050	1994
Graham Line	E Village Rd	Tuxedo (T)	780	1997

CR = Orange County Road

ENVIRONMENTAL DOCUMENT

COUNTY COMMISSIONERS
MARIO MELE
RICHARD S. BUCKMAN
JOSEPH M. HOEFFEL III
SOLICITOR
THOMAS E. WATERS, JR.
CHIEF OPERATING OFFICER
NICHOLAS D. MELAIR, JR.
Phone: 610-278-3020
Fax: 610-278-5943
TDD: 610-631-1211

COUNTY OF MONTGOMERY
COURT HOUSE
P.O. BOX 311
NORRISTOWN, PENNSYLVANIA
19404-0311

July 30, 1997

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AUG 05 1997
MAIL MANAGEMENT
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Elaine K. Kaiser
Chief, Section of Environmental Analysis
Surface Transportation Board
1925 K Street, NW
Washington, DC 20423-0001

RE: Notice of Intent to Prepare an Environmental Impact Statement (EIS) and Request for Comments on Proposed EIS Scope in STB Finance Docket No. 33388, CSX *Corporation and CSX Transportation, Inc., Norfolk Southern Corporation and Norfolk Southern Railway Company-Control and Operating Leases/Agreements-Conrail, Inc. and Consolidated Rail Corporation*

Dear Ms. Kaiser:

Montgomery County is the largest suburban county in the Philadelphia metropolitan area. As such we are greatly impacted by the CSX/Norfolk Southern acquisition of Conrail.

We were notified recently of a request for comments on the proposed Environmental Impact Statement (EIS) scope. We have concerns on three issues affecting our county and desire a detailed analysis of acquisition impacts:

1) Existing commuter rail operations operated by the Southeastern Pennsylvania Transportation Authority and freight movement agreements.

2) Future passenger rail operations currently being studied for the Morrisville Line (Morrisville to Norristown) and the Harrisburg Line (Norristown to Reading) and the necessary associated operating agreements for this new area.

3) Freight movements utilizing the Stoney Creek Branch and their impact on Norristown Borough.

Please be certain to send us copies of the final scope of the EIS, the Draft EIS, and the Final EIS.

Sincerely,

Mario Mele, Chairman | Richard S. Buckman | Joseph M. Hoeffel, III

BOARD OF COMMISSIONERS OF THE COUNTY OF ALLEN

Room 200 City-County Bldg. 1 E. Main St. • Fort Wayne, In 46802-1893

Phone: (219) 449-7555 • TDD: (219) 449-7881 • FAX: (219) 449-7568

LINDA K. BLOOM JACK C. McCOMB EDWIN J. ROUSSEAU

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

ENVIRONMENTAL DOCUMENT

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AUG 05 1997
MAIL MANAGEMENT
STB

August 4, 1997

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

Dear Ms. Kaiser,

Thank you for informing our office of the proposed rail merger of CSX, Norfolk Southern and Consolidated Rail Corporation.

Allen County, Indiana, is indeed interested in participating in the preparation of an environmental impact statement (EIS), due to the major facilities these companies currently have or have operated in our county.

In order that we provide you with the most comprehensive response possible, we are requesting an extension to the August 6th filing deadline. Additional information has come to light that we wish to include in our report, thus the extension request.

We thank you for your consideration and sincerely hope you will grant us additional time to properly address this issue. If you have additional concerns, please contact Loren Robertson, Communication and Monitoring Manager, Department of Safety and Environmental Affairs at (219)449-7065.

Sincerely,

Edwin J. Rousseau
President
Allen County Board of Commissioners

EJR/ske

Board of County Commissioners

DEPARTMENT OF DEVELOPMENT SERVICES

3600 W. Sovereign Path, Lecanto, FL 34461-8070

In reply, refer to:
PL-97-069

ENVIRONMENTAL DOCUMENT

August 1, 1997

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

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

Dear Ms. Kaiser:

An evaluation of the EIS for CSX Corporation and CSX Transportation, Inc., et. al., indicates no adverse impacts are anticipated within Citrus County, Florida as a result of the proposed changes.

Should any adjustments involving the Florida region be proposed at a future date, we respectfully request notification. Should you have any questions, please call me at 352-527-5259.

Respectfully,

Gary W. Maidhof
Environmental Planner
Division of Planning

GWM/ajr

BOARD OF COUNTY COMMISSIONERS

Terry Boose
Larry Silcox
Karen Wilhelm

HURON COUNTY
1815

180 Milan Avenue
Norwalk, Ohio 44857-1195
Telephone (419) 668-3092
FAX (419) 663-3370

July 25, 1997

ENVIRONMENTAL DOCUMENT

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

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

Dear Ms. Kaiser:

Attached is a letter to G.L. Nichols, CSX Railroad, regarding public safety and yard expansion at the Willard CSX yard.

The safety issues that are presented also present environmental issues. Specifically, issues two and three regarding the installation of an isolation spur with containment and Phase II, fueling stations west of Section Line 30, would have an impact on the environment if these issues were not addressed properly.

Sincerely,

BOARD OF HURON COUNTY COMMISSIONERS

Karen Wilhelm
Karen Wilhelm

Terry Boose
Terry Boose

Larry Silcox
Larry Silcox

cc: Linda Killion, Dames & Moore
EMA
File

STB FD-33388 ID-LAWS 8-5-97 K

ENVIRONMENTAL DOCUMENT

SONNENSCHEIN NATH & ROSENTHAL

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

CHICAGO
LOS ANGELES
NEW YORK
SAN FRANCISCO
ST. LOUIS

(202) 408-6400
FACSIMILE
(202) 408-6399

DIRECT LINE
(202) 408-6351

July 18, 1997

Mr. John Atkisson
Freedom of Information Act Officer
Surface Transportation Board
1925 K Street, N.W., Room 883
Washington, D.C. 20423-0001

CENTRAL ADMINISTRATIVE UNIT
REC'D: 8/5/97
DOCUMENT # 8/5/97 6:11:50 PM

Re: FOIA Request 97-012

Dear Mr. Atkisson:

I have reached an understanding with counsel for the primary applicants in Finance Docket No. 33388, CSX and Norfolk Southern -- Control and Lease -- Conrail. Accordingly, I withdraw the above FOIA request.

Thank you very much for your attention to this matter.

Sincerely yours,

L. John Osborn

L. John Osborn

Enclosures

cc: Drew A. Harker, Esq.
Mary Gay Sprague, Esq.
David H. Coburn, Esq.
Andrew R. Plump, Esq.

STB FD-33388 ID-GOV 8-5-97 K

Mel Carnahan
Governor

CENTRAL ADMINISTRATIVE UNIT
REC'D: 8/1/97
DOCUMENT # 8/5/97 10:59:31 AM

ENVIRONMENTAL
DOCUMENT

Richard [illegible]
Commissioner

State of Missouri
OFFICE OF ADMINISTRATION
Post Office Box 809
Jefferson City
65102

Stan Perovich
Director
Division of General Services

July 21, 1997

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

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

Dear Ms. Kaiser:

Subject: 97070003 - Notice of Intent to Prepare an Environmental Impact Statement (EIS) and Request for Comments on Proposed EIS Scope in STB Finance Docket No. 33388

The Missouri Federal Assistance Clearinghouse, in cooperation with state and local agencies interested or possibly affected, has completed the review on the above project application.

None of the agencies involved in the review had comments or recommendations to offer at this time. This concludes the Clearinghouse's review.

A copy of this letter is to be attached to the application as evidence of compliance with the State Clearinghouse requirements.

Sincerely,

Lois Pohl

Lois Pohl, Coordinator
Missouri Clearinghouse

LP:cm

STB FD-33388 ID-STATES 8-5-97 K

State of Louisiana

ENVIRONMENTAL DOCUMENT

M.J. "MIKE" FOSTER, JR.
GOVERNOR

JACK C. CALDWELL
SECRETARY

DEPARTMENT OF NATURAL RESOURCES

Aug. 1, 1997

RECEIVED AUG 05 1997 SEA

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

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

RE: **C970098**, Solicitation of Views
Notice of Intent to Prepare an Environmental Impact Statement (EIS) and Request for Comments for STB Finance Docket No. 33388, CSX Corporation and CSX Transporation, Inc. Norfolk Southern Corporation and Norfolk Southern Railway Company-Control and Operating Leases/Agreements-Conrail, Inc. And Consolidated Rail Corporation, **Orleans and St. Tammany Parishes, Louisiana**

Dear Ms. Kaiser:

This office has received and reviewed your request for comments on the above referenced railroad company merger and offer the following comments for your consideration in preparing the proposed EIS. From a review of preliminary documents sent to us by Dames & Moore relative to this merger (Feb. 26, 1997), it appears that the only CSX rail segement that enters Louisiana is the Mobile to New Orleans segement. Hence, all comments expressed below concern only this rail line.

This merger activity is subject to consistency with the approved Louisiana Coastal Resource Program (LCRP) as required by Section 307 of the Coastal Zone Management Act of 1972, as amended. Thus, it will be necessary to submit a Consistency Certification to the Louisiana Coastal Management Division for our review of the activity. Any construction associated with the activity will likely also require submission of an application for a Coastal Use Permit and a Federal permit from the Corps of Engineers. Our main concerns with the rail line are any impacts the activity will have on wetlands or water quality relating to construction activities or safety hazards such as the amount and type of hazardous materials that are likely to be hauled by the line and potential for hazardous waste spills and response capabilities. We request that these issues be addressed in the EIS for the Mobile to New Orleans rail line.

COASTAL MANAGEMENT DIVISION P.O. BOX 44487 BATON ROUGE, LOUISIANA 70804-4487
TELEPHONE (504) 342-7591 FAX (504) 342-9439
AN EQUAL OPPORTUNITY EMPLOYER

If you have any questions concerning this matter, please contact Brian Marcks of the Consistency Section at (504)342-7939 or 1-800-267-4019.

Sincerely,

Rocky Hirth for

Terry W. Howey,
Administrator

TWH/JDH/bgm
cc: Ron Ventola, NOD-COE
Fred Dunham, LDWF
Harvey Stern, Orleans Parish
Brian Fortson, St. Tammany Parish
Tim Killeen, CMD/FI

CENTRAL ADMINISTRATIVE UNIT
REC'D: _____
DOCUMENT # 8/5/97 3:17:51 PM

SEA's Environmental Hotline Retrieval Form
(888) 869-1997

ENVIRONMENTAL DOCUMENT

Date: 8/4/97 Time: 1:38pm Initials: AR

Retrieved 6:30pm

CALLER INFORMATION:

Name: Rep. Randall H. Relford Telephone Number: (816) 632-7414

Title: State Representative

Agency: Missouri State Legislature

Street Address: 504 County Club Square

City: Cameron State: MO Zip Code: 64429

REASON FOR CALL:

- ☐ Requested Fact Sheet
- ☐ Requested a call back
- ☐ Requested an Environmental Report
- ☐ Inquired about comment deadline
- ☑ Registered a comment

"Overall concern was the loss of trackage miles in Missouri and throughout the entire country."

FOLLOW-UP ACTION TAKEN:

- ☐ Returned call
- ☐ Sent fact sheet
- ☐ Sent environmental report
- ☐ Other action taken

NOTES: No follow-up action. Per Steve - enter as regular comment document and follow normal procedures.

AR

MAIN | ENTRY | QUERY | ADMIN | BACK | EXIT

Entity: Missouri State Legislature
Dept.:
POC: Randall H. Relford

Type: State Legislators
Acronym None Specified

Point of Contact Information

Salutation	First Name	M.I.	Last Name
Rep.	Randall	H.	Relford

Title: State Representative

Phone: (816) 632-7414 **Alt. Phone:** **FAX:**

Addr. Line1: 504 Country Club Sq. **Addr. Line2:**

City: Cameron **State:** MO **Zip:** 64429

County: **E-Mail:**

Entity Description:

Entity Comments:
HOTLINE Caller 8/4/97: General comments.

Contact List | Geographic Region

ADD | FILE | SELECT | VIEW | DELETE | REPORT

STB FD-33388 ID-PUBLIC 8-5-97 K

HC - EI
HC - ~~EX~~ - FS

SEA's Environmental Hotline
Retrieval Form
(888) 869-1997

ENVIRONMENTAL DOCUMENT

CENTRAL ADMINISTRATIVE UNIT
REC'D: _____
DOCUMENT # 8/5/97 2:37:09 PM

Date: 8/4/97 Time: 3:13, 3:19, 3:22 } 3 Calls Initials: AR

CALLER INFORMATION:

Name: Marvin/Mary Breitung Telephone Number: (765) 288-9255

Title: _____

Agency: _____

Street Address: 12757 North Interurban Street

City: Eaton State: IN Zip Code: 47338-8520

REASON FOR CALL:

- ☑ Requested Fact Sheet
- ☑ Requested a call back
- ☐ Requested an Environmental Report
- ☐ Inquired about comment deadline
- ☑ Registered a comment

Noise - has present concern - 16 trains every 24 hrs. 200 yrds from track.
Pollution - propane tank nearby
Safety - speed of trains

FOLLOW-UP ACTION TAKEN:

- ☑ Returned call 8/5/97 JW
- ☑ Sent fact sheet 8/5/97 AR
- ☐ Sent environmental report
- ☑ Other action taken Process as Comment.

NOTES:
- Concern with rail traffic and public safety in residential area.
- Concerned with noise, rail accident potential/wear and propane tanks,
- Economic effect on land use and resale value of house
-

MAIN | ENTRY | QUERY | ADMIN | BACK | EXIT

Entity: Mary Breitung
Dept.:
POC: Mary Breitung

Type: Citizen
Acronym None Specified

Point of Contact Information

Salutation	First Name	M.I.	Last Name
Mrs.	Mary		Breitung

Title:

Phone: (765) 288-9255 **Alt. Phone:** **FAX:**

Addr. Line1: 12757 North Interurban Street **Addr. Line2:**

City: Eaton **State:** IN **Zip:** 47338-8920

County: **E-Mail:**

Entity Description:

Entity Comments:

HOTLINE Caller 8/4/97: Mrs. Breitung called on behalf of herself and her husband (Mr. Marvin Breitung) regarding Environmental Issues. Requested Fact Sheet; mailed 8/5/97.

ADD | FI FAB | SELECT | VIEW | DELETE | REPORT

Contact List | Geographic Region

STB FD-33388 ID-GOV 8-4-97 K

ILLINOIS
DEPARTMENT OF
NATURAL RESOURCES

524 South Second Street, Springfield 62701-1787 Jim Edgar, Governor ● Brent Manning, Director

July 30, 1997

ENVIRONMENTAL DOCUMENT
RECEIVED AUG 04 1997 MAIL STO

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

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

Re: Notice of Intent to Prepare an Environmental Impact Statement (EIS) and Request for Comments on Proposed EIS Scope in STB Finance Docket No. 33388, *CSX Corporation and CSX Transportation, Inc., Norfolk Southern Corporation and Norfolk Southern Railway Company - Control and Operating Leases/Agreements-Conrail, Inc. And Consolidated Rail Corporation.*

Dear Ms. Kaiser:

Thank you for sending the above mentioned Notice to our Department for review and comment. In general, our Department is interested in biological resources, water resources, and recreational sites that may be effected by the proposed transaction between the rail companies. Of the impact categories you will address in the Environmental Impact Statement (EIS), we are interested in the effects on biological resources and water resources as they pertain to designated wetlands.

Regarding biological resources, the Notice states that the EIS will "discuss potential environmental impacts from proposed **rail line construction** and **abandonment projects** on federal endangered or threatened species or designated critical habitats." In May of this year, two of the six proposed constructions (Sidney, IL and Tolono, IL) were submitted to our office for review. Sign-off regarding threatened and endangered species, Illinois Natural Area Inventory sites, and dedicated Illinois Nature Preserves was provided on May 6, 1997. Review of the Natural Heritage Database shows no known occurrences of threatened and endangered species, Illinois Natural Area Inventory sites, or dedicated Illinois Nature Preserves at the other four construction sites.

[printed on recycled and recyclable paper]

The Notice also states that the EIS will "discuss the effects of proposed **rail line construction and abandonment projects** on wildlife sanctuaries or refuges, and national or state parks or forests." We do not anticipate any adverse impacts to the above mentioned threatened and endangered species or wildlife sanctuaries, state parks, etc. from the abandonment of rail lines.

Regarding wetlands, the Notice states that the EIS will "discuss whether **rail line construction and abandonment projects** have the potential to encroach upon any designated wetlands or 100-year floodplains." State agencies are required to comply with the Interagency Wetland Act; however, since there would be no involvement by a state agency regarding the proposed transaction, we would have no role in the wetland issue. Our Office of Water Resources issues permits for work in floodplains and waterways and should be contacted if permits are required for the construction and abandonment projects.

In general, because the changes that would be associated with this proposed transaction involve issues of acquisition, changes in passenger service and commuter rail service and not land-altering activities, we have no further comment. Again, thank you for providing us the opportunity to comment on this matter.

Sincerely,

Tom Flattery

Tom Flattery, Director
Office of Realty and Environmental Planning

TF:DG:hh

cc: Brent Manning, Director

STB FD-33388 ID-CITIES 8-4-97 K

NEWARK
DELAWARE

MAYOR AND COUNCIL
CITY OF NEWARK
220 Elkton Road • P.O. Box 390 • Newark, Delaware 19715-0390
302-366-7070 • Fax 302-366-7067 • http://www.udel.edu/Newark/DE/usa.htm

ENVIRONMENTAL DOCUMENT

August 1, 1997

RECEIVED
AUG 04 1997

The Office of the Secretary
Case Control Unit STB Finance Docket #3388
Surface Transportation Board
1925 K Street, N.W.
Washington, DC 20423-0001
Attention: Elaine Kaiser, Chief Section of Environmental Analysis

Dear Ms. Kaiser:

It has been some time since I talked with you or your associates. I greatly appreciate your assistance and especially enjoyed meeting with you in March. Your advice then was to contact the firms involved in the CSX/Norfolk Southern/CONRAIL negotiation before they made application. We have done that a number of times.

I discussed our concerns with Governor Carper who subsequently met with all three of the organizations to discuss the probable impacts on Delaware and specifically the City of Newark. I invited the regional vice president of CSX to Newark to discuss our concerns. He along with another CSX official joined me, a staff member from the Governor's office, our City Manager, and our City Planner, and we toured the three at-grade crossings in our busiest section of the city. We discussed the possibility of a bridge over the track, lowering the track bed, and some signalization changes.

He was very cooperative and recognized the current and future impact on this very busy pedestrian and vehicle traffic area. However, I have since learned that there is no plan to make any at-grade crossing changes in the entire system. This is extremely bad news.

As you know, my ideal solution would be to reroute traffic around our community, using the Northeast Corridor Rail line. I believe ultimately that will need to be done as the freight traffic increases and the impacts get more severe.

As chairman of our metropolitan planning organization (WILMAPCO), which includes northern Delaware and Cecil County, Maryland, I am concerned about the increased impact on both states. Additional detail was provided in correspondence directed to you from WILMAPCO earlier this month.

Roy Lopata, our Planning Director, has provided with you detailed information about our concerns in his letter of July 15th, so I won't repeat them here, but I want to emphasize that the environmental impact of the change in ownership and subsequent increase in traffic will have a greater negative impact on our community than is indicated in the materials which we received with the notice from your office.

Thanks again for your cooperation and for providing us the opportunity to comment on the proposed E.I.S. scope for the railroad reorganization. Please consider our concerns during your deliberations.

Cordially,

Ronald L. Gardner
Mayor

RLG:pmf
cc - Carl F. Luft, City Manager
WILMAPCO
David Roselle, President, University of Delaware

CENTRAL ADMINISTRATIVE UNIT
REC'D: _____
DOCUMENT # 8/5/97 5:52:41 PM

FTA's Environmental Hotline
Retrieval Form
(888) 869-1997

ENVIRONMENTAL DOCUMENT

Date: 8/4/97 (8/1/97) Time: 1:00 pm (4:15 pm) Initials: AR

CALLER INFORMATION:

Name: Ed ~~Astashka~~ Polasek (opt) Telephone Number: (334) 943-5061 Ext. 2806

Title: Env. Planner

Agency: Baldwin County Planning Dept.

Street Address: 201 East Section St.

City: Foley State: AL Zip Code: 36535

REASON FOR CALL:

- ☐ Requested Fact Sheet
- ☑ Requested a call back
- ☐ Requested an Environmental Report
- ☐ Inquired about comment deadline
- ☐ Registered a comment

He's new on the job - saw that office had received NOI Ltr. Has not seen ER. If any Construction or Abandonments in his County, he would like to know. Please call.

FOLLOW-UP ACTION TAKEN:

- ☑ Returned call JHW 8/4/97
- ☐ Sent fact sheet
- ☐ Sent environmental report
- ☐ Other action taken

NOTES: • The caller did not see ER. CAU stated from fact sheet the proposed activities for alambama. The caller has no comments on the propose scope.

CAPITAL DISTRICT TRANSPORTATION COMMITTEE

5 Computer Drive West, Albany NY 12205-1606
(518) 458-2161
Fax: (518) 459-2155

Chairman
Frederick G. Field, Jr.

Staff Director
John P. Poorman

Albany County
Michael G. Breslin
Charles E. Houghtaling

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Terrence P. Hurley

Capital District Regional Planning Commission
Frederick G. Field, Jr.

Capital District Transportation Authority
Dennis J. Fitzgerald

New York State Dept. of Transportation
Joseph H. Boardman

New York State Thruway Authority
John R. Platt

Non-Voting Members
Bonny J. Cawley
NYSDOT Reg. 1
Thomas J. Ryan, FTA
Harold J. Brown, FHWA

August 1, 1997

RECEIVED
AUG 04 1997
ENVIRONMENTAL DOCUMENT

Attention: 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, NW
Washington, DC 20423-0001

SUBJECT: Proposed EIS Scope in STB Finance Docket No.33388, *CSX Corporation and CSX Transportation, Inc., Norfolk Southern Corporation and Norfolk Southern Railway Company -- Control and Operating Leases/ Agreements - Conrail, Inc. and Consolidated Rail Corporation*

Dear Ms. Kaiser:

The Capital District Transportation Committee (CDTC) is the designated Metropolitan Planning Organization (MPO) for the Albany-Schenectady-Troy (NY) metropolitan area. As such, CDTC works cooperatively with both public and private agencies on freight transportation issues at the metropolitan level. The CDTC has reviewed the proposed EIS scope and ER prepared by the railroads and offers some observations and comments below.

The vast majority of the public benefits documented in the Environmental Report (ER) on the proposed acquisition of Conrail by CSX and NS result from projected diversions of truck trips to rail as a result of improved service connections and reliability. Because all of the calculated benefits are so dependent upon the assumptions and calculations of these truck diversions, they must be examined carefully. In general, the ER claims all the benefits of truck diversions while discounting the negative impacts of increased rail traffic. The STB should perform independent analysis of these truck diversions to verify their accuracy, reasonableness, and significance. Order-of-magnitude calculations based on National Transportation Statistics compiled by the Bureau of Transportation Statistics for 1992 show that the Conrail acquisition will reduce truck VMT in the affected states by about 13%.

TRANSPORTATION SYSTEM: Despite its impressive volume and weight, some of the interesting questions about the impacts of the division of Conrail are not addressed in the ER and other documents submitted to the STB. The major questions as they relate to Capital District concerns are outlined below.

Competitive Rail Access in the Capital District

The major issue for the Capital District is the availability of competitive rail service to the region's manufacturers and the resultant reduction of truck traffic. It appears in general that the proposed division of the assets of Conrail will enhance rail competition in the Northeast and provide single-line service to a number of new markets. However, it is not clear that this will be the case in the Capital District. The provision of competitive rail service in the Capital District is contingent upon the trackage and haulage agreements that NS is working out with CP Rail and the Boston & Maine. The STB filing and attendant Environmental Report does not deal with the NS trackage rights in a substantial way. These negotiated rights are directly related to the acquisition of Conrail and should be evaluated.

The 15,000-page filing is also basically silent on interchange and trackage rights arrangements with existing and future short line railroads. Together with an absence of discussion of recently negotiated rights, this means that competitive rail access in the Capital District has not been assured.

Impacts on Passenger Service

The repeated assertions of the railroads that Amtrak Service will be minimally impacted by the acquisition requires careful examination given the sheer size of this transaction. The STB filing is very carefully worded to state that CSX and NS will honor existing agreements between Conrail and Amtrak. The STB only requires analysis of the impacts for three years after the transaction is complete. The majority of the Conrail agreements expire after this three-year period (in 2006). Trackage agreements will then be re-negotiated, with no assurances from either railroad about continued passenger service. The magnitude of passenger operations in New York State in general and the importance of the Capital District's Amtrak connection to NYC in particular, are such that this is a potentially serious missing element. CSX's recent hiring of Paul Ricetrup (former Amtrak Administrator) as Vice President of Passenger Integration is a positive sign, but we urge the STB to examine impacts on passenger service thoroughly.

Longer Term Continental Market Access

Analysis of the impacts of the acquisition of Conrail need to look towards the longer term, given industry trends towards

further consolidation. The final determination by the STB of the division of the rail lines will be the division that we will be living with as we enter the 21st Century. The United States will have only four Class 1 railroads - two west of the Mississippi (Burlington Northern/Santa Fe and United Pacific/Southern Pacific), and two in the east (CSX and NS).

Looking at access within the continental United States, overall the division of lines as proposed to the STB creates a balanced system of two carriers of comparable size and strength east of the Mississippi. However, a key issue for New York -- US/Canada trade -- is not adequately addressed. US/Canada trade dwarfs trade through the Port of New York/New Jersey. Access and reciprocal switching arrangements by short line railroads, and other Class 1 railroads (such as the existing CP Rail and NYSW rights) are not discussed to any great degree in the STB filing. This is a major concern for local customers in Upstate New York. Both CSX and NS make this $10.5B transaction "pencil out" by the increases in volume they hope to attract away from trucks and by opening new markets to single-line service. Single-line service is profitable for the big railroads because trains carrying long "blocks" of cars don't stop along the way. Unless a strong network of short line operators is nourished, customers who cannot provide a "block" of cars for delivery to a distant market may see a decline in or elimination of service. Short-line relationships and the potential growth of intermodal service for local deliveries should be further explored in STB's deliberations.

AIR QUALITY: The air quality improvement estimates are based upon system-wide truck diversions. The draft EIS scope states that the scope of the transaction is too large to analyze local and regional air quality impacts for the entire transaction. Only those parts of the transaction that meet certain thresholds will be analyzed. We strongly support the use of significantly lower thresholds for analysis in non-attainment areas.

As a non-attainment area, CDTC is required to perform air quality conformity analysis as part of the metropolitan planning process required by ISTEA and the Clean Air Act Amendments of 1990. The increases in NO_x emissions shown in our area from increased train densities are roughly equal to one-third of the emissions reductions that result from the implementation of our 1997-2002 Transportation Improvement Program (TIP). This increase in NO_x emissions is not sufficient to threaten our conformity status, but without equivalent estimates of reduced truck trips within our area, the net effect on emissions is unknown.

SAFETY: NS and CSX do have superior safety records to Conrail. However, the overall safety benefits of the acquisition are dependent upon assumed truck diversions. In order to use the CSX/NS accident rates of 1.90 or 1.93 accidents/million vehicle miles in the calculation of projected train accidents (instead of

Conrail's 3.31 accidents/million vehicle miles), CSX/NS should document investment in safety improvements sufficient to make the acquired Conrail system equivalent to the existing CSX/NS systems. New ownership of a line does not automatically make it safer.

Thank you for this opportunity to comment on the Draft Scope of the EIS on the acquisition of Conrail.

Sincerely,

Frederick G. Field, Jr.
CDTC Chairman

cc. Joe Boardman, NYSDOT Commissioner
Bonny J. Cawley, NYSDOT Region 1 Director
Jim Natoli, Governor's Office, Director of State Operations

STB FD-33388 ID-FEDS 8-4-97 K

United States Department of the Interior

FISH AND WILDLIFE SERVICE

Ecological Services
927 North Main Street (Bldg. D1)
Pleasantville, New Jersey 08232

Tel: 609-646-9310
FAX: 609-646-0352

IN REPLY REFER TO:

SP-97/67

ENVIRONMENTAL DOCUMENT

August 1, 1997

RECEIVED AUG 04 1997 MAIL MANAGEMENT STB

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

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

Dear Ms. Kaiser:

This is in response to your July 3, 1997 letter to the U.S. Fish and Wildlife Service's (Service) New Jersey Field Office (NJFO) regarding the Notice of Intent to Prepare an Environmental Impact Statement (EIS) and Request for Comments on the Proposed EIS Scope for the Surface Transportation Board's (STB) Finance Docket No. 33388. Specifically, CSX Corporation and CSX Transportation, Inc. (CSX), Norfolk Southern Corporation and Norfolk Southern Railway Company (NS), and Conrail, Inc. and Consolidated Rail Corporation (Conrail) filed a consolidation application with the STB under 49 U.S.C. 11323-25. Norfolk Southern, CSX, and Conrail are jointly seeking authority for NS and CSX to acquire control of Conrail, and for the subsequent division of Conrail's assets. The proposed transaction involves over 44,000 miles of rail lines and related facilities covering a large part of the eastern United States.

AUTHORITY

These comments provide technical assistance only and do not represent the review comments of the Department of the Interior on any forthcoming environmental documents pursuant to the National Environmental Policy Act of 1969 as amended (83 Stat. 852; 42 U.S.C. 4321 *et seq.*), nor do these comments preclude separate review and comments by the Service as afforded by the Fish and Wildlife Coordination Act (48 Stat. 401; 16 U.S.C. 61 *et seq.*). In reviewing applications where permits are required, the Service may concur, with or without stipulations, or recommend denial of the permit, depending upon the potential for the project to adversely impact fish and wildlife

resources. This response also does not preclude Service comments on issues related to the Endangered Species Act of 1973 (87 Stat. 884, as amended; 16 U.S.C. 1531 *et seq.*).

GENERAL COMMENTS

The Service recommends that the environmental studies fully address the potential adverse impacts of the proposed project on terrestrial and aquatic ecosystems within the project area. Any forthcoming environmental documents should discuss the impacts of the proposed project on stream communities and associated streamside flora and fauna at and downstream of any stream crossing sites. Primary, secondary, and cumulative impacts should be identified and discussed. Emphasis should be placed on the avoidance and minimization of adverse impacts to fish and wildlife resources and their supporting ecosystems. Measures to mitigate adverse impacts on fishes, wildlife, streams, and wetlands should also be addressed. In general, the Service believes that the Proposed EIS Scope will adequately address the aforementioned concerns.

In order to obtain Service comments pursuant to the Endangered Species Act for federally listed species under the Service's jurisdiction occurring within New Jersey, please contact the NJFO at the letterhead address, and provide detailed maps of the proposed project sites.

Thank you for the opportunity to comment. If you have any questions concerning these comments, please contact Allen Jackson of my staff.

Sincerely,

Clifford G. Day

Clifford G. Day
Supervisor

STB FD-33388 ID-FEDS 8-4-97 K

DEPARTMENT OF THE ARMY
PHILADELPHIA DISTRICT, CORPS OF ENGINEERS
WANAMAKER BUILDING, 100 PENN SQUARE EAST
PHILADELPHIA, PENNSYLVANIA 19107-3390

REPLY TO
ATTENTION OF

JUL 28 1997

ENVIRONMENTAL DOCUMENT

Regulatory Branch
Application Section II

SUBJECT: CENAP-OP-R-199700148-39

CENTRAL ADMINISTRATIVE UNIT
REC'D: 8/4/97
DOCUMENT # 8/5/97 9:35:19 AM

Ms. Elaine K. Kaiser
Section of Environmental Analysis
Environmental Filling
Surface Transportation Board
1925 K Street N.W.
Washington, District of Columbia 20423-0001

AUG - 4 1997

Dear Ms. Kaiser:

This is in regard to Department of the Army jurisdiction over the proposed CSX Corporation and Norfolk Southern Corporation acquisition of assets of Consolidated Rail Corporation, within the northeastern United States.

It should be noted that Philadelphia District has jurisdiction over waters of the United States, including wetlands, that occur within the Delaware River basin. This area includes Eastern Pennsylvania, Southern New Jersey, the State of Delaware and the Chesapeake and Delaware Canal in Maryland. Under current Federal regulations, a Department of the Army permit is required for work or structures in navigable waters of the United States and the discharge of dredged or fill material into waters of the United States including their adjacent wetlands. Discharges of fill material include activities such as: the placement of rock, sand, dirt, or other material for the construction of any structures, impoundment or site development; grading; fill associated with the creation of ponds; and property protection or reclamation devices such as riprap and breakwaters. Any proposal involving the performance of the above activities within the area of Federal jurisdiction, whether the work is permanent or temporary will require the prior approval of this office.

Without a formal proposal, including a delineation of potential construction sites for the presence of Waters of the United States, including wetlands, this office can make no determination on the need for Federal authorization. A formal wetland delineation should be performed if is suspected that areas of Federal jurisdiction would be impacted by the project. If work is proposed in areas of Federal jurisdiction, authorization would be required from this office.

If you should have any questions regarding this matter, please contact Larry Slavitter of this office at (215) 656-6734 or write to the above address.

Sincerely,

Frank J. Cianfrani
Chief, Regulatory Branch

DEPARTMENT OF THE ARMY
U.S. ARMY ENGINEER DISTRICT, LOUISVILLE
CORPS OF ENGINEERS
P.O. BOX 59
LOUISVILLE, KENTUCKY 40201-0059
FAX: (502) 582-5072

CENTRAL ADMINISTRATIVE UNIT
REC'D: 8/4/97
DOCUMENT # 8/5/97 8:14:48 AM

July 29, 1997

Operations Division
Regulatory Branch (North)
ID No. 199701055-gdn

ENVIRONMENTAL DOCUMENT - Enclosures on file in Central Unit.

RECEIVED
AUG - 4 1997
MAIL MANAGEMENT STB

Ms. Elaine K. Kaiser, Chief
Section of Environmental Analysis
Surface Transportation Board
STB Finance Docket No. 33388
1925 K Street
Washington, DC 20423-0001

Dear Ms. Kaiser:

This is in regard to your letter dated July 3, 1997, regarding the Notice of Intent to Prepare an Environmental Impact Statement (EIS) for STB Finance Docket No. 33388. This involves a joint application, submitted to your office by the Norfolk Southern Corporation and CSX Corporation, to acquire control of Conrail Incorporated which would include dividing Conrail's assets. You have requested that we provide written comments on the proposed EIS scope which is part of the Notice.

The Notice of Intent to Prepare an EIS has been reviewed in accordance with Section 10 of the Rivers and Harbors Act of 1899 and Section 404 of the Clean Water Act (CWA), under which the U.S. Army Corps of Engineers regulates any work in navigable "waters of the United States" and the excavation and discharge of dredged and/or fill material into all "waters of the United States," including wetlands. Based on the data reviewed in the notice, it appears that "waters of the United States," within the Louisville District, could be impacted as a result of new rail line construction and any construction work involved with track abandonment procedures.

I have enclosed an application packet which contains the information and forms needed to apply for a Department of the Army (DA) permit. I have also enclosed a map which outlines the Louisville District boundaries should it be determined that a DA permit is needed within our area of jurisdiction.

If you have any questions or need further assistance from us, please contact this office at the above address, ATTN: CEORL-OP-FN or call Mr. Gerry Newell at (502) 582-5607.

Sincerely,

Doug Shelton
Acting Chief, Regulatory Branch
Operations Division

Enclosures

STB FD-33388 ID-GOV 8-4-97 K

CENTRAL ADMINISTRATIVE UNIT
REC'D: 8/4/97
DOCUMENT # 8/5/97 8:46:16 AM

George Allen
Governor

Becky Norton Dunlop
Secretary of Natural Resources

Kathleen W. Lawrence
Director

ENVIRONMENTAL DOCUMENT

COMMONWEALTH of VIRGINIA

DEPARTMENT OF CONSERVATION AND RECREATION

203 Governor Street, Suite 326

TDD (804) 786-2121 Richmond, Virginia 23219-2010 (804) 786-2556 FAX: (804) 371-7899

July 29, 1997

Elaine K. Kaiser, Chief
Section of Environmental Analysis
Environmental Filing
Surface Transportation Board
1925 K Street, N.W.
Washington, D.C. 20423-001

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

Dear Ms. Kaiser:

Comments are provided herein on the above referenced project.

DIVISION OF NATURAL HERITAGE

The Division of Natural Heritage would like to review and comment on the Environmental Impact Statement (EIS). The Biological and Conservation Data System will be searched for occurrences of natural heritage resources. Natural Heritage resources are defined as the habitat of rare, threatened, or endangered plant and animal species, unique or exemplary natural communities, and significant geological formations.

DIVISION OF SOIL & WATER CONSERVATION

Any land disturbing activities of 10,000 square feet or greater in the state of Virginia will require an approved erosion and sediment control/stormwater management plan before commencing any construction activity. Land disturbing activities shall include the demolition or removal of track or structures as well as the building or any new facilities. The railroad company must meet all the guidelines in the E&S Control Law and Regulations.

DIVISION OF PLANNING & RECREATION RESOURCES

The proposed project is not anticipated to have any adverse impacts on existing or planned recreational facilities nor will it impact any streams on the National Park Service Nationwide Inventory, Final List of Rivers, potential Scenic Rivers or existing or potential State Scenic Byways.

The Division of Planning & Recreation Resources would like the opportunity to review and comment on the EIS.

Thank you for the opportunity to review and comment on this project.

Sincerely,

John R. Davy, Jr.
Planning Bureau Manager

STB FD-33388 ID-CITIES 8-4-97 K

CITY OF DUNKIRK
DEPARTMENT OF LAW
CITY HALL, DUNKIRK, N.Y. 14048
(716) 366-0452
FAX (716) 366-2049

ENVIRONMENTAL DOCUMENT

SHEILA MECK HYDE
CITY ATTORNEY

July 29, 1997

AUG - 4 1997 ▲ 1997 ▲ STB

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

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

Dear Ms. Kaiser:

Enclosed are some documents produced by the Mayor of Dunkirk and various citizens which have a bearing upon the impact of this project on the City of Dunkirk. I have enclosed only one page of the petition supporting relocation of the railroad lines out of the fourth ward, but you should be aware that the petitions contain 641 signatures.

There is also a great deal of opposition to the closing of railroad crossings by Norfolk Southern and I have enclosed copies of resolutions and letters concerning this issue.

The Mayor's letter also summarizes the City of Dunkirk's need for an Amtrak stop and the project to rehabilitate the present depot which requires the cooperation of Conrail and/or its successors.

We hope that you will consider these issues which are so vitally important to the City of Dunkirk. Thank you.

Very truly yours,

Sheila Meck Hyde
City Attorney

SMH/v
Enc.
cc: Mayor Wuerstle

CITY OF DUNKIRK
A Chadwick Bay Community

Office of the Mayor
City Hall, Dunkirk, New York
14048

MARGARET A. WUERSTLE
MAYOR
(716) 366-9881
FAX (716) 366-2049

June 6, 1997

Mr. James Utermark, Director
Freight & Economic Development Division
New York State Department of Transportation
1220 Washington Avenue
Albany, New York 12232-0875

RE: Dunkirk Amtrak Station Project

Dear Mr. Utermark:

I have recently read that the State DOT held hearings on the CSX/Conrail/Norfolk Southern merger and has recommended aggressive support if a number of principles are followed to preserve competition, safety and support of passenger transportation service. I am hereby requesting that the Department of Transportation include Dunkirk's request for Amtrak passenger service and also the relocation of the Norfolk Southern lines to the elevated Conrail tracks be recommended as part of this merger.

The City of Dunkirk, along with many interested agencies and businesses in Chautauqua County, has been working for over ten years to encourage Amtrak to stop in our community. There is currently no train stop in Chautauqua County. Rail passengers must travel to a train station in Buffalo, New York or Erie, Pennsylvania. After ten years of petitioning Amtrak, an agreement was reached in 1995 between Amtrak, Conrail and the City regarding passenger service. Amtrak agreed to provide a stop in the City beginning in 1996. Conrail agreed to lease the old train depot to the City and the City was to renovate the train depot by April of 1996 for Amtrak service.

With a moderate amount of rehabilitation, the depot would be a suitable train station for Amtrak passengers. The facility consists of an at-grade ticketing/waiting area with a raised platform. The platform is located in the middle of the tracks and divides the track system. The building is structurally sound and a portion of the facility is currently being used by Conrail employees. Therefore, the restrooms are functional and the heating system is operable, although in need of replacement. The entrance to the station needs replacement and the waiting area is in need of cosmetic repairs. The restrooms, while still functional, need to be upgraded and made handicapped accessible. The ticketing booth is intact but will require minor repairs and upgrading.

A shelter will be built on the platform for waiting passengers and signage will be provided. An elevator shaft exists. Although, it, like the stairwell, has been sealed off with concrete block. This block needs to be removed and an elevator installed to make the facility handicapped accessible.

The City has received a grant under the New York State Special Rail Transportation Program for the renovation of the station. The City has matched this money, along with County money for a total of $180,000 to begin renovations on the station. The City could have an operable train station in a relatively short time with a minimal amount of rehabilitation to the existing facility.

These renovations were not completed due the fact that we were not able to locate a Conrail official who would work with us to address Conrail's expectations and concerns. We were repeatedly passed from one Conrail employee to another only to end up with the original contact and nothing accomplished.

As we started design work on the renovation of the existing station, Conrail demanded separate bathrooms for their employees. Currently, the employees are using the existing facilities in the depot. These facilities are dilapidated and filthy, yet they are being used by Conrail employees. The City proposed to renovate these bathroom facilities completely and make them handicapped accessible. However, the Conrail employees refused to use these facilities with the public once they were renovated. The station will only be open for approximately an hour-and-a-half to two hours early each morning, since the east and west bound Amtrak trains stop within 15 minutes of each other, somewhere around four or five o'clock in the morning. This would be the only time that we would have the station open and use the restroom facilities for passengers. The City did agree to provide separate facilities for the Conrail employees at an additional cost of $25,000 to the project.

Around May of 1996, Conrail signal crews, knowing that there was an agreement with the City to open the station, relocated and lowered the railroad signals closer to the existing platform. Conrail is now demanding that the City pay for the cost of removing these signals, because once we reconstruct the waiting enclosure on top of the platform, the sight line to these signals may be obstructed. Relocating these signals could triple the cost of opening the station. We are looking a six figure amount to relocated these signals. We feel that this is unfair since Conrail knew we had agreements to renovate the station and open it for passenger service prior to their relocation of these signals.

Very recently we were able to make progress on these issues with Conrail officials in Philadelphia, Pennsylvania. Chuck Herron, the City's Director of Planning and Economic Development met with Carl Roe of Conrail and discussed options for opening the station. The City has now agreed to relocate the Conrail employees to another sight and build an office facility. An appropriate site has been located by the Conrail Officials and the City.

We are ready to go forward with the construction of this office building and the renovations of the existing station. However, now we are told that Conrail cannot make any deals with the City because of the merger. This is a real blow not only to the City of Dunkirk administration, but to the thousands of people who signed petitions requesting that Amtrak service be restored to Chautauqua County. Dunkirk has been listed as a stop for over 14 months in the Amtrak schedule. Yet, they have been unable to begin passenger service.

Another issue has also surfaced recently. The City of Dunkirk was approached by Norfolk Southern requesting the closing of six at-grade crossings. Norfolk Southern cited safety related issues for wanting these crossings closed. A public informational hearing was held by the City with Norfolk Southern. The residents firmly believe that if any of the grade crossings are closed, it will add to, not lessen the safety problems that the City already has to face. For example, children will not walk additional blocks to cross the railroad tracks. If these grade crossings are closed, instead they will cross wherever it is convenience for them.

In addition, the Police Chief and Fire Chief both spoke at the public hearing. The Police Chief is concerned about the children crossing the railroad tracks, as well as the stacking of cars waiting on the streets to cross the tracks. The Fire Chief is concerned about adequate water pressure for fire fighting purposes and response times to fires on any of the streets that would result in dead end streets. The Norfolk Southern tracks run through the Fourth Ward of the City of Dunkirk, completely dividing off this ward when the tracks are in use. For this reason, the City has been attempting for many years and many administrations to have the Norfolk Southern trains re-routed to the elevated Conrail tracks in the downtown area. However, we have been unsuccessful.

With the merger taking place, this may be a good time to once again attempt to have these trains re-routed to the elevated tracks. Norfolk Southern indicated that the number of trains would increase once the merger is completed and therefore, we feel it is essential that their trains be re-routed to the elevated tracks instead of going through our residential neighborhoods.

I have enclosed a sketch locating the Norfolk Southern at-grade tracks and also, the Conrail elevated tracks.

We hope that these issues will be made part of your recommendation at the Surface Transportation Board review. If you require additional information or documentation, please contact me. Your help would be greatly appreciated in this matter.

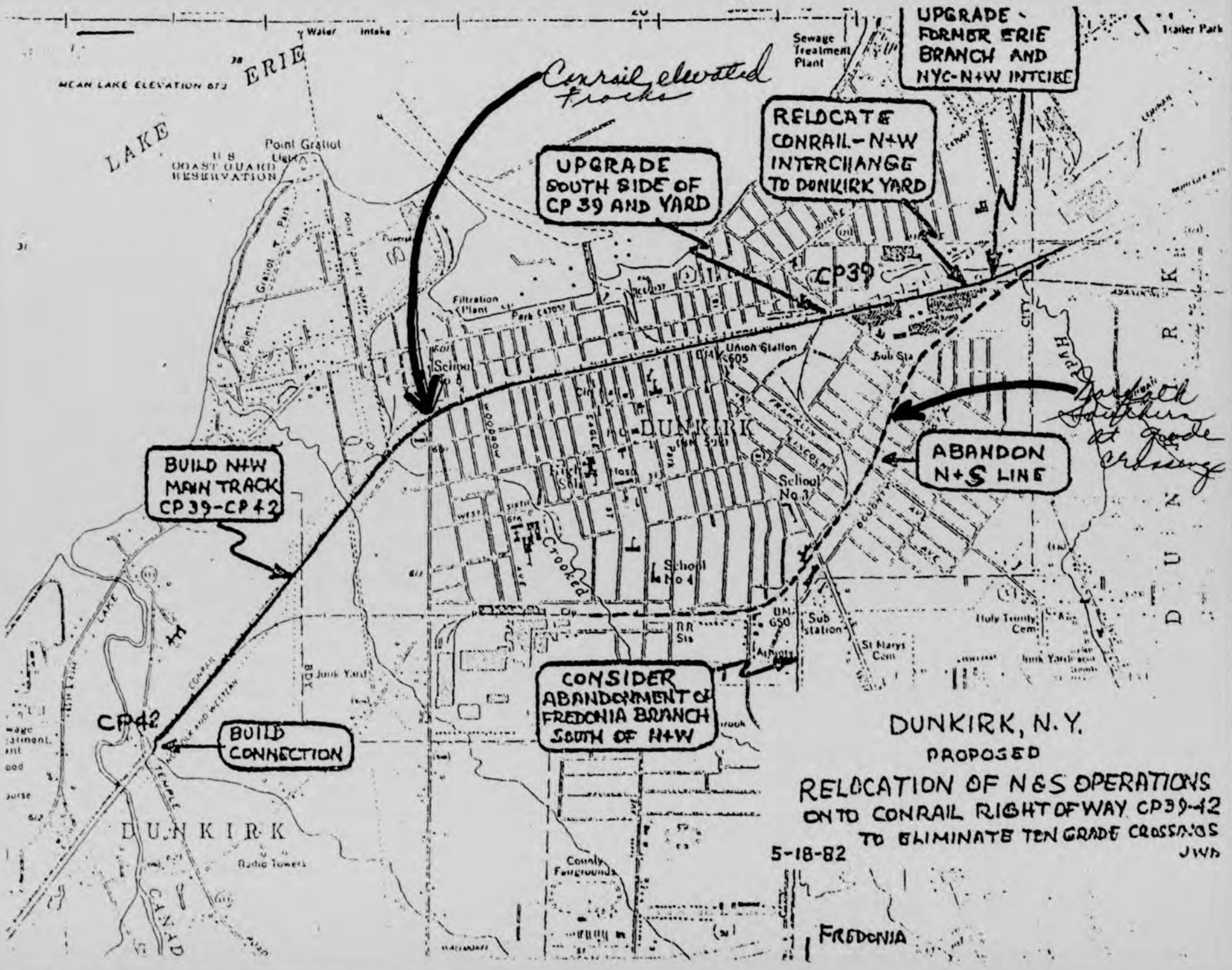
Very truly yours,

Margaret A. Wuerstle

MARGARET A. WUERSTLE
Mayor

MAW:cao

Encs.


UPGRADE - FORMER ERIE BRANCH AND NYC-N+W INTCHGE
Conrail elevated tracks
RELOCATE CONRAIL-N+W INTERCHANGE TO DUNKIRK YARD
UPGRADE SOUTH SIDE OF CP 39 AND YARD
CP39
Length Southern at grade crossing
ABANDON N+S LINE
BUILD N+W MAIN TRACK CP39-CP42
CONSIDER ABANDONMENT OF FREDONIA BRANCH SOUTH OF N+W
CP42
BUILD CONNECTION
DUNKIRK, N.Y.
PROPOSED
RELOCATION OF N&S OPERATIONS ONTO CONRAIL RIGHT OF WAY CP39-42 TO ELIMINATE TEN GRADE CROSSINGS
5-18-82
JWD
FREDONIA
DUNKIRK
LAKE ERIE
MEAN LAKE ELEVATION 673
Point Gratiot Light
U S COAST GUARD RESERVATION
Water Intake
Sewage Treatment Plant
Trailer Park
Filtration Plant
Union Station
Sub Sta
School No 3
School No 4
Crooked
Junk Yard
Sub Station
Holy Trinity Cem
St Marys Cem
Junk Yards
Radio Towers
County Fairgrounds
RR Sta
Airport

CITY OF DUNKIRK

DEPARTMENT OF PUBLIC WORKS

CITY HALL, DUNKIRK, N. Y. 14048

MARGARET A. WUERSTLE
MAYOR
(716) 366-0452
FAX (716) 366-2049

RANDY J. WOODBURY
DIRECTOR OF PUBLIC WORKS
(716) 366-9832
FAX (716) 366-2049

DAVID J. MANZELLA
SENIOR ENGINEERING TECHNICIAN
(716) 366-9832
FAX (716) 366-2049

March 25, 1997

Chairman Linda Morgan
Surface Transportation Board
1925 K Street NW
Washington DC 20423-0001 phone: 202-565-1592 fax: 202-565-9015

Dear Chairman Morgan:

CSPAN brought us coverage of your impressive Senate testimony on the pending Conrail mergers with CSX and NS. We especially noted your offer on behalf of the STB to assist municipalities along present Conrail routes that are concerned about their Amtrak service.

The City of Dunkirk is midway along the shore of Lake Erie between Erie, Pennsylvania, and Buffalo, New York. The City successfully negotiated with Amtrak for a stop on its Lake Shore Limited route, but this has been frustrated for more than a year because Conrail has been difficult to deal with on passenger use of the local train station and station platform. The City has architectural plans and the wherewithal to modify the train station as needed for an Amtrak stop, but Conrail has been immovable relative to rest rooms and other issues that should be trivial to work out.

With the pending mergers, Conrail now refuses to meet to work out final details. Conrail canceled a meeting with the City on March 19 and has indicated it will not resume consideration of the train station until CSX is in control. The City would like its Amtrak stop by June of this year. The City of Dunkirk hereby requests the Surface Transportation Board's assistance and advice.

Thank you for your consideration.

Sincerely,

Margaret A. Wuerstle
Mayor, City of Dunkirk

Randy J. Woodbury
DPW Director, City of Dunkirk

copies to: Senators Moynihan and D'Amato, Congressman Houghton

CITY OF DUNKIRK
A Chadwick Bay Community

Office of the Mayor
City Hall, Dunkirk, New York
14048

MARGARET A. WUERSTLE
MAYOR
(716) 366-9881
FAX (716) 366-2049

June 6, 1997

Ms. Linda J. Morgan
Office of the Chairman
Surface Transportation Board
Washington, D.C. 20423-0001

RE: CSX/Norfolk Southern/Conrail Merger

Dear Ms. Morgan:

Thank you for your correspondence of May 20, 1997 regarding an AMTRAK passenger service stop in the City of Dunkirk. Your correspondence was very informative and very helpful. I would also like to thank you for referring my correspondence to the Board's Office of Compliance and Enforcement. I feel confident now that eventually this issue will be resolved.

On behalf of the City of Dunkirk I wish to express our sincere appreciation for your timely response and your help in this matter. I wish I could end there. However, another issue has come up regarding Norfolk Southern in this merger.

Recently, the City of Dunkirk was approached by Norfolk Southern requesting the closing of six at-grade crossings. Norfolk Southern cited safety related issues for wanting these crossings closed. A public informational hearing was held by the City with Norfolk Southern. The residents firmly believe that if any of the grade crossings are closed, it will add to, not lessen, the safety problems that the City already has to face. For example, children will not walk additional blocks to cross the railroad tracks if these grade crossings are closed. Instead, they will cross wherever it is convenient for them.

In addition, the Police Chief and the Fire Chief both spoke at the public hearing. The Police Chief is concerned about the children crossing the railroad tracks, as well as the stacking of cars waiting on the streets to cross the railroad tracks. The Fire Chief is concerned about adequate water pressure for fire fighting purposes and response times to fires on any of the streets that would result in dead-end streets.

The Norfolk Southern tracks run through the Fourth Ward of the City of Dunkirk completely dividing off this ward when the tracks

are in use. For this reason, the City of Dunkirk has been attempting for many years and many administrations to have the Norfolk Southern trains re-routed to the elevated Conrail tracks in the downtown area. However, we have been unsuccessful. With the merger taking place, this may be a good time to once again attempt to have these trains re-routed to the elevated tracks. Norfolk Southern indicated that the number of trains would increase once the merger is completed and therefore, we feel it is essential that their trains be re-routed to the elevated tracks instead of going through our residential neighborhoods.

I am requesting that the Surface Transportation Board include our request to relocate the at-grade Norfolk Southern tracks to the existing elevated rail corridor in the City of Dunkirk on the public docket in this proceeding. The City of Dunkirk would like to participate formally in the control proceeding before the Surface Transportation Board.

I have enclosed a sketch locating the above referenced railroad tracks. I have also enclosed petitions with 640 signatures of residents in support of the relocation of the Norfolk Southern tracks along with Resolution #57-97 of the Dunkirk Common Council opposing Norfolk Southern's proposal to close railroad crossings, Resolution #58-97 of the Dunkirk Common Council in support of the relocation of Norfolk Southern tracks from the Fourth Ward to the elevated rail corridor and emergency motion #23-97 of the Chautauqua County Legislature opposing Norfolk Southern Railroad's proposal to close railroad crossings in Dunkirk. Finally, I have enclosed 2 pictures of a child in her yard with the at grade crossings and one picture of the much safer elevated rail corridor.

Your help would be greatly appreciated in this matter.

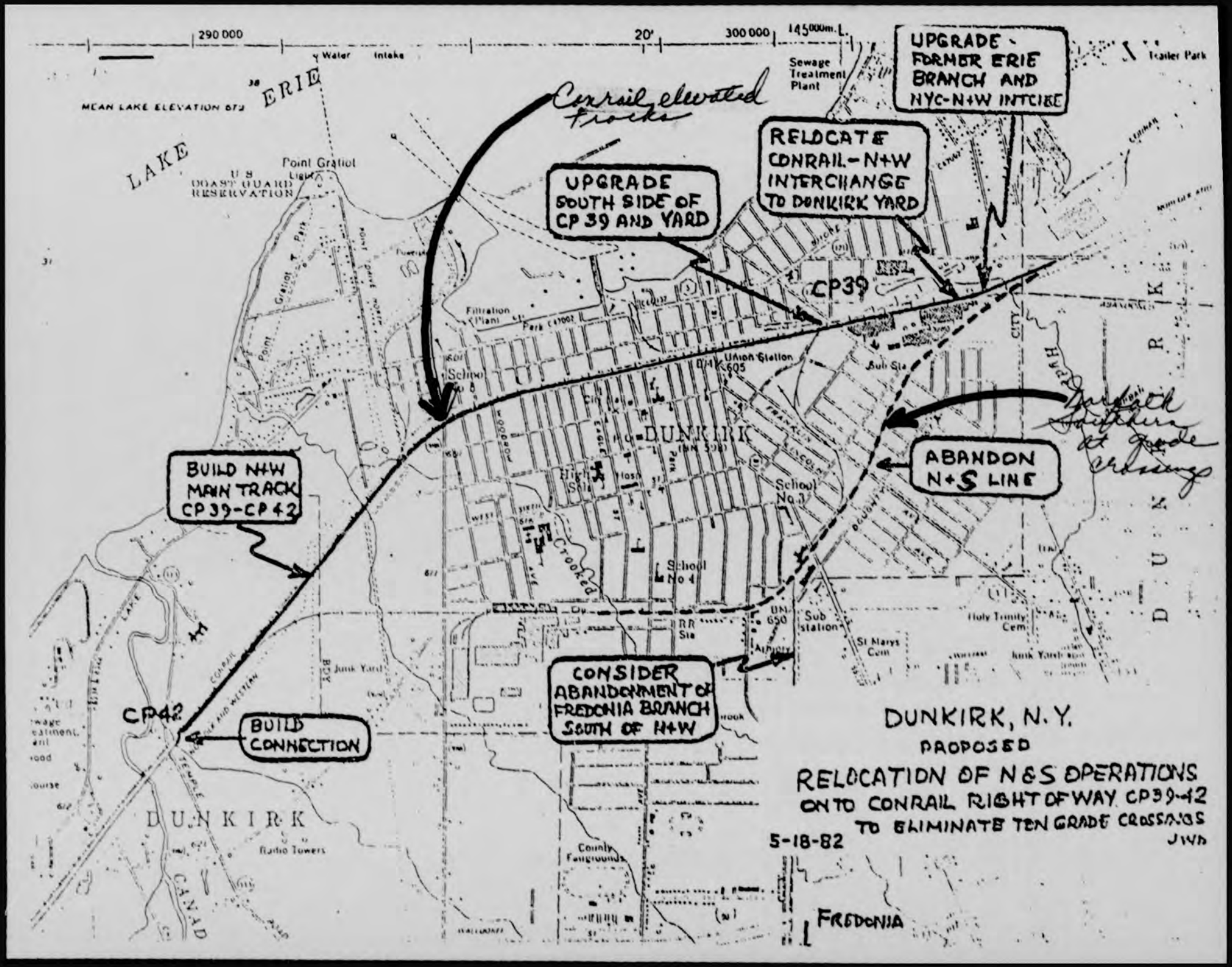
Very truly yours,

Margaret A. Wuerstle

MARGARET A. WUERSTLE
Mayor

MAW:cao

Enc.


UPGRADE FORMER ERIE BRANCH AND NYC-N+W INTCHGE
Conrail elevated tracks
RELOCATE CONRAIL-N+W INTERCHANGE TO DUNKIRK YARD
UPGRADE SOUTH SIDE OF CP 39 AND YARD
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BUILD N+W MAIN TRACK CP39-CP42
ABANDON N+S LINE
Grade Southern at grade crossing
CONSIDER ABANDONMENT OF FREDONIA BRANCH SOUTH OF N+W
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BUILD CONNECTION
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RELOCATION OF N&S OPERATIONS ONTO CONRAIL RIGHT OF WAY CP39-42 TO ELIMINATE TEN GRADE CROSSINGS
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JWD
FREDONIA
DUNKIRK
LAKE ERIE
MEAN LAKE ELEVATION 673
Point Gratiot Light
U S COAST GUARD RESERVATION
Water Intake
Sewage Treatment Plant
Trailer Park
Filtration Plant
Union Station
Sub Sta
School No 1
School No 4
Crooked
Holy Trinity Cem
St Marys Cem
Sub station
Junk Yard
Radio Towers
County Fairgrounds
CONRAIL
NEW YORK AND WESTERN

Chautauqua County Legislature

GERACE OFFICE BUILDING — MAYVILLE, NEW YORK 14757-1007 — (716) 753-4215

RICHARD E. DAVIES
Chairman

ROBERT A. WHITE
Clerk

April 23, 1997

Mayor Margaret Wuerstle
Dunkirk Common Council
City Hall
Central Avenue
Dunkirk, NY 14048

Dear Mayor Wuerstle and Common Council Members:

Enclosed please find a copy of Emergency Motion 23-97 entitled, "Opposing Norfolk Southern Railroad's Proposal to Close Railroad Crossings in Dunkirk".

This motion was unanimously adopted by the Chautauqua County Legislature on April 23, 1997.

Sincerely,

Robert A. White

Robert A. White, Clerk
Chautauqua County Legislature

RAW/jlr
enc.

RECEIVED
APR 5

CHAUTAUQUA COUNTY

PLEASE TYPE EMERGENCY **MOTION NO.** 23-97

TITLE: OPPOSING NORFOLK SOUTHERN RAILROAD'S PROPOSAL TO CLOSE RAILROAD CROSSINGS IN DUNKIRK

BY: Legstr. Tarnowski: & Legstr. Szot:

AT THE REQUEST OF:

WHEREAS, the Norfolk Southern Railroad has contacted the City of Dunkirk to propose the closing of a number of railroad crossings in the Fourth Ward, and

WHEREAS, a recent public meeting with residents made it clear that such closings present serious problems with health, safety and convenience of residents, and

WHEREAS, better alternatives should be examined by Norfolk Southern Railroad, such as relocation of the tracks, therefore

LET IT BE KNOWN, That the Chautauqua County Legislature here expresses its opposition to the closing of any railroad crossings by Norfolk Southern Railroad in the Fourth Ward of Dunkirk, it is therefore

MOVED, That the Clerk of the Legislature forward copies of this motion to the Mayor of Dunkirk and the Common Council, Senator Jess J. Present, Assemblyman William Parment, Assemblywoman Patricia McGee, and the NYS Department of Transportation

Chester L. Tarnowski

Ronald A. Szot

Unanimously Adopted, 4/23/97

RECEIVED
CITY CLERK'S OFFICE
BUFFALO, N.Y.
97 APR 15 PM 12: 13

RESOLUTION #57-97
New Business

By Entire Council:

OPPOSING NORFOLK SOUTHERN'S
PROPOSAL TO CLOSE RAILROAD CROSSINGS

WHEREAS, the Norfolk Southern has contacted the City to propose the closing of a number of railroad crossings in the Fourth Ward, and

WHEREAS, a recent public meeting with residents made it clear that such closings present serious problems with health, safety and convenience of residents, and

WHEREAS, better alternatives should be examined by Norfolk Southern, such as relocation of the tracks, now, therefore, be it

RESOLVED, that the Common Council hereby expresses its opposition to the closing of any railroad crossings by Norfolk Southern in the Fourth Ward.

Carried, all voting aye.

RESOLUTION #58-97
New Business

Woloczyn

By ~~Entire Council~~: Second by Stoyle

IN SUPPORT OF RELOCATION OF NORFOLK SOUTHERN TRACK FROM THE FOURTH WARD TO THE ELEVATED RAIL CORRIDOR

RECEIVED
CITY CLERK'S OFFICE
BUFFALO, N.Y.
97 APR 15 PM 4:13

WHEREAS, the Norfolk Southern tracks that run through the Fourth Ward cause a number of safety and other problems for the residents, and

WHEREAS, after a recent public meeting with residents, Mayor Wuerstle has contacted various organizations for their support for a plan to relocate the tracks to the elevated rail corridor as a condition of the current merger plans, and

WHEREAS, a petition drive has begun in support of such relocation, and

WHEREAS, the Common Council supports a plan to relocate the tracks, now, therefore, be it

RESOLVED, that the Common Council hereby expresses its support for the relocation of the Norfolk Southern tracks that run through the Fourth Ward to the elevated corridor as a condition of the current merger. Such support, however, should take into consideration a plan to meet the needs of those companies presently using this service.

Carried, all voting aye.

CHILD IN FRONT YARD WITH AT GRADE CROSSINGS

CHILD IN BACK YARD WITH AT GRADE CROSSINGS

MUCH SAFER ELEVATED RAIL CORRIDOR

PETITION SUPPORTING RELOCATION
OF RAILROAD LINES OUT OF THE FOURTH WARD

We, the undersigned, strongly urge that the Norfolk Southern railroad tracks that presently run through the Fourth Ward be relocated to the elevated track that runs through the downtown area, and that relocation of these tracks be made a condition of the proposed merger. We feel that such relocation will improve safety and will enhance the Fourth Ward.

Name	Address
Richard A. Polasik	110 Nevins St DK
Frances Ryczko	445 Nevins St
Nancy Belafir	51 N Martin St.
Michael J. Rhode	222 King St DK
J. M. Boso	677 J Roberts DK
B. A. Giangio	434 Swan St DK
Clement Polasik	410 Temple St.
Paul Brandler	414 Mullet Street DK
Edward Zuzlewicz	820 Elm St. DK
Lanice Carlson	271 Lincoln Ave.
Richard F. Bittle	327 CANARY ST. DUNKIRK
Michael Kubiak	227 Maple, DK. N.Y.
Flo Bygowski	616 Brighton, DK. NY.
Gerald Bednarski	406 Townsend DK N.Y
Philip R. Jackim	105 Fraser St DK NY
Antonio R. Cruz	249 Lord St Dunkirk NY.
Frances N. Dow	720 Washington Dunkirk
Norma Cole	228 Ruggles St Ext
Mary Scrow	Dunkirk, N.Y

City of Norfolk
Virginia

July 30, 1997

Paul D. Fraim
Mayor

1109 City Hall Building
Norfolk, Virginia 23510

ENVIRONMENTAL DOCUMENT

RECEIVED
AUG - 4 1997
ADMIN. MANAGEMENT
STB 7

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

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

Re: CSX Corporation and Norfolk Southern Corporation Acquisition of Conrail

Dear Madam and Sir:

The City of Norfolk supports the proposed acquisition of Conrail by Norfolk Southern Corporation and CSX Corporation.

As the home of the world's largest Naval base and the second largest general cargo port on the east coast, we daily experience the negative impacts of concentrated truck traffic on our highways and city streets. We support consolidations in the rail industry because a more competitive industry will mean fewer trucks, safer, less stressful highways and city streets, and reduced truck emissions.

Norfolk also is the home of Norfolk Southern Corporation. As such, we know this firm's senior management and their commitment to the highest standards of safety and to competition in the transportation sector. We also know the value they place on the communities where they work and serve. We are confident Norfolk Southern will bring these commitments to an expanded Norfolk Southern, serving much of the United States.

With best personal regards, I remain

Yours truly,

Paul D. Fraim
Mayor

Board of Chosen Freeholders
Of The County of Burlington

P.O. BOX 6000
MOUNT HOLLY , NEW JERSEY
08060

OFFICE OF THE
BURLINGTON COUNTY FREEHOLDERS

Theresa D. Brown
Vincent R. Farias
Philip E. Haines
William S. Haines, Jr.
James K. Wujcik

Frederick F. Galdo
County Administrator/
Board Clerk
609-265-5020
Fax: 609-265-5022

ENVIRONMENTAL DOCUMENT

30 July 1997

RECEIVED
AUG 04 1997
MAIL MANAGEMENT
STB

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

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

Dear Ms. Kaiser,

Thank you for informing The County of Burlington of the Notice of Intent to Prepare an Environmental Impact Statement (EIS) and soliciting the County's comments on the proposed EIS Scope regarding the consolidation application filed by CSX, NS and Conrail. The County is requesting several items be added to the scope statement. Those items that the County is requesting to be added are as follows:

1. Safety.

Subparagraph "C." specifies addressing of potential effects of increased freight traffic on commuter and intercity passenger service operations. The New Jersey Transit Office of New Rail Construction is currently undertaking a preliminary engineering study to evaluate the implementation of Light Rail Service between Trenton, NJ and Camden, NJ on the Conrail Bordentown Secondary line. It is anticipated that the light rail operation and the freight operation will share the same track facilities in a time segregated manner. The County is requesting that the EIS also address the effects of any increased freight traffic on the proposed light rail operations.

2. Transportation System

Subparagraph "A." In light of the comments above regarding the proposed light rail system the County is requesting that the text be modified to evaluate commuter and intercity passenger service also under design/consideration.

3. Land Use

Subparagraph "A." It is requested the statement be amended to read as follows: "Describe whether the proposed rail line construction and abandonment activities are consistent with existing local and county land use plans.

6. Noise

A component of increased service and or higher authorized speeds can be an increase in vibration, especially to properties adjacent to right-of-way boundaries. It is requested that consideration be given to describing potential vibration impacts. This could be accomplished by adding a subparagraph "C. Identify whether the proposed transaction might cause physical damage/disruption to nearby building and structures, to include residences and sensitive receptors, due to vibration".

9. Socioeconomic Issues

It is requested that this issue specifically address whether the proposed transaction will cause a diminution or increase in value of properties adjacent to the rail line, i.e., vacant, residential, commercial and industrial.

If you have any questions regarding these comments please address them to the Burlington County Office of Land Use Planning.

Sincerely,

William S. Haines, Jr.

William S. Haines, Jr.
Freeholder Director

cc: New Jersey Transit - Office of New Rail Construction
County Administrator
County Engineer
Office of Land Use Planning
Office of Economic Development

ABB\STB0730.LTR

NEFCO ENVIRONMENTAL DOCUMENT

NORTHEAST OHIO FOUR COUNTY REGIONAL PLANNING & DEVELOPMENT ORGANIZATION

969 Copley Road, Akron, Ohio 44320-2992 (330) 836-5731 • Fax (330) 836-7703

Christopher Smeiles, Chairman *Joseph Hadley, Jr., Executive Director*

INTERGOVERNMENTAL REVIEW MEMORANDUM

CENTRAL ADMINISTRATIVE UNIT
REC'D: 8/4/97
DOCUMENT # 8/5/97 9:38:05AM

RECEIVED
AUG - 4 1997
MAIL MANAGEMENT
STB

TO: Elaine K. Kaiser, Chief

FROM: Sylvia Chinn-Levy, Intergovernmental Review Coordinator

DATE: July 28, 1997

SUBJECT: Intergovernmental Review Initiation

PROJECT TITLE: Environmental Report for CSX and Norfolk Southern Proposed Acquisition of Conrail

PROJECT RAI NO: OH970630-0898-RAIL-SUM

INTERGOVERNMENTAL REVIEW COMMITTEE MEETING: August 14, 1997

NEFCO has received the above mentioned project for initiation into the Intergovernmental Review (IGR) Process. According to the adopted IGR procedures, the NEFCO staff will initially review the project, gather comments from interested parties in the affected areas and present this information to the IGR Committee for consideration at **9:30 a.m., in the NEFCO Conference Room, on the date listed above.**

The IGR Committee recommendation will then be made to the NEFCO General Policy Board for official action, with the results of this meeting forwarded to your organization for IGR termination.

If you have any further questions concerning the Intergovernmental Review of your project, please feel free to call me.

Serving as the Area Clearinghouse for Summit County

Bill Starnes
13 Kinross Ct
Newark, DE 19711

ENVIRONMENTAL DOCUMENT

CENTRAL ADMINISTRATIVE UNIT
REC'D: 8/4/97
DOCUMENT # 8/5/97 9:48:22AM

RECEIVED
AUG - 4 1997
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Attn: Elaine K Kaiser, Chief
Sect of Environ Analysis, Env Filing

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

Dear Ms. Kaiser,

I am writing to express my concern over the impeding reorganization of the CSX Railway that run though the town of Newark, DE. Just having moved to Newark, I am not aware of all of the effects the train has on the community, however, I know that I am very concerned about certain aspect of having a train in my community. My concerns revolve around train traffic increase issues including safety, noise pollution, and the trains proximity to housing.

Safety.
As a student, graduate, and employee at the University of Delaware, my wife is constantly reminded of safety issues being that she is responsible for over 50 high school kids who live on campus each summer. In addition, she is constantly exposed to the threat of a running train. I understand that college students have been hit by this train. I hope to God that one day it is not my child.

Noise Pollution.
I have thought frequently that someone should measure the decibel level of that train. It seems to vary with speed, length, and cargo. At times, the house I live in which is close to the tracks shakes violently waking me up each evening from sleep. It is also impossible to enjoy the comforts and serenity of the nature of my backyard knowing that within minutes a train will be roaring though posing damage to my homes' foundation, my eardrums, my sanctity, and my forthcoming children. It is quite irritating. Why do the engineers blow the horn to say hello to people who are trying to BBQ in their back yards? That is insane!

Proximity to Housing. (See attached article/picture!)
What if that train derails. Can that happen? What damage can occur to local community members hearing, peace of mind, and children who explore and play just beyond their back yards. I'm worried.

What can be done about these things? Who really makes the decisions about the reorganization of the freight operations?

Help me, my family, and this community from further irritation, pollution, and danger.

Sincerely

W-D-S

William D. Starnes

its estimate of American troops exposed to fallout from exploded Iraqi chemical weapons in 1991, defense officials said Wednesday.

But at the same time, officials have concluded that the low-level exposures probably are unrelated

Officials speaking on condition of anonymity said the number of troops exposed was tens of thousands more than the 20,000 previously estimated, but they were uncertain of the exact figure. CBS News reported Wednesday the new estimate was 100,000.

the unexplained illnesses, known collectively as Gulf War syndrome, but many veterans still believe chemical or possibly biological weapons are to blame.

For more than five years after the war against Iraq, the Pentagon strongly denied there was any evidence that American

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Train plunges into creek

Heavy rains Wednesday pounded Georgia and North Carolina, where a CSX train engine plunged into a Charlotte creek after rain washed away the underpinnings of a bridge. As much as 10 inches of rain fell in parts of North Carolina. Floodwaters caused the evacuation of about 2,000 people in the area.

AP/CHUCK BURTON

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STB FD-33388 ID-GOV 8-1-97 K

ENVIRONMENTAL DOCUMENT

CENTRAL ADMINISTRATIVE UNIT
REC'D: 8/1/97
DOCUMENT # 8/5/97 11:13:57 AM

STATE OF MICHIGAN

JOHN ENGLER, Governor

DEPARTMENT OF ENVIRONMENTAL QUALITY

HOLLISTER BUILDING, PO BOX 30473, LANSING MI 48909-7973

INTERNET: www.deq.state.mi.us

RUSSELL J. HARDING, Director

REPLY TO:

ENVIRONMENTAL ASSISTANCE DIVISION
TOWN CENTER 2ND FLOOR
PO BOX 30457
LANSING MI 48909-7957

RECEIVED
AUG - 1 1997
MAIL MANAGEMENT
STB 7

July 24, 1997

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

Dear Ms. Kaiser:

SUBJECT: Environmental Effects of Acquisition of Conrail by CSX Transportation, Inc. (CSX) and Norfolk Southern Corporation (NS)

Thank you for your July 3, 1997 letter to Director Russell J. Harding regarding the above subject. Director Harding has asked that I respond to your concerns.

We acknowledge your Notice of Intent to Prepare an Environmental Impact Statement (EIS) and request to provide comments on the scope of the proposed EIS.

The four-part Environmental Report (ER) is thorough and comprehensive relative to the content of environmental data which is an excellent basis for preparation of an EIS.

The Michigan Department of Environmental Quality (MDEQ) is responsible for protecting the environment in the state of Michigan, which includes: air pollution control, control of surface and ground water pollution, and waste disposal management. The cited reduction of air pollution through the acquisition of Conrail property is indeed commendable.

We will have concerns regarding construction activities involving expansion and upgrade projects, especially in newly acquired rights-of way. For example, we wish to receive and review proposed construction plans for the specific upgrade of Ecorse Junction (Detroit) NS 400 feet of rail for possible environmental impact.

Thank you for the opportunity to review and respond to the ER and the proposed EIS. If you have any questions, please feel free to contact me.

Sincerely,

James W. Henderson

James W. Henderson, Ph.D.
Permit Coordinator
Environmental Assistance Division
517-335-4235

cc: Mr. Russell J. Harding, MDEQ

ENVIRONMENTAL DOCUMENT

CENTRAL ADMINISTRATIVE UNIT
REC'D: 8/1/97
DOCUMENT # 8/5/97 11:05:12AM

OFFICE OF PLANNING AND BUDGET

ZELL MILLER
GOVERNOR

TIM BURGESS
DIRECTOR

GEORGIA STATE CLEARINGHOUSE MEMORANDUM
EXECUTIVE ORDER 12372 REVIEW PROCESS

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

RECEIVED
AUG - 1 1997
MAIL MANAGEMENT
STB

FROM: Debra S. Stephens, Administrator
Georgia State Clearinghouse

DATE: 7/24/97

SUBJECT: Executive Order 12372 Review

PROJECT: ER: Docket No. 33388

STATE ID: GA970627001

CFDA#:

The Executive Order 12372 review period produced no comments from impacted state agencies.

DSS

Form NCC
January 1995

OS-2 (4-95)

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL DOCUMENT

ENGINEERING DISTRICT 4-0
P O BOX 111
SCRANTON PA 18501
PHONE 717-963-4070
JULY 24 1997

CENTRAL ADMINISTRATIVE UNIT
REC'D: 8/1/97
DOCUMENT # 8/5/97 1:25:19 PM

Environmental Impact Statement Scope
Conrail Acquisition

OFFICE OF THE SECRETARY
CASE CONTROL UNIT
STB FINANCE DOCKET NO 33388
SURFACE TRANSPORTATION BOARD
1925 K STREET NW
WASHINGTON DC 20423-0001
ATTN ELAINE K KAISER CHIEF
SECTION OF ENVIRONMENTAL ANALYSIS
ENVIRONMENTAL FILING

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MANAGEMENT
STB

Ladies and Gentlemen:

The Pennsylvania Department of Transportation has no comments on the above referenced proposed scope of study.

Should you have any further questions, please contact me.

Very truly yours,

Edward P. Osnick

Edward P. Osnick
ENVIRONMENTAL MANAGER

STB FD-33388 ID-CITIES 8-1-97 K

ENVIRONMENTAL DOCUMENT

West Alabama
Planning & Development Council

4200 Highway 69 North • Suite 1
Northport, AL 35476
(205) 333-2990 • FAX: (205) 333-2713

James E. Gay, Chairman
Leland Avery, Vice-Chairman

Robert B. Lake, Executive Director

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CENTRAL ADMINISTRATIVE UNIT
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DOCUMENT # 8/5/97 10:01:48 AM

TO: Elaine K. Kaiser
Surface Transportation Board
1925 K Street, N.W.
Washington, D.C. 20423-001

FROM: West Alabama Planning & Development Council
4200 Highway 69 North, Suite 1
Northport, AL 35476

DATE: July 24, 1997

SUBJECT: Intergovernmental Review

APPLICANT:

PROJECT: CSX Corp. & CSX Transportation, Inc,. Norfolk Southern Corp. & Norfolk Southern Railway Co.-Control and Operating Leases/Agreements - Conrail, Inc. & Consolidated Rail Corp. - EIS

DATE OF APPLICATION: --- FEDERAL CATALOG NUMBER: ---

The above project has been reviewed by the regional clearinghouse, West Alabama Planning & Development Council, and its recommendations and/or comments are:

(x) Concurrence

( ) Concurrence With Conditions
Conditions: _____

( ) Non-Concurrence
Summarize the major reasons for recommended disapproval. _____

( ) No Comment (Although the clearinghouse may not wish to take a formal position, technical comments of the staff may be attached with comments from other sources.)

Robert B. Lake, Executive Director

WATER RESOURCES AGENCY
FOR NEW CASTLE COUNTY

POLICY BOARD
Governor, State of Delaware
New Castle County Executive
Mayor, City of Wilmington
Mayor, City of Newark
WRA Administrator, Secretary

ENVIRONMENTAL DOCUMENT

CENTRAL ADMINISTRATIVE UN
REC'D: 8/1/97
DOCUMENT #8/5/97 1:38:24PM

July 23, 1997

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

Enclosed MAP stored on CAU document files.

RECEIVED
AUG 1 1997
MAIL MANAGEMENT
STB

Re: Draft Scope of Work for an Environmental Impact Statement
Proposed Reorganization of the CSX, Norfolk Southern,
and CONRAIL Railroad's Freight Rail Operations

Dear Ms. Kaiser:

We have reviewed the July 3, 1997 Notice of Intent to Prepare an Environmental Impact Statement (EIS) for the proposed reorganization of the CSX, Norfolk Southern, and CONRAIL railroad's freight rail operations. We understand the rail reorganization will result in an increase in rail freight traffic of anywhere between 2 to 10 trains per day along the CSX rail-line that currently crosses three at-grade crossings through the heart of the City of Newark, Delaware.

The Water Resources Agency is concerned about the impacts that the increased rail traffic may have on surface water supplies for the City of Newark and New Castle County. The CSX rail line crosses the Floodplain Water Resource Protection Areas (WRPA's) along the Christina River and the White Clay Creek at several locations as shown on the attached map. The Floodplain WRPA's are protected by New Castle County Code as the sources of drinking water for City of Newark and New Castle County residents. We are quite concerned that the increased freight rail traffic along the CSX line may increase the potential for hazardous waste spills which could negatively impact surface water quality and drinking water supplies. The draft EIS should contain a component to evaluate the impact of the increased rail traffic on surface water quality and drinking water supplies along the Floodplain WRPA's of the Christina River and White Clay Creek.

2701 CAPITOL TRAIL NEWARK, DELAWARE 19711 (302) 731-7670

In addition, the CSX rail line is situated in the White Clay Creek watershed which is the subject of a Wild and Scenic River Study by the U.S. National Park Service. The Wild and Scenic Study has identified that the floodplain corridor of the White Clay Creek is a significant resource that may be worthy of Federal protection. Restrictions to the CSX rail plan might be imposed if the White Clay Creek is designated as a Wild and Scenic area by Congress. The draft EIS should include a task to evaluate whether the increased CSX rail traffic plan will be impacted by the White Clay Creek Wild and Scenic River Study currently underway by the National Park Service.

Please keep us informed regarding the progress of the EIS for the proposed rail reorganization.

Regards,

Bernard L. Dworsky
Administrator

Gerald J. Kauffman, P.E.
Water Resources Engineer

cc: Roy H. Lopata, City of Newark

GJK:rma

STB FD-33388 ID-FEDS 8-1-97 K

U.S. Department of Transportation
United States Coast Guard

United States Coast Guard

2100 Second Street, S.W.
Washington, DC 20593-0001
Staff Symbol: G-OPT/35
Phone: (202) 267-0368
FAX: (202) 267-4046

ENVIRONMENTAL DOCUMENT

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STB 7

16590
July 25, 1997

CENTRAL ADMINISTRATIVE UNIT
REC'D: 8/1/97
DOCUMENT # 8/5/97 10:16:50AM

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

Dear Ms. Kaiser:

On behalf of the Commandant, I am replying to your letter of July 3, 1997, concerning the Surface Transportation Board's intent to prepare an EIS for the proposed CSX, Norfolk Southern, and Conrail Railroad consolidation project.

We have reviewed the Federal Register Notice of Intent and in our view, the scoping issues for an EIS concerning this railroad acquisition and consolidation project appear adequate. However, if the railroad consolidation is expected to result in the abandonment of rail lines or the construction of railroad bridges across navigable waters of the United States, these issues should be identified and addressed in the EIS. The Coast Guard is not a jurisdictional agency by law or expertise on railroad mergers. Therefore, we will not be assuming a cooperating agency role in the EIS process for this railroad consolidation project.

The near term immediate effect of the proposed action, if approved, is essentially a merger and name change concerning the individual railroads. Down the road, the environmental consequences of any specific bridge permit, drawbridge regulation, or alteration action related to railway crossings of navigable waterways that result from the proposed action, will be reviewed by the Coast Guard on a case by case basis.

Sincerely,

N. E. MPRAS
Chief, Office of Bridge Administration
U. S. Coast Guard
By direction of the Commandant

STB FD-33388 ID-BUSINESS 6-4-97 K

ARNOLD & PORTER
555 TWELFTH STREET, N.W.
WASHINGTON, D.C. 20004-1202
(202) 942-5000
FACSIMILE (202) 942-5999

NEW YORK
DENVER
LOS ANGELES
LONDON

MARY GABRIELLE SPRAGUE
(202) 942-5773

6/12/97 3:04:12 PM

RECEIVED
JUN 4 1997
MAIL MANAGEMENT
STB

June 4, 1997

VIA HAND DELIVERY

Elaine K. Kaiser, Chief
Surface Transportation Board
Section of Environmental Analysis
1925 K Street, N.W.
Washington, D.C. 20423-0001

Re: Finance Docket No. 33388/Updated CSX Traffic Figures

Dear Ms. Kaiser:

Enclosed are the traffic tables for rail lines presently owned by CSX, rail lines proposed to be allocated to CSX after Acquisition of Conrail, and rail lines that will be shared by CSX and NS. We expect few changes between now and the submission of the Application. In addition to these tables, we will submit tomorrow updated tables showing only the line segments that will be analyzed in the Environmental Report.

With best regards.

Sincerely,

Mary Gay Sprague

Mary Gabrielle Sprague

Enclosures

ENVIRONMENTAL DOCUMENT

CSX TRAIN DENSITIES

SEGMENT						1995 ADJ BASE			POST-ACQUISITION TRNS/DAY			CHANGE IN #
FROM STATION		TO STATION		ROAD	MILES	PSGR	FREIGHT	TOTAL	PSGR	FREIGHT	TOTAL	OF TRNS/DAY
PARK JCT	PA	RG	PA	CSXT	4	0	25	25	0	15.6	15.6	-9.4
RG	PA	WILSMERE	DE	CSXT	26	0	22.9	23	0	26.4	26.4	3.5
WILSMERE	DE	BALTIMORE	MD	CSXT	68	0	26.9	27	0	28.8	28.8	1.9
BALTIMORE	MD	RELAY	MD	CSXT	7	16	39.6	55	16	42.7	58.2	3.1
RELAY	MD	JESSUP	MD	CSXT	7	16	33.1	49	16	37	52.5	3.9
JESSUP	MD	ALEXANDRIA JCT	MD	CSXT	17	16	33.4	49	16	37.1	52.6	3.7
ALEXANDRIA JCT	MD	WASHINGTON	DC	CSXT	5	16	23.9	39	16	30.8	46.3	6.9
WASHINGTON	DC	PT OF ROCK	MD	CSXT	43	14	23.8	38	14	30.8	45.2	7
PT OF ROCK	MD	HARPERS FERRY	WV	CSXT	38	14	33.3	48	14	41.6	56	8.3
HARPERS FERRY	WV	CHERRY RUN	WV	CSXT	32	7	33.3	40	7	40.6	47.6	7.3
CHERRY RUN	WV	CUMBERLAND	MD	CSXT	65	2	29	31	2	31	33	2
CUMBERLAND	MD	SINNS	PA	CSXT	133	2	27.4	29	2	32.5	34.5	5.1
SINNS	PA	RANKIN JCT	PA	CSXT	9	2	30.8	33	2	40.2	42.2	9.4
RANKIN JCT	PA	NEW CASTLE	PA	CSXT	51	0	28.9	29	0	38.3	38.3	9.4
NEW CASTLE	PA	YOUNGSTOWN	OH	CSXT	18	2	32.6	35	2	39.6	41.6	7
YOUNGSTOWN	OH	STERLING	OH	CSXT	79	2	32.6	35	2	33.9	35.9	1.3
STERLING	OH	GREENWICH	OH	CSXT	37	2	32.5	35	2	32.9	34.9	0.4
GREENWICH	OH	WILLARD	OH	CSXT	12	2	32.5	35	2	55.2	57.2	22.7
WILLARD	OH	FOSTORIA	OH	CSXT	37	2	32.5	35	2	54	56	21.5
FOSTORIA	OH	DESHLER	OH	CSXT	26	2	34	36	2	37.9	39.9	3.9
DESHLER	OH	WILLOW CREEK	IN	CSXT	174	2	21.4	23	2	47.7	49.7	26.3
WILLOW CREEK	IN	PINE JCT	IN	CSXT	12	2	20.1	22	2	36.6	38.6	16.5
PINE JCT	IN	BARR YD	IL	CSXT	11	0	27.6	28	0	33.3	33.3	5.7
RELAY	MD	PT OF ROCK	MD	CSXT	58	0	9.3	9.3	0	9.2	9.2	-0.1
HAGERSTOWN	MD	LURGAN	PA	CSXT	34	0	2.3	2.3	0	2.5	2.5	0.2
HAGERSTOWN	MD	CHERRY RUN	MD	CSXT	19	0	3	3	0	2	2	-1
ROCKWOOD	PA	JOHNSTOWN	PA	CSXT	45	0	1	1	0	1	1	0
LESTER	OH	LORAIN	OH	CSXT	23	0	1.4	1.4	0	1.4	1.4	0
STERLING	OH	LESTER	OH	CSXT	16	0	5.3	5.3	0	5.3	5.3	0
LESTER	OH	CLEVELAND	OH	CSXT	30	0	5.8	5.8	0	5.8	5.8	0
DETROIT	MI	PLYMOUTH	MI	CSXT	25	0	15.1	15	0	12.3	12.3	-2.8
PLYMOUTH	MI	GRAND RAPIDS	MI	CSXT	124	0	11.4	11	0	6.4	6.4	-5
GRAND RAPIDS	MI	WAVERLY	MI	CSXT	26	2	8.2	10	2	4.5	6.5	-3.7
WAVERLY	MI	PORTER	IN	CSXT	110	2	4.8	6.8	2	2.8	4.8	-2
SAGINAW	MI	FLINT	MI	CSXT	29	0	10	10	0	12.2	12.2	2.2
FLINT	MI	HOLLY	MI	CSXT	28	0	12.8	13	0	14	14	1.2
HOLLY	MI	WIXOM	MI	CSXT	20	0	11.3	11	0	12.5	12.5	1.2
WIXOM	MI	PLYMOUTH	MI	CSXT	12	0	12.2	12	0	12.9	12.9	0.7
PLYMOUTH	MI	WAYNE	MI	CSXT	8	0	23.6	24	0	26.5	26.5	2.9
WAYNE	MI	CARLETON	MI	CSXT	15	0	22.8	23	0	24.8	24.8	2
CARLETON	MI	TOLEDO	MI	CSXT	17	0	21.9	22	0	33.1	33.1	11.2
CINCINNATI	OH	HAMILTON	OH	CSXT	21	1	28.2	29	1	31.2	32.2	3
HAMILTON	OH	DAYTON	OH	CSXT	34	0	25.4	25	0	26.5	26.5	1.1
DAYTON	OH	SIDNEY	OH	CSXT	37	0	22.6	23	0	24.9	24.9	2.3
SIDNEY	OH	LIMA	OH	CSXT	35	0	22.6	23	0	15.3	15.3	-7.3
LIMA	OH	DESHLER	OH	CSXT	33	0	26.5	27	0	14.9	14.9	-11.6
DESHLER	OH	TOLEDO	OH	CSXT	36	0	0.6	0.6	0	14.2	14.2	13.6
FOSTORIA	OH	TOLEDO	OH	CSXT	29	0	33.3	33	0	37.4	37.4	4.1
MARION	OH	FOSTORIA	OH	CSXT	40	0	17.8	18	0	27.4	27.4	9.6

CSX TRAIN DENSITIES

SEGMENT FROM STATION		SEGMENT TO STATION		ROAD	MILES	1995 ADJ BASE PSGR	1995 ADJ BASE FREIGHT	1995 ADJ BASE TOTAL	POST-ACQUISITION TRNS/DAY PSGR	POST-ACQUISITION TRNS/DAY FREIGHT	POST-ACQUISITION TRNS/DAY TOTAL	CHANGE IN # OF TRNS/DAY
COLUMBUS	OH	MARION	OH	CSXT	20	0	17.8	18	0	17.4	17.4	-0.4
N J CABIN	KY	COLUMBUS	OH	CSXT	53	0	11.7	12	0	11.4	11.4	-0.3
CINCINNATI	OH	COLUMBUS	OH	CSXT	112	0	2.8	2.8	0	2.9	2.9	0.1
HAMPTON	VA	RIVANNA JCT	VA	CSXT	80	2.9	9.55	12	2.9	8.6	11.5	-1
RIVANNA JCT	VA	CLIFTON FORGE	VA	CSXT	229	0	9.75	9.8	0	9.7	9.7	-0.1
CLIFTON FORGE	VA	ST ALBANS	WV	CSXT	195	0.9	10.9	12	0.9	10.9	11.8	0.1
ST ALBANS	WV	BARBOURSVILLE	WV	CSXT	29	0.9	13.4	14	0.9	12.8	13.7	-0.6
BARBOURSVILLE	WV	HUNTINGTON	WV	CSXT	10	0.9	15.5	16	0.9	14.9	15.8	-0.6
HUNTINGTON	WV	KENOVA	WV	CSXT	8	0.9	15.4	16	0.9	16.8	17.7	1.4
KENOVA	WV	BIG SANDY JCT	WV	CSXT	1	0.9	32.5	33	0.9	33.2	34.1	0.8
BIG SANDY JCT	KY	ASHLANL	KY	CSXT	6	0.9	32.5	33	0.9	30.5	31.4	-2
ASHLAND	KY	RUSSELL	KY	CSXT	4	0.9	34.5	35	0.9	32.5	33.4	-2
RUSSELL	KY	N J CABIN	KY	CSXT	19	0.9	20.8	22	0.9	18.8	19.7	-2
N J CABIN	KY	COVINGTON	KY	CSXT	121	0.9	7.5	8.4	0.9	8.6	9.5	1.1
CUMBERLAND	MD	W VIRGINIA C	WV	CSXT	28	0	14	14	0	16.6	16.6	2.6
W VIRGINIA C	WV	MK JCT	WV	CSXT	46	0	9.4	9.4	0	12	12	2.6
MK JCT	WV	GRAFTON	WV	CSXT	26	0	9.4	9.4	0	12	12	2.6
GRAFTON	WV	BERKELEY JCT	WV	CSXT	2	0	10.8	11	0	10.8	10.8	0
BERKELEY JCT	WV	SHORT LINE JCT	WV	CSXT	21	0	3.8	3.8	0	3.8	3.8	0
BROOKLYN JCT	WV	SHORT LINE JCT	WV	CSXT	58	0	4.6	4.6	0	4.4	4.4	-0.2
PARKERSBURG	WV	BROOKLYN JCT	WV	CSXT	55	0	4.5	4.5	0	4.5	4.5	0
PARKERSBURG	WV	HUNTINGTON	WV	CSXT	119	0	5.3	5.3	0	5.1	5.1	-0.2
BROOKLYN JCT	WV	BENWOOD JCT	WV	CSXT	34	0	6	6	0	6	6	0
RIVANNA JCT	VA	CHARLOTTESVILL	VA	CSXT	98	0.9	1.5	2.4	0.9	1.5	2.4	0
CHARLOTTESVILLE	VA	CLIFTON FORGE	VA	CSXT	103	0.9	1.9	2.8	0.9	1.9	2.8	0
MUNSTER	IN	MONON	IN	CSXT	62	1.4	2.5	3.9	1.4	2.5	3.9	0
MONON	IN	LAFAYETTE	IN	CSXT	30	1.4	3	4.4	1.4	3	4.4	0
LAFAYETTE	IN	CRAWFORDSVILLE	IN	CSXT	29	1.4	7.6	9	1.4	7.6	9	0
CRAWFORDSVILLE	IN	GREENCASTLE	IN	CSXT	31	0	4.2	4.2	0	2.2	2.2	-2
HAMILTON	OH	INDIANAPOLIS	IN	CSXT	99	0.9	3	3.9	0.9	5	5.9	2
CINCINNATI	OH	MITCHELL	IN	CSXT	128	0	7.8	7.8	0	1.7	1.7	-6.1
MITCHELL	IN	VINCENNES	IN	CSXT	62	0	12.7	13	0	5.8	5.8	-6.9
VINCENNES	IN	SALEM	IL	CSXT	79	0	14.2	14	0	9.1	9.1	-5.1
SALEM	IL	E. ST LOUIS	IL	CSXT	68	0	11.8	12	0	8.7	8.7	-3.1
DOLTON	IL	DANVILLE	IL	CSXT	106	0	20.2	20	0	21.6	21.6	1.4
DANVILLE	IL	TERRE HAUTE	IN	CSXT	57	0	22.6	23	0	23.9	23.9	1.3
TERRE HAUTE	IN	VINCENNES	IN	CSXT	54	0	22.6	23	0	28.5	28.5	5.9
VINCENNES	IN	EVANSVILLE	IN	CSXT	53	0	22.3	22	0	30.8	30.8	8.5
EVANSVILLE	IN	AMQUI	TN	CSXT	137	0	23.4	23	0	32.7	32.7	9.3
AMQUI	TN	NASHVILLE	TN	CSXT	16	0	40.8	41	0	48.4	48.4	7.6
NASHVILLE	TN	DECATUR	AL	CSXT	118	0	21.7	22	0	23.4	23.4	1.7
DECATUR	AL	BLACK CREEK	AL	CSXT	89	0	22.5	23	0	23.8	23.8	1.3
BLACK CRK	AL	BIRMINGHAM	AL	CSXT	5	0	33.7	34	0	31	31	-2.7
BIRMINGHAM	AL	PARKWOOD	AL	CSXT	12	0	32.8	33	0	30.7	30.7	-2.1
PARKWOOD	AL	MONTGOMERY	AL	CSXT	87	0	14.1	14	0	14.3	14.3	0.2
MONTGOMERY	AL	FLOMATON	AL	CSXT	110	0	16.1	16	0	18	18	1.9
ANCHORAGE	KY	WINCHESTER	KY	CSXT	95	0	2.6	2.6	0	3.3	3.3	0.7
WINCHESTER	KY	TYPO	KY	CSXT	123	0	13.1	13	0	13.1	13.1	0
TYPO	KY	N. HAZARD	KY	CSXT	5	0	10.6	11	0	10.6	10.6	0

CSX TRAIN DENSITIES

SEGMENT FROM STATION		SEGMENT TO STATION		ROAD	MILES	1995 ADJ BASE PSGR	1995 ADJ BASE FREIGHT	1995 ADJ BASE TOTAL	POST-ACQUISITION TRNS/DAY PSGR	POST-ACQUISITION TRNS/DAY FREIGHT	POST-ACQUISITION TRNS/DAY TOTAL	CHANGE IN # OF TRNS/DAY
N. HAZARD	KY	LOTHAIR	KY	CSXT	2	0	10.9	11	0	10.9	10.9	0
LOTHAIR	KY	JEFF	KY	CSXT	5	0	8.4	8.4	0	8.4	8.4	0
JEFF	KY	DENT	KY	CSXT	11	0	6.9	6.9	0	6.9	6.9	0
DENT	KY	BLACKEY	KY	CSXT	8	0	5.18	5.2	0	5.2	5.2	0
BLACKEY	KY	DUO	KY	CSXT	2	0	4.26	4.3	0	4.3	4.3	0
DUO	KY	PAT	KY	CSXT	10	0	4.26	4.3	0	4.3	4.3	0
PAT	KY	DEANE	KY	CSXT	6	0	4.42	4.4	0	4.4	4.4	0
BCC JCT	KY	DEANE	KY	CSXT	22	0	6	6	0	6	6	0
PORTER JCT	KY	B C C JCT	KY	CSXT	6	0	6	6	0	6	6	0
STEVENS BRANCH	KY	PORTER JCT	KY	CSXT	12	0	7.5	7.5	0	7.5	7.5	0
MARTIN	KY	STEVENS BRANCH	KY	CSXT	1	0	7.5	7.5	0	7.5	7.5	0
BEAVER JCT	KY	MARTIN	KY	CSXT	5	0	7.5	7.5	0	7.5	7.5	0
LATONIA	KY	ANCHORAGE	KY	CSXT	86	0	15	15	0	12.7	12.7	-2.3
ANCHORAGE	KY	LOUISVILLE	KY	CSXT	13	0	20.6	21	0	18.3	18.3	-2.3
LOUISVILLE	KY	AMQUI	TN	CSXT	173	0	18.8	19	0	17.4	17.4	-1.4
CINCINNATI	OH	COVINGTON	KY	CSXT	6	0.9	35.9	37	0.9	33.6	34.5	-2.3
COVINGTON	KY	LATONIA	KY	CSXT	1	0	30.3	30	0	28.9	28.9	-1.4
LATONIA	KY	WINCHESTER	KY	CSXT	93	0	17.1	17	0	16	16	-1.1
WINCHESTER	KY	SINKS	KY	CSXT	56	0	24.6	25	0	23.3	23.3	-1.3
SINKS	KY	CORBIN	KY	CSXT	35	0	22.9	23	0	21.6	21.6	-1.3
CORBIN	KY	CARTERSVILLE	GA	CSXT	263	0	27.3	27	0	26.1	26.1	-1.2
CARTERSVILLE	GA	ATLANTA	GA	CSXT	46	0	39.4	39	0	38.3	38.3	-1.1
ATLANTA	GA	MANCHESTER	GA	CSXT	78	0	19.2	19	0	16.6	16.6	-2.6
MANCHESTER	GA	WAYCROSS	GA	CSXT	203	0	27.9	28	0	26	26	-1.9
CORBIN	KY	HEIDRICK	KY	CSXT	15	0	9.2	9.2	0	9.2	9.2	0
HEIDRICK	KY	ELYS	KY	CSXT	10	0	9	9	0	9	9	0
ELYS	KY	YINGLING	KY	CSXT	2	0	9	9	0	9	9	0
YINGLING	KY	PINEVILLE	KY	CSXT	4	0	9	9	0	9	9	0
PINEVILLE	KY	HARBELL	KY	CSXT	3	0	5.8	5.8	0	5.8	5.8	0
HARBELL	KY	PONZA	KY	CSXT	2	0	5.52	5.5	0	5.5	5.5	0
PONZA	KY	CROSBY	KY	CSXT	11	0	5.52	5.5	0	5.5	5.5	0
BLACKMONT	KY	CROSBY	KY	CSXT	4	0	5.49	5.5	0	5.5	5.5	0
BLACKMONT	KY	KERR	KY	CSXT	9	0	5.62	5.6	0	5.6	5.6	0
KERR	KY	BAXTER	KY	CSXT	8	0	5.67	5.7	0	5.7	5.7	0
BAXTER	KY	HARLAN	KY	CSXT	2	0	5.74	5.7	0	5.7	5.7	0
DRESSEN	KY	HARLAN	KY	CSXT	1	0	4.42	4.4	0	4.4	4.4	0
DRESSEN	KY	GLIDDEN	KY	CSXT	5	0	4.38	4.4	0	4.4	4.4	0
GLIDDEN	KY	POPEVILLE	KY	CSXT	2	0	4.01	4	0	4	4	0
POPEVILLE	KY	KY-VA ST-LN	KY	CSXT	7	0	3.97	4	0	4	4	0
KY-VA ST-LN	VA	HAGANS	VA	CSXT	3	0	3.97	4	0	4	4	0
HAGANS	VA	PENNINGTON	VA	CSXT	16	0	4	4	0	4	4	0
PENNINGTON	VA	BIG STONE GAP	VA	CSXT	16	0	4.3	4.3	0	4.3	4.3	0
LOUISVILLE	KY	LONG BRANCH	KY	CSXT	18	0	4.4	4.4	0	4.2	4.2	-0.2
LONG BRANCH	KY	SKILLMAN	KY	CSXT	49	0	4.3	4.3	0	4	4	-0.3
SKILLMAN	KY	HENDERSON	KY	CSXT	60	0	4.3	4.3	0	4	4	-0.3
BIG SANDY JCT	KY	ELKHORN CITY	KY	CSXT	127	0	18.8	19	0	18.8	18.8	0
ELKHORN CITY	KY	FRISCO	TN	CSXT	89	0	19.3	19	0	19.3	19.3	0
FRISCO	TN	BOSTIC	NC	CSXT	157	0	19.3	19	0	19.3	19.3	0
BOSTIC	NC	SPARTANBURG	SC	CSXT	32	0	13.8	14	0	13.8	13.8	0

CSX TRAIN DENSITIES

SEGMENT						1995 ADJ BASE			POST-ACQUISITION TRNS/DAY			CHANGE IN #
FROM STATION		TO STATION		ROAD	MILES	PSGR	FREIGHT	TOTAL	PSGR	FREIGHT	TOTAL	OF TRNS/DAY
LAURENS	SC	SPARTANBURG	SC	CSXT	38	0	13.6	14	0	12.8	12.8	-0.8
CLINTON	SC	LAURENS	SC	CSXT	11	0	6.4	6.4	0	6.4	6.4	0
COLUMBIA	SC	CLINTON	SC	CSXT	63	0	10.4	10	0	10.4	10.4	0
EASTOVER JCT	SC	COLUMBIA	SC	CSXT	27	0	4.3	4.3	0	4.3	4.3	0
SUMTER	SC	EASTOVER JCT	SC	CSXT	19	0	3.9	3.9	0	3.9	3.9	0
SUMTER	SC	LANE	SC	CSXT	40	0	3.7	3.7	0	3.7	3.7	0
CHARLOTTE	NC	BOSTIC	NC	CSXT	73	0	7.6	7.6	0	7.6	7.6	0
MONROE	NC	CHARLOTTE	NC	CSXT	24	0	12	12	0	12.4	12.4	0.4
AUGUSTA	GA	GREENWOOD	SC	CSXT	68	0	8.8	8.8	0	8.2	8.2	-0.6
GREENWOOD	SC	LAURENS	SC	CSXT	28	0	10.5	11	0	9.8	9.8	-0.7
ALEXANDRIA JCT	MD	BENNING	DC	CSXT	6	0	18.7	19	0	24.3	24.3	5.6
FREDERICKSBURG	VA	POTOMAC YARD	VA	CSXT	49	22	16.3	38	22	23.4	45.4	7.1
DOSWELL	VA	FREDERICKSBURG	VA	CSXT	37	15	16.2	31	15	22.8	37.3	6.6
RICHMOND	VA	DOSWELL	VA	CSXT	24	15	17.8	32	15	24.8	39.3	7
S. RICHMOND	VA	WELDON	NC	CSXT	82	8	18.4	26	8	23	31	4.6
WELDON	NC	ROCKY MT	NC	CSXT	37	8	19.6	28	8	25.5	33.5	5.9
ROCKY MT	NC	CONTENTNEA	NC	CSXT	19	8	19.6	28	8	22.1	30.1	2.5
CONTENTNEA	NC	SELMA	NC	CSXT	22	8	18.2	26	8	21	29	2.8
SELMA	NC	FAYETTEVILLE	NC	CSXT	49	4	20.4	24	4	21.6	25.6	1.2
FAYETTEVILLE	NC	PEMBROKE	NC	CSXT	31	4	22.1	26	4	22.2	26.2	0.1
PEMBROKE	NC	DILLON	SC	CSXT	21	4	15.7	20	4	17.2	21.2	1.5
DILLON	SC	FLORENCE	SC	CSXT	31	4	15.6	20	4	19	23	3.4
FLORENCE	SC	LANE	SC	CSXT	49	4	12.7	17	4	16.6	20.6	3.9
LANE	SC	ST STEPHEN	SC	CSXT	8	4	16.2	20	4	19.9	23.9	3.7
ST STEPHEN	SC	ASHLEY JCT	SC	CSXT	39	4	12.7	17	4	16.5	20.5	3.8
ASHLEY JCT	SC	YEMASSEE	SC	CSXT	54	4	16.7	21	4	20.6	24.6	3.9
YEMASSEE	SC	SAVANNAH	GA	CSXT	55	4	12.2	16	4	16.1	20.1	3.9
SAVANNAH	GA	JESUP	GA	CSXT	52	6	17.3	23	6	22.8	28.8	5.5
JESUP	GA	WAYCROSS	GA	CSXT	39	0	7.2	7.2	0	7.8	7.8	0.6
PEMBROKE	NC	WILMINGTON	NC	CSXT	81	0	3.5	3.5	0	5	5	1.5
HAMLET	NC	PEMBROKE	NC	CSXT	34	0	11.8	12	0	13.1	13.1	1.3
HAMLET	NC	MONROE	NC	CSXT	53	0	20.4	20	0	23	23	2.6
MONROE	NC	CLINTON	NC	CSXT	92	0	13.1	13	0	15.6	15.6	2.5
CLINTON	SC	GREENWOOD	SC	CSXT	28	0	17.1	17	0	19.6	19.6	2.5
GREENWOOD	SC	ATHENS	GA	CSXT	66	0	16.1	16	0	18.8	18.8	2.7
ATHENS	GA	ATLANTA	GA	CSXT	69	0	18.7	19	0	21	21	2.3
ATLANTA	GA	LAGRANGE	GA	CSXT	70	0	15.3	15	0	16.5	16.5	1.2
LAGRANGE	GA	MONTGOMERY	AL	CSXT	100	0	11.9	12	0	11.2	11.2	-0.7
HAMLET	NC	MCBEE	SC	CSXT	108	2	3.4	5.4	2	3.3	5.3	-0.1
MCBEE	SC	COLUMBIA	SC	CSXT	108	2	4.4	6.4	2	4.4	6.4	0
COLUMBIA	SC	FAIRFAX	SC	CSXT	76	2	3.9	5.9	2	3.7	5.7	-0.2
FAIRFAX	SC	SAVANNAH	GA	CSXT	62	2	12.4	14	2	11.6	13.6	-0.8
HAMLET	NC	DILLON	SC	CSXT	42	0	8.9	8.9	0	7.7	7.7	-1.2
DILLON	SC	ANDREWS	SC	CSXT	74	0	4.3	4.3	0	4.2	4.2	-0.1
ANDREWS	SC	STATE JCT	SC	CSXT	28	0	2.5	2.5	0	2.5	2.5	0
STATE JCT	SC	REMOUNT	SC	CSXT	20	0	2.2	2.2	0	2.2	2.2	0
REMOUNT	SC	CHARLESTON	SC	CSXT	10	0	1.6	1.6	0	1.6	1.6	0
CAMAK	GA	ATLANTA	GA	CSXT	126	0	8.1	8.1	0	7.7	7.7	-0.4
AUGUSTA	GA	CAMAK	GA	CSXT	48	0	7.1	7.1	0	6.7	6.7	-0.4

CSX TRAIN DENSITIES

SEGMENT						1995 ADJ BASE			POST-ACQUISITION TRNS/DAY			CHANGE IN #
FROM STATION		TO STATION		ROAD	MILES	PSGR	FREIGHT	TOTAL	PSGR	FREIGHT	TOTAL	OF TRNS/DAY
ROBBINS	SC	AUGUSTA	GA	CSXT	28	0	12.9	13	0	12.3	12.3	-0.6
FAIRFAX	SC	ROBBINS	SC	CSXT	29	0	12.9	13	0	12.3	12.3	-0.6
YEMASSEE	SC	FAIRFAX	SC	CSXT	31	0	5	5	0	5	5	0
MCKENZIE	TN	MEMPHIS	TN	CSXT	116	0	10.1	10	0	12.4	12.4	2.3
NASHVILLE	TN	MCKENZIE	TN	CSXT	117	0	9.4	9.4	0	11.7	11.7	2.3
NASHVILLE	TN	STEVENSON	AL	CSXT	113	0	20.6	21	0	21.1	21.1	0.5
STEVENSON	AL	CHATTANOOGA	TN	CSXT	39	0	19.6	20	0	17.5	17.5	-2.1
CHATTANOOGA	TN	CARTERSVILLE	GA	CSXT	87	0	17.7	18	0	17.4	17.4	-0.3
LAGRANGE	AL	PARKWOOD	AL	CSXT	142	0	13.5	14	0	13.5	13.5	0
MANCHESTER	GA	LAGRANGE	GA	CSXT	45	0	12	12	0	11.6	11.6	-0.4
WAYCROSS	GA	THOMASVILLE	GA	CSXT	105	0	8	8	0	7.6	7.6	-0.4
THOMASVILLE	GA	METCALF	GA	CSXT	11	0	0.4	0.4	0	0.4	0.4	0
THOMASVILLE	GA	MONTGOMERY	AL	CSXT	210	0	7.9	7.9	0	6.2	6.2	-1.7
JESUP	GA	FOLKSTON	GA	CSXT	54	6	10.3	16	6	12.4	18.4	2.1
JACKSONVILLE	FL	BALDWIN	FL	CSXT	18	2.8	21.9	25	2.8	23.3	26.1	1.4
BALDWIN	FL	CHATTAHOOCHEE	FL	CSXT	189	0.8	11.7	13	0.8	11.1	11.9	-0.6
CHATTAHOOCHEE	FL	PENSACOLA	FL	CSXT	161	0.8	10.3	11	0.8	9.7	10.5	-0.6
PENSACOLA	FL	FLOMATON	AL	CSXT	43	0.8	9.9	11	0.8	11.3	12.1	1.4
FLOMATON	AL	MOBILE	AL	CSXT	59	0.8	25.1	26	0.8	25.8	26.6	0.7
MOBILE	AL	NEW ORLEANS	LA	CSXT	143	0.8	20.6	21	0.8	22.7	23.5	2.1
WAYCROSS	GA	FOLKSTON	GA	CSXT	35	0	33.1	33	0	32.4	32.4	-0.7
FOLKSTON	GA	CALLAHAN	FL	CSXT	22	6	43.9	50	6	44.6	50.6	0.7
CALLAHAN	FL	BALDWIN	FL	CSXT	21	0	17.7	18	0	18.3	18.3	0.6
BALDWIN	FL	STARKE	FL	CSXT	26	2	22.7	25	2	23.3	25.3	0.6
STARKE	FL	VITIS	FL	CSXT	126	2	19.3	21	2	19.3	21.3	0
VITIS	FL	PLANT CITY	FL	CSXT	19	0	9.6	9.6	0	9.6	9.6	0
PLANT CITY	FL	UCETA YARD	FL	CSXT	17	4	9.1	13	4	9.6	13.6	0.5
CALLAHAN	FL	JACKSONVILLE	FL	CSXT	16	6	23.5	30	6	23.2	29.2	-0.3
JACKSONVILLE	FL	PALATKA	FL	CSXT	54	4.8	8.3	13	4.8	8.3	13.1	0
PALATKA	FL	SANFORD	FL	CSXT	68	4.8	6.6	11	4.8	6.6	11.4	0
SANFORD	FL	ALOMA	FL	CSXT	27	0	2	2	0	2	2	0
SANFORD	FL	ORLANDO	FL	CSXT	22	4.8	8	13	4.8	8	12.8	0
ORLANDO	FL	AUBURNDALE	FL	CSXT	51	4	7.7	12	4	9.1	13.1	1.4
AUBURNDALE	FL	LAKELAND	FL	CSXT	12	4	7.2	11	4	8.6	12.6	1.4
LAKELAND	FL	WINSTON	FL	CSXT	4	4	17.6	22	4	18.9	22.9	1.3
WINSTON	FL	PLANT CITY	FL	CSXT	5	4	9.8	14	4	11.1	15.1	1.3
AUBURNDALE	FL	SEBRING	FL	CSXT	47	4	11.3	15	4	11.3	15.3	0
SEBRING	FL	W. PALM BCH	FL	CSXT	103	6	15.6	22	6	15.6	21.6	0
W. PALM BCH	FL	MIAMI	FL	CSXT	70	30	6.7	37	30	6.7	36.7	0
BALTIMORE	MD	HANOVER	PA	CSXT	55	0	3.4	3.4	0	3.4	3.4	0
HANOVER	PA	HAGERSTOWN	MD	CSXT	57	0	1.6	1.6	0	1.6	1.6	0
HARPERS FERRY	WV	STRASBURG JCT	VA	CSXT	51	0	0.9	0.9	0	0.9	0.9	0
GREEN JCT	PA	BROWNFIELD	PA	CSXT	15	0	0.4	0.4	0	0.4	0.4	0
SINNS	PA	BROWNSVILLE	PA	CSXT	38	0	1.5	1.5	0	10.8	10.8	9.3
RANKIN JCT	PA	WILLOW GROVE	PA	CSXT	11	2	1.65	3.7	2	1.7	3.7	0.1
GLENWOOD JCT	PA	TYLERDALE	PA	CSXT	32	0	0.5	0.5	0	0.5	0.5	0
WILLOW GROVE	PA	NEW CASTLE	PA	CSXT	56	0	1	1	0	1	1	0
WELLSBORO	IN	N. JUDSON	IN	CSXT	15	0	0.3	0.3	0	0.3	0.3	0
PINE JCT	IN	ROCK ISLAND JC	IL	CSXT	10	0	2	2	0	2	2	0

CSX TRAIN DENSITIES

SEGMENT						1995 ADJ BASE			POST-ACQUISITION TRNS/DAY			CHANGE IN #
FROM STATION		TO STATION		ROAD	MILES	PSGR	FREIGHT	TOTAL	PSGR	FREIGHT	TOTAL	OF TRNS/DAY
BARR YD	IL	BLUE ISLAND JC	IL	CSXT	3	0	7	7	0	22.9	22.9	15.9
DOLTON	IL	75TH STREET	IL	CSXT	8	0	4	4	0	3.6	3.6	-0.4
BLUE ISLAND JCT	IL	59TH STREET	IL	CSXT	15	0	2	2	0	11.4	11.4	9.4
BLUE ISLAND JCT	IL	CLEARING	IL	CSXT	15	0	17	17	0	17.4	17.4	0.4
JOLIET	IL	OTTAWA	IL	CSXT	45	0	3	3	0	3	3	0
OTTAWA	IL	HENRY	IL	CSXT	44	0	2	2	0	2	2	0
GRAND RAPIDS	MI	BALDWIN	MI	CSXT	75	0	1.9	1.9	0	1.9	1.9	0
BALDWIN	MI	WALHALLA	MI	CSXT	13	0	2	2	0	2	2	0
WALHALLA	MI	LUDINGTON	MI	CSXT	14	0	1.6	1.6	0	1.6	1.6	0
WALHALLA	MI	MANISTEE	MI	CSXT	27	0	0.9	0.9	0	0.9	0.9	0
WAVERLY	MI	GRAND HAVEN	MI	CSXT	20	0	2.8	2.8	0	2.8	2.8	0
GRAND HAVEN	MI	MUSKEGON	MI	CSXT	13	0	1.7	1.7	0	1.7	1.7	0
MUSKEGON	MI	BERRY	MI	CSXT	5	0	1.7	1.7	0	1.7	1.7	0
BERRY	MI	MONTAGUE	MI	CSXT	11	0	1.7	1.7	0	1.7	1.7	0
BERRY	MI	FREMONT	MI	CSXT	20	0	0.6	0.6	0	0.6	0.6	0
SAGINAW	MI	MIDLAND	MI	CSXT	20	0	4	4	0	4	4	0
SAGINAW	MI	BAY CITY	MI	CSXT	17	0	2.4	2.4	0	2.4	2.4	0
SAGINAW	MI	YALE	MI	CSXT	19	0	2.2	2.2	0	2.2	2.2	0
PORT HURON	MI	BELLE RIVER	MI	CSXT	15	0	4	4	0	4	4	0
FARGO	ON	BLENHEIM	ON	CSXT	4	0	2.2	2.2	0	2.2	2.2	0
CHATHAM	ON	FARGO	ON	CSXT	7	0	1.2	1.2	0	1.2	1.2	0
CHATHAM	ON	SARNIA	ON	CSXT	53	0	1.2	1.2	0	1.2	1.2	0
BLENHEIM	ON	W. LORNE	ON	CSXT	28	0	1.2	1.2	0	1.2	1.2	0
CAMBRIDGE	OH	NEWARK	OH	CSXT	52	0	1	1	0	1	1	0
NEWARK	OH	COLUMBUS	OH	CSXT	35	0	1.6	1.6	0	1.6	1.6	0
MIDDLETOWN JCT	OH	MIDDLETOWN	OH	CSXT	11	0	6.3	6.3	0	5.4	5.4	-0.9
S. RICHMOND	VA	BELLWOOD	VA	CSXT	8	0	3.7	3.7	0	3.7	3.7	0
BELLWOOD	VA	HOPEWELL	VA	CSXT	16	0	2.9	2.9	0	2.9	2.9	0
BELLWOOD	VA	CENTRALIA	VA	CSXT	3	0	2.1	2.1	0	2.1	2.1	0
WELDON	NC	ROANOKE RAPIDS	NC	CSXT	5	0	0.2	0.2	0	0.2	0.2	0
WELDON	NC	FRANKLIN	VA	CSXT	41	0	7.7	7.7	0	7.4	7.4	-0.3
FRANKLIN	VA	PORTSMOUTH	VA	CSXT	37	0	7.1	7.1	0	6.6	6.6	-0.5
ROCKY MT	NC	PARMELE	NC	CSXT	32	0	3.2	3.2	0	3.2	3.2	0
PARMELE	NC	PLYMOUTH	NC	CSXT	37	0	2	2	0	2	2	0
PARMELE	NC	ELMER	NC	CSXT	38	0	2	2	0	2	2	0
CONTENTNEA	NC	WALLACE	NC	CSXT	69	0	4.4	4.4	0	4.4	4.4	0
WARSAW	NC	MOLTONVILLE	NC	CSXT	10	0	1.3	1.3	0	1.3	1.3	0
FAYETTEVILLE	NC	FORT JCT	NC	CSXT	9	0	0.6	0.6	0	0.6	0.6	0
FAYETTEVILLE	NC	VANDER	NC	CSXT	6	0	0.6	0.6	0	0.6	0.6	0
ST STEPHEN	SC	CROSS	SC	CSXT	10	0	2.1	2.1	0	2.1	2.1	0
WAYCROSS	GA	BRUNSWICK	GA	CSXT	63	0	2	2	0	2	2	0
WAYCROSS	GA	PEARSON	GA	CSXT	30	0	1	1	0	1	1	0
YULEE	FL	FERNANDINA BCH	FL	CSXT	12	0	2.5	2.5	0	2.5	2.5	0
JACKSONVILLE	FL	SEALS	GA	CSXT	41	0	8	8	0	8	8	0
VALRICO	FL	YEOMAN YARD	FL	CSXT	9	0	24.2	24	0	24.2	24.2	0
ORANGEBURG	SC	SUMTER	SC	CSXT	44	0	1.3	1.3	0	1.3	1.3	0
BELTON	SC	GREENVILLE	SC	CSXT	28	0	1	1	0	1	1	0
GREENVILLE	SC	SPARTANBURG	SC	CSXT	34	0	1.7	1.7	0	1.7	1.7	0
ANDERSON	SC	BELTON	SC	CSXT	12	0	0.4	0.4	0	0.4	0.4	0

CSX TRAIN DENSITIES

SEGMENT FROM STATION		SEGMENT TO STATION		ROAD	MILES	1995 ADJ BASE PSGR	1995 ADJ BASE FREIGHT	1995 ADJ BASE TOTAL	POST-ACQUISITION TRNS/DAY PSGR	POST-ACQUISITION TRNS/DAY FREIGHT	POST-ACQUISITION TRNS/DAY TOTAL	CHANGE IN # OF TRNS/DAY
DURHAM	NC	JOYLAND	NC	CSXT	7	0	1.4	1.4	0	1.4	1.4	0
APEX	NC	DURHAM	NC	CSXT	22	0	1.4	1.4	0	1.4	1.4	0
NORLINA	NC	RALEIGH	NC	CSXT	55	0	2.6	2.6	0	2.6	2.6	0
RALEIGH	NC	HAMLET	NC	CSXT	97	2	8.2	10	2	8.2	10.2	0
MCBEE	SC	ROBINSON	SC	CSXT	7	0	1	1	0	1	1	0
MT HOLLY	NC	TERRELL	NC	CSXT	24	0	1.2	1.2	0	1.2	1.2	0
MONTGOMERY	AL	WESTERN JCT	AL	CSXT	51	0	1	1	0	1	1	0
CAMAK	GA	HARLLEE	GA	CSXT	56	0	2.8	2.8	0	2.8	2.8	0
ANDREWS	SC	PENNYROYAL JCT	SC	CSXT	8	0	3.6	3.6	0	3.6	3.6	0
PENNYROYAL JCT	SC	GEORGETOWN	SC	CSXT	8	0	1.2	1.2	0	1.2	1.2	0
DAMES PT JCT	FL	N. SHORE JCT	FL	CSXT	5	0	6	6	0	5.8	5.8	-0.2
BAINBRIDGE	GA	TALLAHASSEE	FL	CSXT	43	0	2	2	0	2	2	0
HILLSDALE	IN	CHRISMAN	IL	CSXT	16	0	1.8	1.8	0	2.1	2.1	0.3
CHRISMAN	IL	DECATUR	IL	CSXT	69	0	1.8	1.8	0	2.1	2.1	0.3
BRENTWOOD	TN	COLUMBIA	AL	CSXT	35	0	2.8	2.8	0	2.8	2.8	0
WELLINGTON	AL	BIRMINGHAM	AL	CSXT	64	0	2.2	2.2	0	2.2	2.2	0
BAKERS SIDING	IN	CHINOOK	IN	CSXT	11	0	2	2	0	2	2	0
EVANSVILLE	IN	ADAMS	IN	CSXT	9	0	3.7	3.7	0	3.7	3.7	0
ADAMS	IN	CARMI	IL	CSXT	28	0	2.6	2.6	0	2.6	2.6	0
ADAMS	IN	ABEE	IN	CSXT	6	0	0.8	0.8	0	0.8	0.8	0
CARMI	IL	VENEDY	IL	CSXT	89	0	0.6	0.6	0	0.6	0.6	0
KRONOS	KY	MOORMAN	KY	CSXT	5	0	1.2	1.2	0	1.2	1.2	0
KRONOS	KY	WILSON STA	KY	CSXT	4	0	1.2	1.2	0	1.2	1.2	0
MOORMAN	KY	DRAKESBORO	KY	CSXT	13	0	2.1	2.1	0	2.1	2.1	0
MORTON	KY	ATKINSON	KY	CSXT	5	0	5.8	5.8	0	5.8	5.8	0
ATKINSON	KY	PROVIDENCE	KY	CSXT	19	0	3.8	3.8	0	3.8	3.8	0
PROVIDENCE	KY	DOTIKI	KY	CSXT	5	0	2.6	2.6	0	2.6	2.6	0
MILLPORT	KY	ATKINSON	KY	CSXT	19	0	2.4	2.4	0	2.4	2.4	0
COMO	KY	ZEIGLER 9 (NW)	KY	CSXT	4	0	1.2	1.2	0	1.2	1.2	0
DRAKESBORO	KY	SINCLAIR	KY	CSXT	6	0	0.87	0.9	0	0.9	0.9	0
DENT	KY	JIM HILL	KY	CSXT	6	0	1.4	1.4	0	1.4	1.4	0
BLACK CRK	AL	CHETOPA	AL	CSXT	13	0	2.6	2.6	0	2.6	2.6	0
MAGELLA	AL	BESSEMER	AL	CSXT	10	0	3.2	3.2	0	3.2	3.2	0
ATTALLA	AL	GUNTERSVILLE	AL	CSXT	30	0	0.4	0.4	0	0.4	0.4	0
ATTALLA	AL	WELLINGTON	AL	CSXT	22	0	1.7	1.7	0	1.7	1.7	0
BOYLES	AL	BLUE CRK JCT	AL	CSXT	15	0	4.7	4.7	0	4.7	4.7	0
BLUE CRK JCT	AL	VALLEY CRK	AL	CSXT	8	0	4.4	4.4	0	4.4	4.4	0
BOYLES	AL	MT. PINSON	AL	CSXT	10	0	0.9	0.9	0	0.9	0.9	0
SELMA	AL	WESTERN JCT	AL	CSXT	3	0	1.6	1.6	0	1.6	1.6	0
SELMA	AL	MYRTLEWOOD	AL	CSXT	61	0	1.6	1.6	0	1.6	1.6	0
MONTGOMERY	AL	AUTAUGA CRK	AL	CSXT	12	0	0.4	0.4	0	0.4	0.4	0
CALHOUN	TN	PATTY	TN	CSXT	9	0	1	1	0	1	1	0
DOSSETT	TN	HARRIMAN	TN	CSXT	24	0	0.5	0.5	0	0.5	0.5	0
ETOWAH	TN	BLUE RIDGE	GA	CSXT	61	0	1.2	1.2	0	1.2	1.2	0
WORTHVILLE	KY	WARSAW	KY	CSXT	20	0	2.4	2.4	0	2.4	2.4	0
LOUISVILLE	KY	MEDORA	KY	CSXT	10	0	2.1	2.1	0	2.1	2.1	0
LOUISVILLE	KY	WATSON	IN	CSXT	7	0	1.6	1.6	0	1.6	1.6	0
MCKENZIE	TN	DRESDEN	TN	CSXT	16	0	1.6	1.6	0	1.6	1.6	0
PARK CITY	KY	GLASGOW	KY	CSXT	10	0	0.6	0.6	0	0.6	0.6	0

CSX TRAIN DENSITIES

SEGMENT FROM STATION		SEGMENT TO STATION		ROAD	MILES	1995 ADJ BASE PSGR	1995 ADJ BASE FREIGHT	1995 ADJ BASE TOTAL	POST-ACQUISITION TRNS/DAY PSGR	POST-ACQUISITION TRNS/DAY FREIGHT	POST-ACQUISITION TRNS/DAY TOTAL	CHANGE IN # OF TRNS/DAY
ROCKMART	GA	STILESBORO JCT	GA	CSXT	22	0	1.2	1.2	0	1.2	1.2	0
STILESBORO JCT	GA	STILESBORO	GA	CSXT	3	0	4	4	0	4	4	0
MONON	IN	MONTICELLO	IN	CSXT	10	0	0.2	0.2	0	0.2	0.2	0
MONON	IN	MEDARYVILLE	IN	CSXT	15	0	0.4	0.4	0	0.4	0.4	0
GREENCASTLE	IN	BLOOMINGTON	IN	CSXT	24	0	0.6	0.6	0	0.6	0.6	0
MITCHELL	IN	LOUISVILLE	KY	CSXT	67	0	7.8	7.8	0	4	4	-3.8
LONG BRANCH	KY	DOE RUN	KY	CSXT	1	0	4	4	0	4	4	0
TWENTY FIRST ST	WV	HAMPSHIRE	WV	CSXT	11	0	3.4	3.4	0	3.4	3.4	0
HAMPSHIRE	WV	MD-WV ST-LN	WV	CSXT	29	0	3.4	3.4	0	3.4	3.4	0
MD-WV ST-LN	WV	BAYARD	WV	CSXT	33	0	3.4	3.4	0	3.4	3.4	0
BAYARD	WV	HENRY	WV	CSXT	6	0	1.2	1.2	0	1.2	1.2	0
MK JCT	WV	KINGWOOD	WV	CSXT	18	0	1.2	1.2	0	1.2	1.2	0
GRAFTON	WV	WD TOWER	WV	CSXT	27	0	1.6	1.6	0	3.5	3.5	1.9
WD TOWER	WV	RIVESVILLE	WV	CSXT	4	0	1.5	1.5	0	3.4	3.4	1.9
W. MARIETTA	OH	RELIEF	OH	CSXT	27	0	1.8	1.8	0	1.8	1.8	0
BELPRE	OH	W. MARIETTA	OH	CSXT	12	0	1.8	1.8	0	1.8	1.8	0
BELPRE	OH	PARKERSBURG	OH	CSXT	1	0	3	3	0	3	3	0
BERKELEY JCT	WV	BERRYBURG JCT	WV	CSXT	11	0	7.15	7.2	0	7.2	7.2	0
BERRYBURG JCT	WV	TYGART JCT	WV	CSXT	11	0	7.2	7.2	0	7.2	7.2	0
TYGART JCT	WV	CENTURY JCT	WV	CSXT	4	0	6.15	6.2	0	6.2	6.2	0
CENTURY JCT	WV	BUCKHANNON	WV	CSXT	13	0	5.6	5.6	0	5.6	5.6	0
BUCKHANNON	WV	HAMPTON JCT	WV	CSXT	6	0	5.6	5.6	0	5.6	5.6	0
HAMPTON JCT	WV	BURNSVILLE JCT	WV	CSXT	31	0	5.6	5.6	0	5.6	5.6	0
BURNSVILLE JCT	WV	WN TOWER	WV	CSXT	42	0	5.35	5.4	0	5.4	5.4	0.1
WN TOWER	WV	ALLINGDALE	WV	CSXT	11	0	0.55	0.6	0	0.6	0.6	0
TYGART JCT	WV	NORTON	WV	CSXT	22	0	0.6	0.6	0	0.6	0.6	0
NORTON	WV	ELKINS	WV	CSXT	8	0	0.1	0.1	0	0.1	0.1	0
BURNSVILLE JCT	WV	GILMER	WV	CSXT	5	0	0.35	0.4	0	0.4	0.4	0.1
HAMPTON JCT	WV	IC JCT	WV	CSXT	6	0	0.4	0.4	0	0.4	0.4	0
IC JCT	WV	ALEXANDER	WV	CSXT	10	0	0.35	0.4	0	0.4	0.4	0.1
BERRYBURG JCT	WV	SENTINAL	WV	CSXT	13	0	0.55	0.6	0	0.6	0.6	0
CENTURY JCT	WV	CENTURY	WV	CSXT	5	0	0.1	0.1	0	0.1	0.1	0
WN TOWER	WV	DONALDSON W	WV	CSXT	3	0	0.2	0.2	0	0.2	0.2	0
DONALDSON W	WV	BECKLEY NO 1	WV	CSXT	19	0	0.1	0.1	0	0.1	0.1	0
ST ALBANS	WV	SPROUL	WV	CSXT	15	0	16	16	0	16	16	0
SPROUL	WV	MADISON	WV	CSXT	22	0	9.6	9.6	0	9.6	9.6	0
MADISON	WV	CLOTHIER	WV	CSXT	12	0	3	3	0	3	3	0
CLOTHIER	WV	SHARPLES	WV	CSXT	3	0	2.6	2.6	0	2.6	2.6	0
SHARPLES	WV	MONCLO	WV	CSXT	1	0	2.6	2.6	0	2.6	2.6	0
BARBOURSVILLE	WV	LOGAN	WV	CSXT	65	0	6.6	6.6	0	6.6	6.6	0
LOGAN	WV	STOLLINGS	WV	CSXT	2	0	4.2	4.2	0	4.2	4.2	0
STOLLINGS	WV	RUM JCT	WV	CSXT	3	0	4.2	4.2	0	4.2	4.2	0
RUM JCT	WV	GILBERT YARD	WV	CSXT	21	0	3	3	0	3	3	0
MEADOW CRK	WV	RAINELLE JCT	WV	CSXT	20	0	1.3	1.3	0	1.3	1.3	0
RAINELLE JCT	WV	SWISS JCT	WV	CSXT	47	0	0.9	0.9	0	0.9	0.9	0
RAINELLE JCT	WV	CLEARCO	WV	CSXT	24	0	0.5	0.5	0	0.5	0.5	0
GREENBRIR E J	WV	PEASER JCT	WV	CSXT	13	0	0.5	0.5	0	0.5	0.5	0
PEASER JCT	WV	LEE	WV	CSXT	1	0	0.5	0.5	0	0.5	0.5	0
PRINCE	WV	GLEN DANIELS J	WV	CSXT	27	0	2.5	2.5	0	2.5	2.5	0

CSX TRAIN DENSITIES

SEGMENT						1995 ADJ BASE			POST-ACQUISITION TRNS/DAY			CHANGE IN #
FROM STATION		TO STATION		ROAD	MILES	PSGR	FREIGHT	TOTAL	PSGR	FREIGHT	TOTAL	OF TRNS/DAY
RALEIGH	WV	STONE COAL JCT	WV	CSXT	20	0	0.1	0.1	0	0.1	0.1	0
BECKLEY JCT	WV	CRANBERRY	WV	CSXT	6	0	0.1	0.1	0	0.1	0.1	0
GLEN DANIELS JC	WV	MAPLE MEADOW	WV	CSXT	4	0	2.5	2.5	0	2.5	2.5	0
GAULEY BR	WV	RICH CRK JCT	WV	CSXT	7	0	0.1	0.1	0	0.1	0.1	0
MADISON	WV	HARRIS	WV	CSXT	30	0	6.4	6.4	0	6.4	6.4	0
VAN JCT	WV	ROBIN HOOD	WV	CSXT	8	0	0.6	0.6	0	0.6	0.6	0
ROBINSON CRK JC	WV	HOLBROOK	WV	CSXT	2	0	0.6	0.6	0	0.6	0.6	0
SPROUL	WV	ELK RUN JCT	WV	CSXT	34	0	6.4	6.4	0	6.4	6.4	0
ELK RUN JCT	WV	JARROLDS VALL	WV	CSXT	3	0	1.9	1.9	0	1.9	1.9	0
SETH	WV	PRENTER NO 5	WV	CSXT	10	0	1.2	1.2	0	1.2	1.2	0
JARROLDS VALL	WV	PETTUS	WV	CSXT	1	0	1.9	1.9	0	1.9	1.9	0
PETTUS	WV	MARFORK	WV	CSXT	2	0	1.4	1.4	0	1.4	1.4	0
PETTUS	WV	SUNDIAL	WV	CSXT	8	0	0.6	0.6	0	0.6	0.6	0
WYLO	WV	ELK CRK NO 1	WV	CSXT	2	0	3.2	3.2	0	3.2	3.2	0
MAN	WV	BUFFALO MINE	WV	CSXT	16	0	1.9	1.9	0	1.9	1.9	0
SNAP CRK JCT	WV	DON	WV	CSXT	3	0	0.1	0.1	0	0.1	0.1	0
RUM JCT	WV	MACGREGOR	WV	CSXT	6	0	0.3	0.3	0	0.3	0.3	0
STOLLINGS	WV	BAND MILL JCT	WV	CSXT	1	0	0.1	0.1	0	0.1	0.1	0
BAND MILL JCT	WV	MELVILLE	WV	CSXT	1	0	0.1	0.1	0	0.1	0.1	0
LOGAN	WV	TRACE JCT	WV	CSXT	3	0	1.8	1.8	0	1.8	1.8	0
MONITOR JCT	WV	OMAR	WV	CSXT	8	0	1.4	1.4	0	1.4	1.4	0
LOGAN	WV	HOBET NO 7	WV	CSXT	6	0	1.4	1.4	0	1.4	1.4	0
LEVISA JCT	KY	SLONES BRANCH	KY	CSXT	1	0	0.3	0.3	0	0.3	0.3	0
RUN JCT	WV	ISLAND CRK NO	WV	CSXT	8	0	0.3	0.3	0	0.3	0.3	0
GLADE CRK JCT	WV	CAREN	WV	CSXT	3	0	0.3	0.3	0	0.3	0.3	0
DAWKINS	KY	SKYLINE	KY	CSXT	35	0	0.7	0.7	0	0.7	0.7	0
SHELBY JCT	KY	MYRA 1	KY	CSXT	15	0	1.4	1.4	0	1.4	1.4	0
COALRUN	KY	BURKE STATION	KY	CSXT	31	0	3.8	3.8	0	3.8	3.8	0
PENNINGTON	VA	ST CHARLES	VA	CSXT	5	0	0.55	0.6	0	0.6	0.6	0
ST CHARLES	VA	TURNERS STA	VA	CSXT	1	0	0.07	0.1	0	0.1	0.1	0
PASKERT	VA	ST CHARLES	VA	CSXT	1	0	0.48	0.5	0	0.5	0.5	0
SAVOY	KY	GATLIFF	KY	CSXT	18	0	1	1	0	1	1	0
HEIDRICK	KY	HORSE CRK JCT	KY	CSXT	22	0	0.15	0.2	0	0.2	0.2	0.1
PASKERT	VA	MAYFLOWER	VA	CSXT	2	0	0.48	0.5	0	0.5	0.5	0
HARBELL	KY	MIDDLESBORO	KY	CSXT	10	0	0.32	0.3	0	0.3	0.3	0
CATO	KY	POPEVILLE	KY	CSXT	1	0	0.1	0.1	0	0.1	0.1	0
CATO	KY	CRUMMIES	KY	CSXT	2	0	0.1	0.1	0	0.1	0.1	0
MIDDLESBORO	KY	STONY FORK JCT	KY	CSXT	3	0	0.3	0.3	0	0.3	0.3	0
STONY FORK JCT	KY	BURLEY	KY	CSXT	3	0	0.3	0.3	0	0.3	0.3	0
GLIDDEN	KY	CREECH	KY	CSXT	2	0	0.3	0.3	0	0.3	0.3	0
STRAIGHT CRK	KY	CLOVER	KY	CSXT	21	0	3.7	3.7	0	3.7	3.7	0
STRAIGHT CRK	KY	HEYBURN	KY	CSXT	5	0	1.16	1.2	0	1.2	1.2	0
HEYBURN	KY	WEN-LAR	KY	CSXT	7	0	1.16	1.2	0	1.2	1.2	0
TYPO	KY	WAHOO	KY	CSXT	3	0	0.36	0.4	0	0.4	0.4	0
JEFF	KY	KENMONT	KY	CSXT	1	0	1.4	1.4	0	1.4	1.4	0
BLACKEY	KY	HOT SPOT	KY	CSXT	7	0	0.89	0.9	0	0.9	0.9	0
JEFF	KY	VICCO	KY	CSXT	6	0	1.63	1.6	0	1.6	1.6	0
PAT	KY	SAPPHIRE	KY	CSXT	2	0	2.2	2.2	0	2.2	2.2	0
BAXTER	KY	CLOVERLICK JCT	KY	CSXT	21	0	3.29	3.3	0	3.3	3.3	0

CSX TRAIN DENSITIES

SEGMENT FROM STATION		TO STATION		ROAD	MILES	1995 ADJ BASE PSGR	FREIGHT	TOTAL	POST-ACQUISITION TRNS/DAY PSGR	FREIGHT	TOTAL	CHANGE IN # OF TRNS/DAY
CLOVERLICK JCT	KY	LYNCH 3	KY	CSXT	1	0	3.05	3.1	0	3.1	3.1	0.1
HARLAN	KY	PARKDALE	KY	CSXT	8	0	1.19	1.2	0	1.2	1.2	0
PARKDALE	KY	PILLSBURY	KY	CSXT	1	0	0.89	0.9	0	0.9	0.9	0
PILLSBURY	KY	HIGHSPLINT	KY	CSXT	6	0	0.89	0.9	0	0.9	0.9	0
HIGHSPLINT	KY	GLENBROOK	KY	CSXT	13	0	0.27	0.3	0	0.3	0.3	0
BUFFEN	KY	BLUE GRASS 4	KY	CSXT	3	0	0.24	0.2	0	0.2	0.2	0
DRESSEN	KY	GULSTON	KY	CSXT	4	0	0.02	0	0	0	0	0
GULSTON	KY	BARDO	KY	CSXT	3	0	0.02	0	0	0	0	0
N. HAZARD	KY	DUANE	KY	CSXT	4	0	2.69	2.7	0	2.7	2.7	0
PARKDALE	KY	KENVIR 3	KY	CSXT	1	0	0.02	0	0	0	0	0
HIGH SPRINGS	FL	NEWBERRY	FL	CSXT	42	0	2.9	2.9	0	2.9	2.9	0
STARKE	FL	NEWBERRY	FL	CSXT	40	0	3.8	3.8	0	4.4	4.4	0.6
NEWBERRY	FL	DUNNELLON	FL	CSXT	47	0	2.9	2.9	0	3.5	3.5	0.6
DUNNELLON	FL	RED LEVEL JCT	FL	CSXT	10	0	2.9	2.9	0	3.5	3.5	0.6
VITIS	FL	LAKELAND	FL	CSXT	19	2	16.4	18	2	16.4	18.4	0
LAKELAND	FL	EATON PARK	FL	CSXT	5	0	0.2	0.2	0	0.2	0.2	0
BARTOW	FL	BOWLING GREEN	FL	CSXT	19	0	3.2	3.2	0	3.2	3.2	0
BURNETTS LAKE	FL	GAINESVILLE	FL	CSXT	14	0	3.4	3.4	0	3.4	3.4	0
CLEARWATER	FL	ST PETERSBURG	FL	CSXT	15	0	0.6	0.6	0	0.6	0.6	0
HAWTHORNE	FL	KEUKA	FL	CSXT	11	0	0.9	0.9	0	0.9	0.9	0
WINSTON	FL	MULBERRY	FL	CSXT	12	0	8.9	8.9	0	8.9	8.9	0
ACHAN	FL	MULBERRY	FL	CSXT	6	0	24	24	0	24	24	0
ACHAN	FL	BONNIE	FL	CSXT	4	0	18	18	0	18	18	0
ACHAN	FL	GREEN BAY	FL	CSXT	4	0	8	8	0	8	8	0
GREEN BAY	FL	NORALYN	FL	CSXT	1	0	3	3	0	3	3	0
AGRICOLA	FL	GREEN BAY	FL	CSXT	4	0	6	6	0	6	6	0
YEOMAN YARD	FL	SUTTON	FL	CSXT	5	0	25.9	26	0	25.9	25.9	0
SUTTON	FL	BIG BEND JCT.	FL	CSXT	8	0	27.1	27	0	27.1	27.1	0
BIG BEND JCT	FL	ONECO	FL	CSXT	28	0	2.8	2.8	0	2.8	2.8	0
WELCOME JCT	FL	PLANT CITY	FL	CSXT	11	0	10.9	11	0	10.9	10.9	0
EDISON JCT	FL	WELCOME JCT	FL	CSXT	2	0	10.9	11	0	10.9	10.9	0
EDISON JCT	FL	MULBERRY	FL	CSXT	5	0	24	24	0	24	24	0
ALERT	FL	BARTOW	FL	CSXT	5	0	9.3	9.3	0	9.3	9.3	0
EDISON JCT	FL	BREWSTER	FL	CSXT	11	0	12	12	0	12	12	0
BREWSTER	FL	AGROCK	FL	CSXT	4	0	12	12	0	12	12	0
AGROCK	FL	FOUR CORNERS	FL	CSXT	12	0	1.1	1.1	0	1.1	1.1	0
AGROCK	FL	ARCADIA	FL	CSXT	35	0	0.6	0.6	0	0.6	0.6	0
BREWSTER	FL	LONESOME	FL	CSXT	12	0	1	1	0	1	1	0
BRADLEY JCT	FL	PIERCE	FL	CSXT	6	0	12	12	0	12	12	0
ACHAN	FL	PIERCE	FL	CSXT	5	0	1.5	1.5	0	1.5	1.5	0
ALERT	FL	BONNIE	FL	CSXT	2	0	4	4	0	4	4	0
BRADLEY JCT	FL	AGRICOLA	FL	CSXT	7	0	12	12	0	12	12	0
AGRICOLA	FL	ROCKLAND JCT	FL	CSXT	8	0	4	4	0	4	4	0
HIALEAH	FL	HOMESTEAD	FL	CSXT	30	0	0.8	0.8	0	0.8	0.8	0
GARY	FL	SULPHUR SPRGS	FL	CSXT	5	0	8.2	8.2	0	8.2	8.2	0
SULPHUR SPRGS	FL	CLEARWATER	FL	CSXT	26	0	2.2	2.2	0	2.2	2.2	0
WELCOME JCT	FL	VALRICO	FL	CSXT	12	0	20.4	20	0	20.4	20.4	0
SULPHUR SPRGS	FL	ROCK	FL	CSXT	45	0	1.2	1.2	0	1.2	1.2	0

CR TRAIN DENSITIES

SEGMENT FROM STATION		TO STATION		ROAD	MILES	1995 ADJ BASE PSGR	FREIGHT	TOTAL	POST-ACQUISITION TRNS/DAY PSGR	FREIGHT	TOTAL	CHANGE IN # OF TRNS/DAY
Columbus	OH	Hocking	OH	CR	1	0	13.4	13	0	9.5	9.5	-3.9
Galion	OH	Columbus	OH	CR	58	0	13.4	13	0	7.5	7.5	-5.9
Berea	OH	Greenwich	OH	CR	42	0	14.5	15	0	54.2	54.2	39.7
Greenwich	OH	Crestline	OH	CR	21	0	14.5	15	0	31.3	31.3	16.8
Crestline	OH	Galion	OH	CR	3.3	0	28.3	28	0	26.5	26.5	-1.8
Galion	OH	Marion	OH	CR	23	0	18.6	19	0	23.6	23.6	5
Marion	OH	Ridgeway	OH	CR	23	0	16.1	16	0	31.8	31.8	15.7
Ridgeway	OH	Sidney	OH	CR	38	0	24.2	24	0	31	31	6.8
Sidney	OH	So. Anderson	IN	CR	86	0	29.4	29	0	26.7	26.7	-2.7
So. Anderson	IN	Indianapolis	IN	CR	35	0	32	32	0	25.7	25.7	-6.3
Indianapolis	IN	Avon	IN	CR	13	0	26	26	0	21.7	21.7	-4.3
Avon	IN	Greencastle	IN	CR	28	0	23	23	0	19.9	19.9	-3.1
Greencastle	IN	Terre Haute	IN	CR	32	0	26.4	26	0	19.9	19.9	-6.5
Terre Haute	IN	Effingham	IL	CR	69	0	23.8	24	0	16.1	16.1	-7.7
Effingham	IL	St. Elmo	IL	CR	14	0	22.3	22	0	14.1	14.1	-8.2
St. Elmo	IL	E. St. Louis	IL	CR	83	0	16	16	0	9.1	9.1	-6.9
Terre Haute	IN	Paris	IL	CR	22	0	1.6	1.6	0	1.7	1.7	0.1
Paris	IL	Chrisman	IL	CR	11	0	1.6	1.6	0	0	0	-1.6
Chrisman	IL	Danville	IL	CR	25	0	1.6	1.6	0	0	0	-1.6
Danville	IL	Olin	IN	CR	11	0	1.8	1.8	0	1.8	1.8	0
Indianapolis	IN	Kraft	IN	CR	3	1.4	7.8	9.2	1.4	9.8	11.2	2
Kraft	IN	Avon	IN	CR	5.6	1.4	9.6	11	1.4	11.6	13	2
Avon	IN	Clermont	IN	CR	4	1.4	8.8	10	1.4	8.9	10.3	0.1
Clermont	IN	Crawfordsville	IN	CR	34	1.4	7.4	8.8	1.4	7.5	8.9	0.1
Clermont	IN	Frankfort	IN	CR	37	0	1.4	1.4	0	1.4	1.4	0
Shelbyville	IN	Indianapolis	IN	CR	28	0	1.6	1.6	0	1.6	1.6	0
Stanley	OH	Dunkirk	OH	CR	57	0	11.6	12	0	1.4	1.4	-10.2
Dunkirk	OH	Ridgeway	OH	CR	21	0	13.2	13	0	1.4	1.4	-11.8
Ridgeway	OH	Marysville	OH	CR	22	0	22.2	22	0	9.4	9.4	-12.8
Marysville	OH	Darby	OH	CR	19	0	22.2	22	0	5	5	-17.2
Darby	OH	Mounds	OH	CR	2.6	0	2.2	2.2	0	2	2	-0.2
Mounds	OH	Scioto	OH	CR	5.8	0	2.2	2.2	0	2	2	-0.2
Crestline	OH	Bucyrus	OH	CR	12	0	6.5	6.5	0	14.5	14.5	8
Bucyrus	OH	Adams	IN	CR	114	0	5.9	5.9	0	13.9	13.9	8
Adams	IN	Ft. Wayne	IN	CR	5	0	5.9	5.9	0	13.9	13.9	8
Ft. Wayne	IN	Warsaw	IN	NS	40	0	2.4	2.4	0	6.4	6.4	4
Warsaw	IN	Tolleston	IN	NS	83	0	1	1	0	5	5	4
Tolleston	IN	Clark Jct	IN	CR	3.9	0	0	0	0	5	5	5
Decatur	IN	Adams	IN	CR	16	0	1.4	1.4	0	1.4	1.4	0
Buffalo	NY	Draw	NY	CR	1.7	2	55.8	58	2	58.5	60.5	2.7
Draw	NY	Buff Crk Jct	NY	CR	0.4	2	55.8	58	2	52.5	54.5	-3.3
Buff Crk Jct	NY	Buff Seneca	NY	CR	3.3	2	55.8	58	2	52.5	54.5	-3.3
Buff Seneca	NY	Ashtabula	OH	CR	123	2	50.1	52	2	50.8	52.8	0.7
Ashtabula	OH	Quaker	OH	CR	47	2	48.3	50	2	54.2	56.2	5.9
Quaker	OH	Drawbridge	OH	CR	7.6	2	53.4	55	2	12.9	14.9	-40.5
Porter	IN	Willow Creek	IN	CR	6	0	9.6	9.6	0	0	0	-9.6
Willow Creek	IN	Ivanhoe	IN	CR	13	0	9.6	9.6	0	11.4	11.4	1.8
Woodville	OH	Walbridge	OH	CR	14	0	2.8	2.8	0	2.8	2.8	0
CP Maumee	OH	Oak	OH	CR	1	0	15.2	15	0	4	4	-11.2
Oak	OH	Walbridge	OH	CR	1.7	0	15.2	15	0	4	4	-11.2
Quaker	OH	Mayfield	OH	CR	5.8	0	6.8	6.8	0	43.8	43.8	37

CR TRAIN DENSITIES

SEGMENT FROM STATION		TO STATION		ROAD	MILES	1995 ADJ BASE PSGR	FREIGHT	TOTAL	POST-ACQUISITION TRNS/DAY PSGR	FREIGHT	TOTAL	CHANGE IN # OF TRNS/DAY
Mayfield	OH	Marcy	OH	CR	3.3	0	3.4	3.4	0	43.8	43.8	40.4
Marcy	OH	Short	OH	CR	8.8	0	16.4	16	0	45.8	45.8	29.4
Short	OH	Berea	OH	CR	4	0	13.4	13	0	47.3	47.3	33.9
Readville	MA	Boston	MA	MBTA	9.1	120	0.1	120	120	0.1	120	0
Mansfield	MA	Readville	MA	MBTA	16	70	4	74	70	4	74	0
Attleboro	MA	Mansfield	MA	MBTA	7.2	44	4	48	44	4	48	0
MA/RI	RI	Attleboro	MA	MBTA	6.1	24	2	26	24	2	26	0
Bridgeport	CT	New Haven	CT	CDOT	16	102	3	105	102	3	105	0
Norwalk	CT	Bridgeport	CT	CDOT	16	92	2	94	92	2	94	0
New Rochelle	NY	Norwalk	CT	CDOT	25	192	5	197	192	5	197	0
Woodlawn	NY	New Rochelle	NY	MNR	4.5	176	2	178	176	2	178	0
MO	NY	Woodlawn	NY	MNR	6.4	332	2	334	332	2	334	0
Mill River	CT	Cedar Hill	CT	CR	7	0	2	2	0	2	2	0
Readville	MA	Walpole	MA	MBTA	10	32	6	38	32	6	38	0
Walpole	MA	Franklin	MA	MBTA	8.9	28	2	30	28	2	30	0
Transfer	MA	Tower	MA	MBTA	9.5	33	2	35	33	2	35	0
Attleboro	MA	Dean	MA	CR	11	0	3.6	3.6	0	3.6	3.6	0
Dean	MA	Cotley	MA	CR	1.9	0	3.6	3.6	0	3.6	3.6	0
Weir	MA	New Bedford	MA	CR	19	0	1	1	0	1	1	0
Swamp	MA	Warf	MA	CR	12	0	1	1	0	1	1	0
Fitchburg	MA	Leominster	MA	CR	4.3	0	1.6	1.6	0	1.6	1.6	0
Leominster	MA	Buro	MA	CR	26	0	1.6	1.6	0	1.6	1.6	0
Buro	MA	Framingham Cent	MA	CR	4.5	0	1.6	1.6	0	1.6	1.6	0
Mansfield	MA	Walpole	MA	CR	8.5	0	4	4	0	4	4	0
Walpole	MA	Medfield Jct	MA	CR	5.2	0	6	6	0	6	6	0
Medfield Jct	MA	Framingham	MA	CR	7.3	0	6	6	0	6	6	0
Boston Beacon P	MA	Framingham	MA	CR	18	38	9.3	47	38	8.7	46.7	-0.6
Framingham	MA	Westboro	MA	CR	12	12	15.3	27	12	14.4	26.4	-0.9
Westboro	MA	Worcester	MA	CR	11	12	15.3	27	12	14.4	26.4	-0.9
Worcester	MA	Palmer	MA	CR	39	4	20.3	24	4	19.9	23.9	-0.4
Palmer	MA	Springfield	MA	CR	15	6	22.3	28	6	21.9	27.9	-0.4
Springfield	MA	Westfield	MA	CR	11	2	22.3	24	2	22.1	24.1	-0.2
Westfield	MA	Selkirk	NY	CR	85	2	24.3	26	2	24.1	26.1	-0.2
Selkirk	NY	Port of Albany	NY	CR	7.1	0	3	3	0	3	3	0
Carman	NY	S Schenectady	NY	CR	3.7	0	1.6	1.6	0	1.6	1.6	0
MO	NY	Poughkeepsie	NY	MNR	70	140	6	146	140	6	146	0
Poughkeepsie	NY	Stuyvesant	NY	CR	50	20	4	24	20	4	24	0
Stuyvesant	NY	Rensselaer	NY	CR	16	20	1	21	20	1	21	0
Stuyvesant	NY	Selkirk	NY	CR	10	0	4	4	0	4	4	0
Selkirk	NY	Hoffmans	NY	CR	25	0	38.7	39	0	45.2	45.2	6.5
Rensselaer	NY	W Albany	NY	CR	4	14	3.4	17	14	3.4	17.4	0
W Albany	NY	Hoffmans	NY	AMTK	23	7.4	0.1	7.5	7.4	0.1	7.5	0
Hoffmans	NY	Utica	NY	CR	66	7.4	38.3	46	7.4	44.8	52.2	6.5
Utica	NY	Syracuse	NY	CR	51	7.4	36.9	44	7.4	43.4	50.8	6.5
Syracuse	NY	Syracuse Jct	NY	CR	5.5	7.1	40	47	7.1	46.6	53.7	6.6
Syracuse Jct	NY	Solvay	NY	CR	2	7.1	38.2	45	7.1	44.8	51.9	6.6
Solvay	NY	Lyons	NY	CR	42	7.1	39.5	47	7.1	44.8	51.9	5.3
Lyons	NY	Fairport	NY	CR	23	7.1	39.8	47	7.1	45.1	52.2	5.3
Fairport	NY	Rochester	NY	CR	11	7.1	31.8	39	7.1	36.5	43.6	4.7
Rochester	NY	Chili	NY	CR	13	7.1	33.4	41	7.1	36.9	44	3.5
Chili	NY	Frontier	NY	CR	51	7.1	40.6	48	7.1	45.9	53	5.3

CR TRAIN DENSITIES

SEGMENT FROM STATION		TO STATION		ROAD	MILES	1995 ADJ BASE PSGR	FREIGHT	TOTAL	POST-ACQUISITION TRNS/DAY PSGR	FREIGHT	TOTAL	CHANGE IN # OF TRNS/DAY
Frontier	NY	Buffalo	NY	CR	4.1	7.1	52.8	60	7.1	49.5	56.6	-3.3
Lock	NY	CP59	NY	CR	2.7	0	6	6	0	6	6	0
Woodard	NY	Fort	NY	CR	26	0	6	6	0	6	6	0
CP59	NY	CP22	NY	CR	12	0	7.2	7.2	0	7.2	7.2	0
Buffalo	NY	CP Sycamore	NY	CR	1.2	0	9	9	0	14	14	5
CP Sycamore	NY	Black Rock	NY	CR	6	0	13	13	0	18	18	5
Syracuse	NY	Oswego	NY	CR	30	0	1.8	1.8	0	1.8	1.8	0
Buffalo	NY	Black Rock	NY	CR	7.1	5.1	1.6	6.7	5.1	1.6	6.7	0
Black Rock	NY	Niagara Falls	NY	CR	21	5.1	23	28	5.1	22	27.1	-1
Fairport	NY	Genesee Jct	NY	CR	14	0	11.4	11	0	11.2	11.2	-0.2
Genesee Jct	NY	Chili	NY	CR	7.1	0	11.4	11	0	11.8	11.8	0.4
Syracuse	NY	Woodard	NY	CR	4.2	0	10	10	0	10	10	0
Woodard	NY	Philadelphia	NY	CR	84	0	7	7	0	7	7	0
Philadelphia	NY	Massena	NY	CR	71	0	11	11	0	11	11	0
Massena	NY	Huntingdon	PQ	CR	39	0	7	7	0	7	7	0
Huntingdon	PQ	Cecile Jct	PQ	CR	14	0	4	4	0	4	4	0
Cecile Jct	PQ	Adirondack Jct	PQ	CR	24	0	2	2	0	2	2	0
Regis	NY	Philadelphia	NY	CR	11	0	1.8	1.8	0	1.8	1.8	0
Ridgefield Heig	NJ	Newburgh	NY	CR	45	0	23.6	24	0	24.8	24.8	1.2
Newburgh	NY	Selkirk	NY	CR	80	0	22.2	22	0	23.4	23.4	1.2
Newtown Jct	PA	Quakertown	PA	SEPTA	36	145	1.6	147	145	1.6	147	0
Glenside	PA	Warminster	PA	SEPTA	8.4	40	1.6	42	40	1.6	41.6	0
Jenkintown	PA	Neshaminy Falls	PA	SEPTA	10	44	1.6	46	44	1.6	45.6	0
Lansdale	PA	Doylestown	PA	SEPTA	10	34	1.6	36	34	1.6	35.6	0
Park Jct	PA	Belmont	PA	CR	0.9	0	17	17	0	18.3	18.3	1.3
Belmont	PA	West Falls	PA	CR	1.3	0	24.5	25	0	27.1	27.1	2.6
West Falls	PA	CP Newtown Jct	PA	CR	3.7	0	11.1	11	0	11.4	11.4	0.3
CP Newtown Jct	PA	CP Wood	PA	CR	21	48	12	60	48	11.4	59.4	-0.6
CP Wood	PA	Trenton	NJ	CR	5.7	48	14.3	62	48	10	58	-4.3
Trenton	NJ	CP Pt Reading	NJ	CR	25	0	15.7	16	0	11.4	11.4	-4.3
RG	PA	Field	PA	CR	2	0	0	0	0	16	16	16
South Philadelp	PA	Field	PA	CR	5	0	8.2	8.2	0	21.1	21.1	12.9
Field	PA	Belmont	PA	CR	4	0	8.2	8.2	0	15.8	15.8	7.6
Landover	MD	Anacostia	DC	CR	5.4	0	3.4	3.4	0	9.1	9.1	5.7
Anacostia	DC	Virginia Ave	DC	CR	2.5	0	19.3	19	0	28.6	28.6	9.3
Virginia Ave	DC	Potomac yard	VA	CR	6	35	17.9	53	35	28.6	63.6	10.7
Brandywine	DE	Chalk Pt	MD	CR	17	0	1.4	1.4	0	1.4	1.4	0
Bowie	MD	Brandywine	MD	CR	25	0	1.8	1.8	0	1.8	1.8	0
Brandywine	MD	Morgantown	MD	CR	21	0	1	1	0	1	1	0

SHARED TERRITORY TRAIN DENSITIES

SEGMENT						1995 ADJ BASE			POST-ACQUISITION TRNS/DAY			CHANGE IN #
FROM STATION		TO STATION		ROAD	MILES	PSGR	FREIGHT	TOTAL	PSGR	FREIGHT	TOTAL	OF TRNS/DAY
W. Brownsville	PA	Waynesburg	PA	CR	28	0	19	19	0	19	19	0
W.Brownsville	PA	Catawba Jct.	PA	CR	66	0	5.6	5.6	0	7.4	7.4	1.8
Catawba Jct	PA	Loveridge Mine	WV	CR	13	0	3.6	3.6	0	3.6	3.6	0
Waynesburg	PA	Wana	PA	CR	19	0	6.4	6.4	0	6.4	6.4	0
Wana	PA	Clif	PA	CR	2.3	0	3.4	3.4	0	3.4	3.4	0
Clif	PA	Blacksville	PA	CR	4.8	0	3.4	3.4	0	3.4	3.4	0
Waynesburg	PA	Bailey	PA	CR	15	0	10.2	10	0	10.2	10.2	0
Clif	PA	Federal	PA	CR	5.9	0	1.8	1.8	0	1.8	1.8	0
W Detroit	MI	North Yard	MI	CR	6.7	0	7.9	7.9	0	13.2	13.2	5.3
North Yard	MI	Utica	MI	CR	17	0	8.3	8.3	0	9.6	9.6	1.3
West Detroit	MI	Delray	MI	CR	2.4	0	12.7	13	0	16.5	16.5	3.8
Delray	MI	Trenton	MI	CR	10	0	14.8	15	0	16.5	16.5	1.7
Carleton	MI	Ecorse	MI	CR	20	0	2	2	0	11.2	11.2	9.2
W Detroit	MI	Dearborn	MI	CR	4.5	6	1.6	7.6	6	3.4	9.4	1.8
Nave	NJ	N Bergen	NJ	CR	6	0	4.4	4.4	0	1.4	1.4	-3
N Bergen	NJ	Ridgefield Hts	NJ	CR	5.6	0	23.1	23	0	22.1	22.1	-1
Aldene	NJ	High Bridge	NJ	NJT	39	56	1.6	58	56	1.6	57.6	0
Union	NJ	Red Bank	NJ	NJT	16	60	1.6	62	60	1.6	61.6	0
Red Bank	NJ	Lakehurst	NJ	CR	29	0	1.6	1.6	0	1.6	1.6	0
CQ	NJ	Monmouth Jct	NJ	CR	19	0	3.4	3.4	0	3.4	3.4	0
PN	NJ	Bayway	NJ	CR	9.1	0	10.9	11	0	16.2	16.2	5.3
Bayway	NJ	PD	NJ	CR	6.4	0	6	6	0	7.7	7.7	1.7
PD	NJ	Wood	NJ	CR	3.1	0	4	4	0	4	4	0
Jamesburg	NJ	Farmingdale	NJ	CR	19	0	1.6	1.6	0	1.6	1.6	0
Nave	NJ	CP Green	NJ	CR	4.2	0	18.5	19	0	16.5	16.5	-2
Nave	NJ	Croxton	NJ	CR	1.8	0	18.5	19	0	15.5	15.5	-3
Green	NJ	Oa Island	NJ	CR	1.3	0	18.5	19	0	18.5	18.5	0
Hack	NJ	Croxton	NJ	CR	1.3	0	17.7	18	0	8.2	8.2	-9.5
Croxton	NJ	North Bergen	NJ	CR	2.7	0	19.1	19	0	19.2	19.2	0.1
Waldo	NJ	Hack	NJ	CR	1.6	0	4.8	4.8	0	2.8	2.8	-2
Hack	NJ	Kearny	NJ	CR	1.7	0	17.4	17	0	8.2	8.2	-9.2
Kearny	NJ	Valley	NJ	CR	3.6	0	19.6	20	0	5.9	5.9	-13.7
Valley	NJ	NK	NJ	CR	0.8	0	24.5	25	0	23.7	23.7	-0.8
Pt Reading Jct	NJ	Port Reading	NJ	CR	16	0	3.6	3.6	0	5.3	5.3	1.7
NK	NJ	Boundbrook	NJ	CR	22	56	36	92	56	25.5	81.5	-10.5
Boundbrook	NJ	Pt Reading Jct	NJ	CR	2.7	0	34.2	34	0	27.4	27.4	-6.8
Park Jct	PA	Phil Frankfort	PA	CR	6.1	0	7.8	7.8	0	10.7	10.7	2.9
Phil Frankfort	PA	Camden	NJ	CR	4.1	0	7.8	7.8	0	10.7	10.7	2.9
Eastwick	PA	Lester	PA	CR	6.1	0	3.2	3.2	0	3.2	3.2	0
Woodbury	NJ	Paulsboro	NJ	CR	5.5	0	3.2	3.2	0	3.2	3.2	0
Paulsboro	NJ	Deepwater	NJ	CR	16	0	2	2	0	2	2	0
Cooper	NJ	Woodbury	NJ	CR	8.8	0	2	2	0	2	2	0
Lane	NJ	Union	NJ	AMTK	7.1	240	3.4	243	240	11	251	7.6
Union	NJ	Midway	NJ	AMTK	22	166	3.4	169	166	11	177	7.6
Midway	NJ	Morrisville	PA	AMTK	17	156	3.4	159	156	11	167	7.6
Morrisville	PA	Zoo	PA	AMTK	29	132	3.4	135	132	7.1	139	3.7
Arsenal	PA	Davis	DE	AMTK	25	116	2.3	118	116	10.5	127	8.2
Davis	DE	Perryville	MD	AMTK	21	67	4.5	72	67	12.4	79.4	7.9
Perryville	MD	Baltimore	MD	AMTK	32	77	14.3	91	77	15.6	92.6	1.3
Baltimore	MD	Bowie	MD	AMTK	29	99	2.4	101	99	7.7	107	5.3
Bowie	MD	Landover	MD	AMTK	8.3	99	3.2	102	99	9.3	108	6.1

Document Report

Entry Date/Time: 6/12/97 3:04:12 PM **Current Date:** 6/18/97

Document Type: Comment: Applicant **Railroad:** Both

Document Title: Applicant, CSX, M. G. Sprague; STB, E. K. Kaiser; Updated CSX Traffic Figures

Document Date: 6/4/97

Date Received: 6/4/97

Public Record:

Docket#: FD# 33388

Position:

Routed: No **Response Needed:** None **Response Date:**

Abstract: CSX submits additonal traffic tables for the rail lines presently owned by CSX, rail lines proposed to be allocated to CSX after the proposed acquisition of Conrail, and rail lines that CSX and NS will share. This information is in addition to the traffic tables provided in the PER. CSX will submit updated tables showing only the line segments that will be analyzed in the ER on June 5, 1997.

Comments:

Received From

CSX Corporation and CSX Transportation, Inc.

Mary G. Sprague

Sent To

Section of Environmental Analysis

Elaine K. Kaiser

Key Word

rail line traffic

Location

3 Merger Application

Reference

Topic

Rail Operations

STB FD-33388 ID-CITIES 6-3-97 K

Entirely added

6/3/97 5:36:31 PM

COLUMBIA

A Capital Place To Be

April 29, 1997

The Honorable Linda Morgan
Chairwoman
The Surface Transportation Board
1201 Constitution Avenue, NW
Washington, DC 20423

RE: Financial Docket No. 33388 - CSX/Norfolk Southern Acquisition and Control of Conrail

Dear Ms. Morgan:

I am writing to request that the Board expedite the application by CSX and Norfolk Southern to acquire Conrail, and limit the timetable for the process to 255 days.

The System created by the acquisition will have great benefits for South Carolina industries. It will bring single-line service between our state and the Northeast and Midwest, thus providing more reliability, better service and increase efficiency. By creating two strong rail competitors in the East, it will expand the market reach of companies in South Carolina and throughout the region.

Additionally, it will positively impact some of our key industrial sectors that ship by rail, including grain, paper, chemicals and metals, and thus further our statewide efforts to create jobs and opportunity for all South Carolinians.

Because this proposal has such great potential for the state, I hope you will move quickly so that our companies and our economy can begin to enjoy the benefits of the acquisition as soon as possible.

Very truly yours,

CITY OF COLUMBIA

Robert D. Coble,
Mayor

cc: Mr. John W. Snow
Mr. David R. Goode
RDC/hh

City of Columbia / Bob Coble, Mayor
1737 Main Street / PO Box 147 / Columbia, SC / 29217 / (803) 733 - 8221 / FAX (803) 733 - 8317
TOTAL P.01

ENVIRONMENTAL
DOCUMENT

Document Report

Entry Date/Time: 6/3/97 3:36:31 PM **Current Date:** *6/18/97*

Document Type: Comment: Local Elected **Railroad:** Both

Document Title: City of Columbia Mayor, Robert D. Coble; STB; Support CSX/NS 255-days procedural schedule

Document Date: 4/29/97

Date Received:

Public Record:

Docket#: FD# 33388

Position:

Routed: No **Response Needed:** None **Response Date:**

Abstract: The commenter supports the applicants' proposed 255-day procedural schedule. The commenter is the Mayor of the City of Columbia, South Carolina.

Comments:

Received From

City of Columbia, South Carolina

Robert D. Coble

Sent To

Surface Transportation Board

Linda J. Morgan

Key Word

Location

3 Merger Application

Reference

Topic

Procedural Schedule

STB FD-33388 ID-STATES 6-3-97 K

Entry added

6/3/97 3:50:45 PM

SPEAKER OF THE HOUSE

Curtis Hertel
2nd District

Michigan House of Representatives
State Capitol Building
Lansing, Michigan 48913
Phone: (517) 373-1983

517 373-1983
State Capitol, RM 162
Lansing, MI 48913
FAX (517) 373-7115

April 29, 1997

The Honorable Linda Morgan
Chairwoman
The Surface Transportation Board
1201 Constitution Ave., N.W.
Washington, D.C. 20423

RE. Finance Docket No. 33388
Application by CSX and Norfolk Southern to Acquire Conrail

Dear Chairwoman Morgan:

It has come to my attention that CSX and Norfolk Southern have filed a petition to establish a procedural schedule in the above proceeding that provides for expedited handling of a joint application that will be filed on or before July 10, 1997.

CSX and Norfolk Southern should be able to realize the benefits of this acquisition as soon as possible.

Also, Conrail employee morale will only deteriorate further the longer it takes to render a decision in this case.

I urge you to approve the application for expedited handling of this case.

Sincerely,

CURTIS HERTEL
Speaker
Michigan House of Representatives

ENVIRONMENTAL DOCUMENT

Document Report

Entry Date/Time: 6/3/97 3:50:45 PM **Current Date:** *6/18/97*

Document Type: Comment: State Legislators **Railroad:** Both

Document Title: House of Representatives, Michigan, Curtis Hertel; Support expedited procedural schedule

Document Date: 4/29/95

Date Received:

Public Record:

Docket#: FD# 33388

Position:

Routed: No **Response Needed:** None **Response Date:**

Abstract: The commenter supports the applicants' proposed 255-day procedural schedule. The commenter is the Speaker of the Michigan House of Representives.

Comments:

Received From

House of Representative, Michigan

Curtis Hertel

Sent To

Surface Transportation Board

Linda J. Morgan

Key Word

Location

3 Merger Application

Reference

Topic

Procedural Schedule

STB FD-33388 ID-GOV 6-3-97 K

Entity added

6/3/97 1:49:47 PM

State of South Carolina

Office of the Governor

1200 Senate Street
Columbia, SC 29201

DAVID M. BEASLEY
GOVERNOR

POST OFFICE BOX 11369
COLUMBIA 29211

734-9818

April 29, 1997

The Honorable Linda Morgan
Chairwoman
The Surface Transportation Board
1201 Constitution Avenue, NW
Washington, D.C. 20423

ENVIRONMENTAL DOCUMENT

Re: Financial Docket No. 33388 - CSX/Norfolk Southern Acquisition and Control of Conrail

Dear Ms. Morgan:

I am writing to request that the Board expedite the application by CSX and Norfolk Southern to acquire Conrail, and limit the timetable for the process to 285 days.

The system created by the acquisition will have great benefits for South Carolina industries. It will bring single-line service between our state and the Northeast and Midwest, thus providing more reliability, better service and increased efficiency. By creating two strong rail competitors in the East, it will expand the market reach of companies in South Carolina and throughout the region.

Additionally, it will positively impact some of our key industrial sectors that ship by rail, including grain, paper, chemicals and metals, and thus further our statewide efforts to create jobs and opportunity for all South Carolinians.

Because this proposal has such great potential for the state, I hope you will move quickly so that our companies and our economy can begin to enjoy the benefits of the acquisition as soon as possible. Thank you.

Sincerely,

David M. Beasley

David M. Beasley

cc: Mr. John W. Snow
Chairman, President and CEO
CSX Corporation
P.O. Box 85629
Richmond, Virginia 23285

Mr. David R. Goode
Chairman, President and CEO
Norfolk Southern Corporation
Three Commercial Place
Norfolk, Virginia 23510

TOTAL P.02

Document Report

Entry Date/Time: 6/3/97 1:49:47 PM **Current Date:** *6/18/97*

Document Type: Comment: Governors **Railroad:** Both

Document Title: Governor of South Carolina, David M. Beasley; STB; Support 255-day procedure schedule

Document Date: 4/29/97

Date Received:

Public Record:

Docket#: FD# 33388

Position:

Routed: No **Response Needed:** None **Response Date:**

Abstract: The commenter supports the applicants' proposed 255-day procedural schedule. The commenter is the South Carolina governor.

Comments:

Received From

Governor of South Carolina

David M. Beasley

Sent To

Surface Transportation Board

Vernon A. Williams

Key Word

Location

3 Merger Application

Reference

Topic

Procedural Schedule

STB FD-33388 ID-STATES 6-3-97 K

JOHN R. GREGG
SPEAKER
STATE OF INDIANA
HOUSE OF REPRESENTATIVES
110TH GENERAL ASSEMBLY

Room 3-2 Entirely added
200 West Washington Street
Indianapolis, IN 46204
317-232-9628

R.R. 1, Box 51
Sandborn, IN 47578

CSX CORPORATION
APR 2 1997
RECEIVED

April 25, 1997

ENVIRONMENTAL DOCUMENT

The Honorable Linda Morgan
Chairwoman
The Surface Transportation Board
1201 Constitution Avenue, N.W.
Washington, D.C. 20423

RE: Finance Docket No. 33388
Application by CSX and Norfolk Southern to acquire Conrail

Dear Chairwoman Morgan:

It is my understanding that CSX and Norfolk Southern have filed a petition to establish a procedural schedule in the above proceeding that provides for expedited handling of a joint application that will be filed on or before July 10, 1997.

CSX and Norfolk Southern should be able to realize the benefits of this acquisition as soon as possible.

Also, Conrail employee morale will only deteriorate further the longer it takes to render a decision in this case.

I urge you to approve the application for expedited handling of this case.

Sincerely,

John R. Gregg
Speaker of the House

JRG:d

Document Report

Entry Date/Time: 6/3/97 11:38:42 AM **Current Date:** *6/18/97*

Document Type: Comment: State Legislators **Railroad:** Both

Document Title: House of Representative, Indiana, John R. Gregg; STB; Support applicant's prosposed procedure schedu

Document Date: 4/25/97

Date Received:

Public Record:

Docket#: FD# 33388

Position:

Routed: No **Response Needed:** None **Response Date:**

Abstract: The commenter supports the applicants' proposed 255-day procedural schedule. The commenter is the Speaker of the House from the State of Indiana.

Comments:

Received From

House of Representatives, Indiana

John R. Gregg

Sent To

Surface Transportation Board

Linda J. Morgan

Key Word

Location

3 Merger Application

Reference

Topic

Procedural Schedule

STB FD-33388 ID-GOV 6-3-97 K

Entity added

6/3/97 11:31:33AM

Department of Transportation

State of Georgia
#2 Capitol Square, S.W.
Atlanta, Georgia 30334-1002

WAYNE SHACKELFORD
COMMISSIONER
(404)656-5206

FRANK L. DANCHETZ
CHIEF ENGINEER
(404)656-5277

STEVEN L. PARKS
DEPUTY COMMISSIONER
(404)656-5212

BILLY F. SHARP
TREASURER
(404)656-5224

April 24, 1997

ENVIRONMENTAL DOCUMENT

The Honorable Linda Morgan, Chairman
The Surface Transportation Board
1201 Constitution Avenue, NW
Washington, D. C. 20423

Dear Madam Chairman:

The Georgia Department of Transportation wishes to provide the Surface Transportation Board with comments concerning Finance Docket 33388, a joint petition of CSX Corporation and Norfolk Southern, requesting a 255 day expedited application process for their proposed acquisition of Conrail.

The joint acquisition of Conrail by Norfolk Southern and CSX will significantly increase rail competition in the eastern United States. The resulting rail systems formed from this merger will create a balanced rail network, which will enhance rail service to all rail shippers in Georgia and the southeast. The expedited 255 day process will provide adequate time for review and permit rail shippers to receive the merger benefits sooner.

Therefore, it is requested that the Surface Transportation approve the joint petition of CSX and Norfolk Southern for a 255 day expedited application process for the acquisition of Conrail.

Sincerely,

Wayne Shackelford

Wayne Shackelford

Document Report

Entry Date/Time: 6/3/97 11:31:33 AM **Current Date:** *6/18/97*

Document Type: Comment: State Agencies **Railroad:** None

Document Title: Georgia Department of Transportation, Wayne Shackelford; STB; Support 255 day procedure schedule

Document Date: 4/24/97

Date Received:

Public Record:

Docket#: FD# 33388

Position:

Routed: No **Response Needed:** None **Response Date:**

Abstract: The commenter supports the Applicants' proposed 255-day procedural schedule. The commenter is the Georgia Department of Transportation.

Comments:

Received From

Georgia Department of Transportation

Wayne Shackelford

Sent To

Surface Transportation Board

Linda J. Morgan

Key Word

Location

3 Merger Application

Reference

Topic

Procedural Schedule

STB FD-33388 ID-GOV 6-3-97 K

Entry added

WS 741-284

6/3/97 11:05:46 AM

ENVIRONMENTAL DOCUMENT

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
SUITE 700, JAMES K. POLK BUILDING
NASHVILLE, TENNESSEE 37243-0348

J. BRUCE SALTSMAN, SR.
COMMISSIONER

DON SUNDQUIST
GOVERNOR

April 25, 1997

Ms. Linda Morgan, Chairperson
Surface Transportation Board
1925 K Street, NW, Suite 820
Washington, DC 20423

RE: STB Finance Docket No. 33388

Dear Ms. Morgan:

I understand that Norfolk Southern Corporation (NS) and CSX Transportation have filed a petition with the Surface Transportation Board requesting that you expedite consideration of their proposal to purchase Conrail.

NS and CSX comprise approximately 90 percent of the total rail miles in the state of Tennessee, and the new rail network being developed by these two companies will provide improved customer service, faster delivery, and numerous benefits for our shippers and consumers. This acquisition will open new markets in the northeast to Tennessee business, not only for shippers located on these two Class I railroads, but for shippers located on our shortline railroads as well.

For these reasons I encourage the Board's prompt consideration and approval of the acquisition application. If I or any member of my staff can be of assistance to the Board, please do not hesitate to contact me.

Sincerely,

J. Bruce Saltsman, Sr.
Commissioner

JBS/MB/pw

Document Report

Entry Date/Time: 6/3/97 11:05:46 AM **Current Date:** *6/18/97*

Document Type: Comment: State Agencies **Railroad:** Both

Document Title: Tennessee Department of Transportation, J. B. Saltsman, Sr.; STB; letter in support of merger

Document Date: 4/25/97

Date Received:

Public Record:

Docket#: FD# 33388

Position:

Routed: No **Response Needed:** None **Response Date:**

Abstract: The commenter supports the applicants' proposed 255-day procedural schedule. The commenter is the Tennessee Department of Transportation.

Comments:

Received From

Tennessee Department of Transportation

John B. Saltsman, Sr.

Sent To

Surface Transportation Board

Linda J. Morgan

Key Word

oppose

procedural schedule

support

Location

3 Merger Application

Reference

Topic

Procedural Schedule

STB FD-33388 ID-STATES 6-3-97 K

~~added to Entity~~
Entity added

JOHN C. LAND, III
SENATOR CLARENDON LEE, FLORENCE
AND SUMTER COUNTIES
SENATORIAL DISTRICT NO 36

HOME ADDRESS
P. O. DRAWER 106
CLARENDON, SC 29101
435-8904

COLUMBIA ADDRESS
P. O. BOX 142
GRESETTE SENATE OFFICE BLDG
COLUMBIA, SC 29201
212-6320

THE SENATE OF SOUTH CAROLINA

COMMITTEES
CHAIRMAN TRANSPORTATION
AGRICULTURE AND NATURAL RESOURCES
CORRECTIONS AND PENOLOGY
FINANCE
FISH, GAME AND FORESTRY
ETHICS

RESEARCH DIRECTOR
CAROLYNE HIGHAMBOTHAM
ADMINISTRATIVE ASSISTANT
JEAN P. BOLT
RESEARCH ANALYST
BARBARA BARLEY

April 29, 1997

4/3/97 3:41:11 PM

The Honorable Linda Morgan
Chairwoman
The Surface Transportation Board
1201 Constitution Avenue, NW
Washington, DC 20423

RE: Financial Docket No. 33388-CSX/Norfolk Southern
Acquisition and Control of Conrail

Dear Mrs. Morgan:

The proposed system created by the aquisition and control of Conrail by CSX and Norfolk Southern will have great benefit for South Carolina industries that ship by rail including grain, paper, chemicals and metals, expanding statewide efforts to create new jobs and opportunity for all our citizens. It will bring single-line service between our state and the Northeast and Midwest, providing more reliability, better service and increased effiency.

By creating two strong rail competitors in the East, the market search for companies in South Carolina will expand in our state and throughout the region.

I am writing to request that the Surface Transportation Board expedite the application by CSX and Norfolk Southern to aquire Conrail, and limit the timetable for the process to 255 days, so that our economy can begin to enjoy the benefits of the aquisition as soon as possible.

Thank you for your attention to this important matter.

With warmest personal regards, I am

Very truly yours,

John C. Land, III

JCL:bd/4.97

cc: Mr. John Snow
Chairman, President and CEO
CSX Corporation
P.O. Box 85629
Richmond, VA 23235-5629

Mr. David R. Goode
Chairman, President and CEO
Norfolk Southern Corporation
Three Commercial Place
Norfolk, VA 23510

ENVIRONMENTAL
DOCUMENT

Document Report

Entry Date/Time: 6/3/97 3:41:11 PM **Current Date:** *6/18/97*

Document Type: Comment: State Legislators **Railroad:** Both

Document Title: Senate of South Carolina, John C. Land, III; STB; Support applicants 255-days procedural schedule

Document Date: 4/29/97

Date Received:

Public Record:

Docket#: FD# 33388

Position:

Routed: No **Response Needed:** None **Response Date:**

Abstract: The commenter supports the applicants' proposed 255-day procedural schedule. The commenter is a state senator from South Carolina.

Comments:

Received From

Senate of South Carolina

John C. Land, III

Sent To

Surface Transportation Board

Vernon A. Williams

Key Word

Location

3 Merger Application

Reference

Topic

Procedural Schedule

STB FD-33388 ID-GOV 6-3-97 K

ENVIRONMENTAL DOCUMENT

(502) 564-2611

COMMONWEALTH OF KENTUCKY
OFFICE OF THE GOVERNOR

Entry added

PAUL E. PATTON
GOVERNOR

4/3/97 1:41:56 PM

April 28, 1997

700 CAPITOL AVENUE
SUITE 100
FRANKFORT, KY 40601
(502) 564-2611
FAX (502) 564-2517

Frankfort 40601

Mr. Vernon A. Williams, Secretary
Surface Transportation Board
1925 K Street, N.W.
Washington, DC 2423-0001

RE: Finance Docket No. 33388
CSX/Norfolk Southern Acquisition and Control of Conrail

Dear Secretary Williams:

It is a pleasure for me to offer my support for the proposal being brought before the Surface Transportation Board in the captioned proceeding. The enhanced rail transportation service resulting from the proposed transaction should generate significant new business and industrial growth in Kentucky. Such growth is crucial to us because it creates new jobs for the Commonwealth's residents. In addition, this growth should result in more railroad jobs on the expanded CSX and NS rail system and will provide an expanded market reach for Kentucky's rail shippers. Our coal producers and vehicle manufacturers will have direct rail access to Northeast markets for the very first time.

For these reasons and on behalf of our citizens I urge the Board to approve the application filed in the captioned proceeding expeditiously and thereby enable Kentucky to realize the benefits of the rail service which will result from the proposed transaction.

Sincerely,

Paul E. Patton

Paul E. Patton

cc: Mr. John W. Snow, Chairman
Mr. Jay S. Westbrook, Resident Vice President

AN EQUAL OPPORTUNITY EMPLOYER M/F/D

** TOTAL PAGE.01 **

** TOTAL PAGE.002 **

Document Report

Entry Date/Time: 6/3/97 1:41:56 PM **Current Date:** *6/18/97*

Document Type: Comment: Governors **Railroad:** Both

Document Title: Governor of Kentucky, Paul E. Patton; STB; Support CSX/NS merger

Document Date: 4/28/97

Date Received:

Public Record:

Docket#: FD# 33388

Position: Support

Routed: No **Response Needed:** None **Response Date:**

Abstract: The commenter supports the applicants' proposed application for the control of Conrail. The commenter is the Governor of the Commonwealth of Kentucky.

Comments:

Received From

Governor of Kentucky

Paul E. Patton

Sent To

Surface Transportation Board

Vernon A. Williams

Key Word

Location

3 Merger Application

Reference

Topic

Economic Impact

Other

STB FD-33388 ID-GOV 6-2-97 K

5/6/97 3:49:59 PM Entry added

601 359-3100
601 359-3741

ENVIRONMENTAL DOCUMENT

STATE OF MISSISSIPPI
OFFICE OF THE GOVERNOR

KIRK FORDICE
GOVERNOR

May 6, 1997

550 High Street
Walter Sillers Bldg. 20th fl.
Jackson MS. 39201

The Honorable Linda Morgan
Chair
Surface Transportation Board
1201 Constitution Avenue, N.W.
Washington, D.C. 20423

Dear Ms. Morgan:

I am writing you to request that the Surface Transportation Board expedite the application by CSX Corporation and Norfolk Southern and limit the timetable for the process to 255 days. The impact of this acquisition will mean great things for industries in Mississippi and we look forward to quickly gaining the benefits.

By establishing a broader network of single-line freight rail service, our state's manufacturers will have direct access to markets of the Northeast and Midwest. In addition, the reduction in transit time, the increased efficiency in operations and the long-term financial stability of the railroad industry are key benefits of the Conrail acquisition. As a result, our seaports, our paper industry, our chemical industry and dozens of other industrial concerns will become more competitive.

Because this proposal has such great potential for the state, I hope you will move quickly on approving the CSX-Norfolk Southern proposal.

Sincerely,

Kirk Fordice

KIRK FORDICE
Governor

KF:bb

Document Report

Entry Date/Time: 6/2/97 7:59:58 PM **Current Date:** *6/18/97*

Document Type: Comment: Governors **Railroad:** Both

Document Title: Governor of Mississippi, Kirk Fordice; STB; Support CSX/NS proposed procedural schedule

Document Date: 5/6/97

Date Received: 5/15/97

Public Record:

Docket#: FD# 33388

Position:

Routed: No **Response Needed:** None **Response Date:**

Abstract: The commenter supports the applicants' proposed 255-day procedural schedule. The commenter is the governor of Mississippi, an elected state official.

Comments: This letter was sent to us by Arnold & Porter, applicant's attorney, to be entered into the public record

Received From

Governor of Mississippi

Kirk Fordice

Sent To

Surface Transportation Board

Linda J. Morgan

Key Word

oppose

procedural schedule

support

Location

3 Merger Application

Reference

Topic

Procedural Schedule

STB FD-33388 ID-BUSINESS 5-13-97 K

5/20/97 8:36:32 A.M.

HERCULES ENVIRONMENTAL DOCUMENT

Hercules Incorporated
Hercules Plaza
1313 North Market Street
Wilmington, DE 19894-0001
(302) 594-5000

SURFACE TRANSPORTATION BOARD
CASE CONTROL BRANCH
1201 CONSTITUTION AVENUE, N.W.
WASHINGTON, DC 20423-0001

STB FINANCE DOCKET #33388

RECEIVED
MAY 13 1997
MAIL MANAGEMENT
STB

RECEIVED
MAY 13 1997
MAIL MANAGEMENT
STB

COMMENTS OF

HERCULES INCORPORATED
HERCULES PLAZA
WILMINGTON, DE 19894

MAY 5, 1997

HERCULES

May 5, 1997

Hercules Incorporated
Hercules Plaza
1313 North Market Street
Wilmington, DE 19894-0001
(302) 594-5000

My name is John E. Thomas, and I am Manager, Bulk Transportation of Hercules Incorporated. I have held my present position for five years and have been in other transportation related fields for twenty-one years.

Hercules Incorporated manufactures chemical specialty products for a variety of markets world wide. Its businesses include Paper Technology, Resins, Fibers, Food Gums and Aqualon water-soluble polymers. The corporation concentrates on value-added, high-performance products where it has a market or technology advantage. Hercules operates 45 manufacturing plants worldwide including 14 domestic plants in the United States.

We have 14 facilities in the United States located at Chicopee, MA; Parlin, NJ; West Elizabeth, PA; Hopewell, VA; Franklin, VA; Savannah, GA; Brunswick GA; Covington, GA; Milwaukee, WI; Kalamazoo, MI; Louisiana, MO; Hattiesburg, MS; Portland, OR; Kenedy, TX. These facilities are presently served by the ST; CR; NS; CSX; CPRS; BNSF; IC; UP.

Since the announcement of the CSX Corporation purchase of Conrail in October 1996, we have followed the events over the last several months with great interest. Hercules' concerns have been greatly relieved with the solution which Norfolk Southern and CSX have presented to divide up Conrail. Initially, Hercules was concerned that our industry would suffer with the loss of competitive services of a rail carrier when CSX was to acquire all of Conrail thereby forming a single railroad. Hercules has

three facilities currently located on Conrail. However, with the proposed division, two would be located on the Norfolk Southern and one jointly served in New Jersey.

Competitive rail service is important to Hercules. There is a distinct need for balanced rail competition in the East. Hercules must compete on a global basis. Both our domestic and international competitors look for cost savings whenever possible. Because transportation expenses are a major product cost item for Hercules, we need to have two rail providers available in order to serve as a competitive force to keep rail rates in check. We believe the division of Conrail will promote competition throughout the North East and preserve the interest of the shipping public.

We therefore request the STB to support the division of Conrail as proposed by the NS and CSX.

We thank the STB for the opportunity to present our comments and respectfully request that our recommendations be strongly considered.

Respectfully submitted

J. E. Thomas
Manager, Bulk Transportation
Purchasing & Transportation Department

JET:sms
33388.JET

VERIFICATION

I, John E. Thomas, declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this verified statement. Executed on May 5, 1997.

(Name)

SUBSCRIBED AND SWORN TO BEFORE ME THIS

5TH DAY OF MAY 1997.

NOTARY PUBLIC

My commission expires July 10, 1997

CERTIFICATION

I, John E. Thomas, certify that Hercules Incorporated has served copies of this Support Statement to the Norfolk Southern, CSX Transportation and Consolidated Rail. Executed on May 9, 1997.

(Name)

SUBSCRIBED AND SWORN TO BEFORE ME THIS 9TH DAY OF MAY 1997.

NOTARY PUBLIC
My commission expires July 10, 1997

Document Report

Entry Date/Time: 5/20/97 8:36:32 AM **Current Date:** *6/18/97*

Document Type: Comment: U.S. Business **Railroad:** Both

Document Title: Hercules Incorporated, J.E. Thomas; STB; Letter in support of NS and CSX merger

Document Date: 5/5/97

Date Received: 5/13/97

Public Record:

Docket#: FD# 33388

Position: Support

Routed: No **Response Needed:** None **Response Date:**

Abstract: The commenter supports the Applicants' proposed merger of Conrail for competitive and economic reasons. The commenter is Hercules Inc., a U.S. business that manufactures chemical speciality products.

Comments:

Received From

Hercules Incorporated

John E. Thomas

Sent To

Surface Transportation Board

Vernon A. Williams

Key Word

Conrail

support

Location

3 Merger Application

Reference

Topic

Competitive Concern

STB FD-33388 ID-LAW 4-22-97 K

5/6/97 12386.00 FIN

3.65

SONNENSCHEIN NATH & ROSENTHAL

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

CHICAGO
LOS ANGELES
NEW YORK
SAN FRANCISCO
ST. LOUIS

RECEIVED
APR 2 2 1997
MAIL MANAGEMENT
STB

April 22, 1997

(202) 408-6400
FACSIMILE
(202) 408-6399

DIRECT LINE
(202) 408-6351

ENVIRONMENTAL DOCUMENT

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

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

Dear Secretary Williams:

On April 16, 1997, Canadian National Railway Company filed its Response in Opposition to Petition For Protective Order (CN-5), which responded to applicants' Petition For Protective Order, filed just six days earlier on April 10, 1997 (CSX/NS-3). Also on April 16, 1997, the Board decided and served Decision No. 1, which adopted the protective order proposed by applicants. Decision No. 1 did not reflect any consideration of the important issues raised in the CN Response, and apparently had been voted before the CN Response was received.

Yesterday, in pleadings styled Petition For Leave to File (CSX/NS-6) and Consolidated Reply (CSX/NS-7), applicants sought to defend the terms of the protective order as issued, and suggested that the Board might treat the earlier CN Response (CN-5) as a request for clarification or reconsideration.

Please be advised that CN reserves the right to file a formal petition seeking reconsideration and/or clarification of Decision No. 1 within the time allowed under the Board's rules.

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

Sincerely yours,

L. John Osborn

ENTERED
Office of the Secretary
APR 2 3 1997
5 Part of Public Record

Enclosures
cc: Director David M. Konschnik
Administrative Law Judge Leventhal
Counsel for applicants

Document Report

Entry Date/Time: 5/6/97 12:36:00 PM **Current Date:** *6/3/97*

Document Type: Comment: Other Railroads **Railroad:** Both

Document Title: Canadian National Railway Company, L. John Osborn; STB; Letter-CN Right to File Formal Petition

Document Date: 4/22/97

Date Received: 4/22/97

Public Record: 4/23/97

Docket#: FD# 33388

Position:

Routed: No **Response Needed:** **Response Date:**

Abstract: The commenter serves notice that it may file a formal petition seeking reconsideration and/or clarification of STB Decision No. 1 in Finance Docket No. 33388, which adopted the protective order proposed by the applicants. The commenter is the Canadian Railway Company.

Comments:

Received From

Canadian National Railway Company

L. John Osborn

Sent To

Surface Transportation Board

Vernon A. Williams

Key Word

Location

3.6.5 Public/Other Railroads

Reference

Document Type: Comment: Other Railroads

Title: Canadian National Railway Company, Jean Pierre Ouellet; STB; Response to CSX/NS-2 Petition for Waive

Date: 4/16/97

Document ID: 5/5/97 6:39:04 PM

Document Type: Comment: Other Railroads

Title: Canadian National Railway Company, Jean Pierre Ouellet; STB; Response to CSX/NS-3 Petition for Prote

Date: 4/16/97

Document ID: 5/5/97 7:02:29 PM

Document Type: Decision

Title: STB; Decision No. 1; Petition for Protective Order is Granted

Date: 4/16/97

Document ID: 5/5/97 6:17:03 PM

Topic

Document Type: Discovery

Title: Canadian National Railway Company, L. John Osborn; STB; Motion to Compel Discovery Responses by Conr

Date: 4/14/97

Document ID: 5/5/97 5:57:40 PM

Document Type: Petition

Title: Applicant; STB; Petition For Waiver of 49 C.F.R. & 1108.4(b)(1)

Date: 4/10/97

Document ID: 5/5/97 11:28:31 AM

STB FD-33388 ID-CITIES 3-7-97 K

ENVIRONMENTAL DOCUMENT

Entered entirely

City of Gibraltar

Public Safety Department

29400 Munro Avenue, Gibraltar, Michigan 48173 ☎ 313-676-1022

FAX 313-676-5124

RECEIVED MAR 7 1997 MANAGEMENT T.C.

6/4/97 8:01:50 A.M.

March 4, 1997

Mr. Vernon A. Williams
Surface Transportation Board
12th E. Constitution Ave. N.W.
Washington, D.C. 20423

SUBJECT: PROBLEMS WITH CONRAIL RAILROAD ORIGINATING IN THE CITY OF GIBRALTAR.

Dear Mr. Williams,

Our main complaint with Conrail or any other railroad company passing through our City, which is located between Detroit and Toledo, Ohio, is that the crossings are blocked excessively. We have three east/west roads that are crossed with the same Conrail and Grand Trunk railroad tracks; Woodruff Rd., which is a dirt road; Gibraltar Rd., a two lane paved road. This is the main artery in and out of Gibraltar, linking us to I-75; and Vreeland Rd. which is also a paved two lane road. Both Gibraltar Rd. and Vreeland Rd. are our two routes to the closest hospital, Oakwood-Seaway Hospital. The City and the railroads have been very fortunate that a blocked crossing has not been the direct cause of a patient dying due to an ambulance having to wait for a crossing to clear or by causing the ambulance to drive out of their way to get to the hospital. The closest viaduct over the railroad tracks is West Rd., in the city of Trenton. This is approximately three miles to the north, which means our ambulance must travel approximately six miles out of the way to get to Oakwood-Seaway Hospital.

Many times, the train crew will stop short of the crossing which causes the railroad gates to go down, effectively blocking the crossing. We recently have been working with Conrail representative, Maria Ward to correct this problem. However, it sometimes still occurs. It is not only an inconvenience for the motoring public, it causes problems for our school busses.

The downed railroad gates create a hazard as some citizens will attempt to drive around the school busses and the downed gates. Other times it causes traffic backups a half mile in each direction.

We realize that the railroad companies are in business to make money, thus trains are longer. Hopefully, railroad companies will consider the safety and well being of the residents of the communities they pass through. Possibly the railroad dispatch centers can obtain better equipment providing more timely data as to the actual whereabouts of their trains and the status of the crossing arms. And, make efforts to assure that the minimal number of main arteries are blocked by either trains or crossing gates for no more than two or three minutes at a time. If addressed, this action would minimize the complaints we receive from the motoring public, school district, and the issuance of tickets for blocked crossings.

Very truly yours,

Chief Paul A. Lehr

Chief Paul A. Lehr
Gibraltar Police Department

Document Report

Entry Date/Time: 6/4/97 8:01:50 AM **Current Date:** 6/23/97

Document Type: Comment: Local Agencies **Railroad:** Both

Document Title: City of Gibraltar, Paul A. Lehr; STB; Complaint railroad crossing excessively blocking main artery

Document Date: 5/4/97

Date Received: 5/7/97

Public Record:

Docket#: FD# 33388

Position:

Routed: No **Response Needed:** None **Response Date:**

Abstract: The commenter is concerned with transportation congestion at grade crossings caused by increased train traffic. The commenter is the Chief of Police and Public Safety Department of the City of Gibraltar. The commenter is concerned with the following issues (1) emergency response delays and (2) safety at the grade crossing for vehicles.

Comments:

Received From

City of Gibraltar, Michigan
Public Safety Department
Paul A. Lehr

Sent To

Surface Transportation Board
Vernon A. Williams

Key Word

congestion
crossing
Safety
traffic

Location

3.6.4 Local

Reference

Topic

Safety: Emergency Response
Safety: Grade Crossing/Vehicle
Transportation: Highway Congestion & Delay