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ID-195876



Robert V. Allen
Chief Environmental Officer

500 Water Street - J275
Jacksonville, FL 32202
(904) 359-7502
(FAX) (904) 359-4889

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Office of the Secretary
OCT 14 1999
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October 11, 1999



BY OVERNIGHT DELIVERY - Original and 25 Copies

The Honorable Vernon A. Williams
Secretary, Surface Transportation Board
Mercury Building, Room 700
1925 K Street, NW
Washington, DC 20423

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

Dear Secretary Williams:

Enclosed are an original and twenty-five (25) copies of Quarterly Report Number 4 for CSX Corporation and CSX Transportation, Inc. on Environmental Condition 8(a): Highway/Rail At-Grade Crossings for filing in the above-referenced docket.

Thank you for your assistance in this matter. Please contact me at (904) 359-7502 if you have any questions.

Respectfully yours,

Robert V. Allen

Enclosure

cc:
Ms. Elaine K. Kaiser (5 copies)

195876

**SURFACE TRANSPORTATION BOARD
STB FINANCE DOCKET 33388**



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

Decision 89, as Amended by Decision 96
Appendix Q, Environmental Conditions
III. Local or Site-Specific Environmental Conditions
Condition 8(A): Highway/Rail At-Grade-Crossings

Quarterly Report Number 4 for
CSX Corporation and
CSX Transportation, Inc.

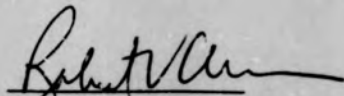
October 11, 1999

CERTIFICATION OF PROJECT COMPLETION

In accordance with Environmental Condition 8(A) set forth in Appendix Q to Decision No. 89 of the Surface Transportation Board in Docket No. 33388, CSX Corporation and CSX Transportation, Inc. ("CSX") hereby certify that CSX has complied with the requirements of Condition 8(A) with respect to the following eight (8) locations. Highway/rail at-grade crossings in Ohio are governed by the Negotiated Agreement accepted by the Board in Decision No. 129 (served June, 16, 1999). Please note that there have not been any additions to this report since report No. 3 was filed.

State	Crossing Name, County and City	FRA ID	Rail Line Segment ID	Current Warning Device	Proposed Post-Acquisition Device	Completion Date
OH	Main St., Henry, Deshler	155755Y	C-065	Flashing Lights	Gates	Complete 5/28/99
OH	Kellogg Rd., Wood, Tontogany	155794P	C-065	Passive	Gates	Complete 5/24/99
OH	Middletown, Pike, Wood, Haskins	155804T	C-065	Passive	Flashing Lights	Complete 9/3/98 (flashing lights & gates installed)
OH	Eckel Jct. Rd., Wood, Perrysburg	155818B	C-065	Passive	Flashing Lights	Complete 5/20/98 (flashing lights & gates installed)
OH	Ford Rd., wood, Rossford	155838M	C-065	Passive	Gates	Complete 5/21/98
OH	Roachton Road, Wood, Perrysburg	155814Y	C-065	Passive	Flashing Lights	Complete 11/11/98 (flashing lights & gates installed)
OH	Marsh Road, LaRue	518382H	C-017	Passive	Flashing Lights	Complete 12/10/98 (flashing lights & gates installed)
OH	Townlikne Rd., New London	518488D	C-061	Passive	Gates	Complete 2/8/99

Certified by:



Robert V. Allen
Chief Environmental Officer

Date: 10/11/99

STB FD 33388 5-6-98

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187421

DENNIS J. KUCINICH

10TH DISTRICT, OHIO

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

14400 DETROIT AVENUE
LAKEWOOD, OHIO 44107
(216) 228-8850
(216) 228-6465 FAX

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



Congress of the United States
House of Representatives

187471
Committees:
Government Oversight
Education and Labor

K

May 5, 1998

ENTERED
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MAY - 7 1998

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

Re: Finance Docket No. 33388

Dear Ms. Kaiser:

Discussions and negotiations have progressed between the applicant railroads Norfolk Southern and CSX, and the communities in Ohio's 10th Congressional District. As discussions continue, it looks more likely that the necessary mitigation funding will be found to allow rerouting the additional trains through the Cloggsville-Rockport segment. If so, additional traffic resulting from the merger will likely be rerouted to avoid the Lakewood-Rocky River-Bay Village segment.

However, the railroads have mentioned a need for a transitional period between the time that the merger is approved, and the time that all mitigation is complete. If there is an increase during this transitional period, affected communities will require relief. Enclosed is an addendum to my comments on the Draft Environmental Impact Statement that requests that the Section on Environmental Analysis look at whether Lakewood, Rocky River, and Bay Village will be affected, and if so, what relief is available.

Sincerely,

Dennis J. Kucinich
Member of Congress

DJK:mg



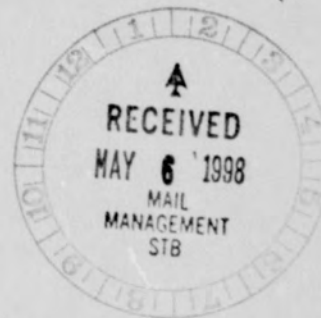
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Office of the Secretary

MAY - 7 1998

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[PUBLIC]

BEFORE THE
SURFACE TRANSPORTATION BOARD



FINANCE DOCKET NO. 33388

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

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

Dated May 5, 1998

[PUBLIC]

BEFORE THE
SURFACE TRANSPORTATION BOARD

FINANCE DOCKET NO. 33388

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

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

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

Lakewood, Rocky River, and Bay Village are western suburbs in Greater Cleveland along the southern shore of Lake Erie in Cuyahoga County, Ohio. In the original June 1997 application, the proponents Norfolk Southern and CSX railroads proposed tripling the number of trains that would move through Lakewood, Rocky River, and Bay Village each day. A November 25, 1997, amended proposal by Norfolk Southern would reroute the additional trains,

leaving the number of trains moving through Lakewood, Rocky River, and Bay Village at status quo. The parties of record to Docket No. 33388 are currently discussing the November 25, 1997, proposal. In order to accomplish the merger under the November 25 scenario, track improvements along the Cloggsville-Rockport segment in Cleveland need to be accomplished. In addition, an underpass at Front Street in Berea, and an overpass at Fitch Road in Olmsted Township must be built. Currently, the parties are in negotiations over funding these projects.

In order to arrive at a mutually agreeable settlement, the parties need to know the number of trains per day that will run along the Lakewood-Rocky River-Bay Village segment during any transition period that will be imposed between the date the merger becomes effective, and the date that mitigation construction is complete. If the number of trains per day along the Lakewood-Rocky River-Bay Village segment increases, mitigation will need to be accomplished for this segment.

On behalf of the citizens of Ohio's 10th Congressional District, and as a party of record to Finance Docket No. 33388, Congressman Kucinich requests that the Section on Environmental Analysis conduct the following research and analysis:

I. **Trains per Day During Transition.** Will there be an increase in the number of trains per day through Lakewood, Rocky River, and Bay Village during any transition that may be imposed between the approval of the merger and the completion of mitigation construction? If there is an increase in the train traffic along the Lakewood-Rocky River-Bay Village segment during the transition, mitigation for that segment must include the following:

II. **Lakewood Crossing Gates/Flashers.** Crossing gates and flashers will be necessary for the following grade crossings in Lakewood, Ohio:

- Webb Road;
- Granger Avenue;
- Bonnieview Avenue;
- Edwards Avenue;
- Ethel Avenue;
- Hall Avenue;
- Westlake Avenue;
- Cranford Avenue;

- Brockley Avenue;
- Summit Avenue;
- Lakeland Avenue;
- Gladys Avenue;
- St. Charles Avenue;
- Marlow Avenue;
- Manor Park Avenue;
- Nicholson Avenue;
- Thoreau Avenue; and
- Beach Avenue.

II. **Rocky River Siding.** Norfolk Southern railroad operates a rail siding to the south of the track and to the east of the Rocky River-Bay Village border. Currently, trains stop there, often for an hour at a time, leaving their engines running while a train passes in the opposite direction. With the current number of trains per day, the use of this siding is a nuisance to residents living near the track and the siding because of the noise and air pollution caused by the trains waiting at the siding with their engines running. An increase in the number of trains running along the Lakewood-Rocky River-Bay Village segment will exacerbate the problems associated with trains waiting at the Rocky River rail siding.

If the train traffic increases during the transitional period between the date of the merger approval and the date of completion of all mitigation, the railroads must agree to one or more of the following four options:

- Minimize traffic using the siding;
- Plan train operations so that trains do not have to use the siding;
- Require that trains using the siding shut down their engines while waiting; or
- Take down the siding.

This office requests that the Section on Environmental Analysis make study and analyze the environmental effects associated with an increase in freight train traffic on the Cities of Lakewood, Rocky River, and Lakewood, Ohio, and make recommendations as to how these effects can be best mitigated.

STB

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BUSINESS

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Office of the Chairman

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

FILE IN DOCKET

April 6, 1998

Mr. Robert A. Frinier
Vice President, Logistics
Nissan North America, Inc.
P.O. Box 2814
Torrance, CA 90509-2814

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

Dear Mr. Frinier:

Thank you for your recent letter expressing your support for the proposed acquisition of Conrail by Norfolk Southern and CSX and your concerns about the potential adverse effect on public safety and customer service resulting from the proposed City of Cleveland alternative to "flip" the lines between CSX and NS.

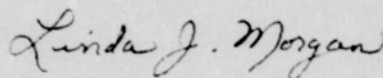
The Surface Transportation Board's (Board) Section of Environmental Analysis (SEA) is conducting an environmental review of the potential environmental impacts associated with the proposed Conrail Acquisition. As part of its environmental review, SEA issued a Draft Environmental Impact Statement (EIS) on December 12, 1997, which addressed various environmental impact areas, including safety, transportation systems, land use, energy, air quality, noise, biological resources, water resources, environmental justice, and cultural and historic resources. Chapter 5 of the Draft EIS focused on the concerns relating to increased rail traffic in Ohio, especially the northeast Ohio and Cleveland areas. SEA recommended numerous mitigation measures to address the potential environmental impacts in that area, including railroad consultations with affected communities to discuss their concerns and possible solutions.

SEA is fully aware that these issues are of major concern to the residents and businesses of Cleveland and northeast Ohio. SEA has attended several public meetings in the area in order to hear those concerns first hand and discussed the issues with numerous local officials. SEA has also formed special Ohio and Cleveland study teams to focus its review and analysis of the unique environmental impacts and concerns in this area, including the advantages and disadvantages of various routing alternatives through the Cleveland area.

After conducting an independent environmental analysis, reviewing all environmental information available to date, consulting with appropriate agencies, and fully considering all public comments, SEA plans to issue in late May 1998 a Final EIS for consideration by the Board. In its final decision, the Board will consider the entire environmental record, including all public comments, the Draft EIS, and the Final EIS. The Board will issue its final written decision in July 1998.

If you have additional questions concerning the environmental review process, please call me, or contact Elaine K. Kaiser, SEA's Environmental Project Director, or Mike Dalton, SEA's Project Manager for the Conrail Acquisition, at (202) 565-1530.

Sincerely,

A handwritten signature in cursive script that reads "Linda J. Morgan".

Linda J. Morgan



NISSAN NORTH AMERICA, INC.

Mailing Address:
P.O. Box 2814
Torrance, CA 90509-2814
Telephone: (310) 768-3700
FAX: (310) 327-2272

March 9, 1998

The Honorable Linda Morgan, Chairman
Surface Transportation Board
1925 K Street, NW, Suite 820
Washington, D.C. 20423

Dear Honorable Linda Morgan:

Nissan North America has recently been made aware of the controversy concerning the split up of the Consolidated Rail (Conrail) tracks in Cleveland associated with the pending purchase of Conrail by CSX and Norfolk Southern. This letter is written to express our concerns regarding the potential railroad operating problems associated with this issue.

Nissan places a heavy reliance on a strong and efficient rail infrastructure to move our products. After reviewing the requests from Cleveland officials to alter the original operating plan proposed by CSX and NS, we are very concerned that acceptable service levels for Nissan shipments will be jeopardized.

It is our estimate that approximately 1400 annual carloads of Nissan automobiles would be affected by the proposed changes in the Cleveland area. In our opinion, the only feasible way to move this product efficiently and without an erosion in service levels is to adhere to the operating plan originally proposed by CSX and Norfolk Southern in their initial Surface Transportation Board filing.

We strongly urge the Board to take the logistical and operational issues associated with this proposal into consideration. We are very concerned that any alteration of the originally proposed operating plan could very well lead to service problems and gridlock. A Cleveland rail bottleneck would affect shippers and receivers nationwide.

Nissan North America, Inc. supports adherence to the operating plan for the Cleveland area as originally proposed by CSX and Norfolk Southern.

Sincerely,

Robert A. Frinier
Vice President, Logistics

cc: The Honorable Rodney Slater
The Honorable Jolene Molitoris
The Honorable George Voinovich
Mr. John Q. Anderson



Office of the Chairman

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

FILE IN DOCKET

April 6, 1998

Mr. David Kaduke
Director of Transportation Services
Nabisco Biscuit Company
100 DeForest Avenue
P.O. Box 1911
East Hanover, NJ 07936-1911

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

Dear Mr. Kaduke:

Thank you for your recent letter expressing your support for the proposed acquisition of Conrail by Norfolk Southern and CSX and your concerns about the potential adverse effect on public safety and customer service resulting from the proposed City of Cleveland alternative to "flip" the lines between CSX and NS.

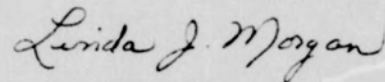
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SEA is fully aware that these issues are of major concern to the residents and businesses of Cleveland and northeast Ohio. SEA has attended several public meetings in the area in order to hear those concerns first hand and discussed the issues with numerous local officials. SEA has also formed special Ohio and Cleveland study teams to focus its review and analysis of the unique environmental impacts and concerns in this area, including the advantages and disadvantages of various routing alternatives through the Cleveland area.

After conducting an independent environmental analysis, reviewing all environmental information available to date, consulting with appropriate agencies, and fully considering all public comments, SEA plans to issue in late May 1998 a Final EIS for consideration by the Board. In its final decision, the Board will consider the entire environmental record, including all public comments, the Draft EIS, and the Final EIS. The Board will issue its final written decision in July 1998.

If you have additional questions concerning the environmental review process, please call me, or contact Elaine K. Kaiser, SEA's Environmental Project Director, or Mike Dalton, SEA's Project Manager for the Conrail Acquisition, at (202) 565-1530.

Sincerely,

A handwritten signature in cursive script that reads "Linda J. Morgan". The signature is written in dark ink and is positioned above the printed name.

Linda J. Morgan



**NABISCO BISCUIT
COMPANY**

100 DeForest Avenue
P.O. Box 1911
East Hanover, NJ 07936-1911
(973) 503-2000

March 12, 1998

The Honorable Linda Morgan
Chairman
Surface Transportation Board
1925 K Street, NW
Suite 820
Washington, D.C. 20423

Dear Ms. Morgan,

I am writing to express serious concern regarding recent actions by the city of Cleveland that would adversely affect the benefits that could accrue to shippers by the acquisition of Conrail by CSX and the Norfolk Southern.

The substantial benefits projected for east/west shippers by the CSX/Norfolk Southern (NS) acquisition of Conrail are put at serious risk by a filing the city of Cleveland has made to the Surface Transportation Board (STB). The threat of another operational debacle, such as the one experienced recently in the Houston area as the result of the Union Pacific merger with the Southern Pacific, exists if the STB adopts the proposal put forth in the Cleveland filing.

One of the primary goals of the transaction is to allocate the Conrail assets to ensure that both CSX and NS are provided with east/west main lines that ensure the free flow of traffic without conflict from the other railroad's operations. Only in this way can CSX and NS secure enhanced service, better transit times, and balanced competition for customers in the Northeast and Midwest. The plan filed with the STB accomplished that goal.

The City of Cleveland has now proposed a "flip" of the allocated lines in Cleveland, essentially proposing that the STB assign to CSX the lines previously assigned to NS and vice versa. This "flip" guarantees that every east/west train operated by either CSX or NS will run in conflict with the other railroad. This "flip" and the inherent conflict it creates, will result in a degradation of the service improvements promised by the transaction. In fact, should the "flip" be adopted, current Conrail east/west rail customers will see transit times increase compared to what's experienced today.

To resolve this inherent conflict, Cleveland has proposed a 2-mile long "fly over," or overhead bridge, that would cost in excess of \$150 million and take a minimum of four years to design and build. Assuming the "flip" were necessary, which we do not believe, and that the money was available, the two-year construction period for the "fly-over" -- with unavoidable traffic curfews and train queuing east, west, north and south -- would be devastating to efficient rail operations. In short, the creation of another "Houston," with the repeated service failures that have been felt nationwide, will occur in the East under Cleveland's proposal.

Should the "flip" be adopted and service quality affected, neither railroad will be able to compete as effectively with trucks, resulting in lost opportunity to relieve traffic congestion and make important environmental gains. CSX estimates identify more than eight-million truck miles to be diverted from the highways to the rails on an annual basis in the greater-Cleveland area.

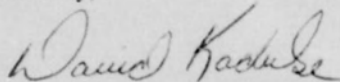
The allocations of lines and the routing of traffic through greater Cleveland as originally proposed in the CSX/NS filing with the STB represents the most-effective means of achieving the objectives of the transaction and maximizing the public benefits for both the national and local interests.

RECEIVED
SURFACE TRANSPORTATION
BOARD
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OFFICE OF
CHAIRMAN MORGAN

Please assist us in ensuring that the concerns of the shipping community are not lost in arriving at a solution in Cleveland. We would appreciate your doing everything you can to ensure that the substantial benefits that would result from the Conrail acquisition are realized and that shipping nightmares like those that have occurred in Houston are avoided.

Thank you for your assistance.

Sincerely,

A handwritten signature in cursive script, appearing to read "David Kaduke".

David Kaduke
Director of Transportation Services

cc: The Honorable Rodney Slater - Department of Transportation
The Honorable Jolene Molitoris - Federal Railroad Administration
The Honorable George Voinovich - Governor State of Ohio
Mr. John Q. Anderson - CSX Transportation



Office of the Chairman

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

FILE IN DOCKET

April 6, 1998

Mr. D. M. Mishler
Executive Director
NAO Logistics
General Motors Corporation
3044 West Grand Boulevard
4th Floor Annex
Detroit, MI 48202

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

Dear Mr. Mishler:

Thank you for your recent letter expressing your support for the proposed acquisition of Conrail by Norfolk Southern and CSX and your concerns about the potential adverse effect on public safety and customer service resulting from the proposed City of Cleveland alternative to "flip" the lines between CSX and NS.

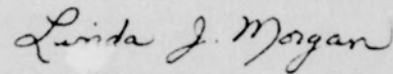
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SEA is fully aware that these issues are of major concern to the residents and businesses of Cleveland and northeast Ohio. SEA has attended several public meetings in the area in order to hear those concerns first hand and discussed the issues with numerous local officials. SEA has also formed special Ohio and Cleveland study teams to focus its review and analysis of the unique environmental impacts and concerns in this area, including the advantages and disadvantages of various routing alternatives through the Cleveland area.

After conducting an independent environmental analysis, reviewing all environmental information available to date, consulting with appropriate agencies, and fully considering all public comments, SEA plans to issue in late May 1998 a Final EIS for consideration by the Board. In its final decision, the Board will consider the entire environmental record, including all public comments, the Draft EIS, and the Final EIS. The Board will issue its final written decision in July 1998.

If you have additional questions concerning the environmental review process, please call me, or contact Elaine K. Kaiser, SEA's Environmental Project Director, or Mike Dalton, SEA's Project Manager for the Conrail Acquisition, at (202) 565-1530.

Sincerely,

A handwritten signature in cursive script that reads "Linda J. Morgan".

Linda J. Morgan



NAO Logistics

General Motors Corporation

4th Floor Annex
3044 West Grand Boulevard
Detroit, Michigan 48202

March 17, 1998

The Honorable Linda Morgan
Chairman
Surface Transportation Board
19252 K Street, NW
Suite 820
Washington, DC 20423

MAR 18 11 30 AM '98
OFFICE OF
CHAIRMAN MORGAN

Dear Ms. Morgan:

General Motors has been closely following the proposed division of the northeastern Conrail railroad by CSX Transportation and Norfolk Southern Corporation, specifically as it relates to the issues involving the greater Cleveland area.

General Motors has examined the various proposals and supports the original submission made by the CSX and Norfolk Southern railroads to the Surface Transportation Board. We believe that the alternative proposals would considerably weaken the rail service and ultimately lead to increased freight costs and higher consumer prices. Delays created by the alternative proposals would lead to reduced rail traffic as shippers would be forced to reroute freight to other modes, inflicting significant economic damage to the rail industry in terms of jobs and profit potential.

General Motors urges the Board to consider these points in making their decision especially in light of the service problems that have recently occurred in the Houston, Texas area created by the Union Pacific/Southern Pacific merger.

Sincerely,

D. M. Mishler
Executive Director

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1 From 3/17/98Sender's Name D. M. Mishler Phone (313) 974-9800Company GM NAD LOGISTICS/ANNEX 4TH FLAddress 3044 W GRAND BLVDCity DETROIT State MI ZIP 48202**2 Your Internal Billing Reference Information****3 To**
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Office of the Chairman

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

FILE IN DOCKET

April 6, 1998

Mr. Michael J. Chutz
Vice President of Marketing
and Corporate Services
Arrow Terminals
601 Broad Street
Sewickley, PA 15143

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

Dear Mr. Chutz:

Thank you for your recent letter expressing your support for the proposed acquisition of Conrail by Norfolk Southern and CSX and your concerns about the potential adverse effect on public safety and customer service resulting from the proposed City of Cleveland alternative to "flip" the lines between CSX and NS.

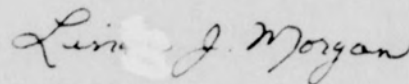
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If you have additional questions concerning the environmental review process, please call me, or contact Elaine K. Kaiser, SEA's Environmental Project Director, or Mike Dalton, SEA's Project Manager for the Conrail Acquisition, at (202) 565-1530.

Sincerely,

A handwritten signature in cursive script that reads "Linda J. Morgan". The signature is written in dark ink and is positioned above the printed name.

Linda J. Morgan



ARROW TERMINALS

601 BROAD STREET • SEWICKLEY, PA 15143

(412) 749-4800 • FAX (412) 749-4820

March 11, 1998

The Hon. Linda Morgan
Chairman
Surface Transportation Board
1925 K Street, NW
Suite 820
Washington, D.C. 20423

Dear Ms. Morgan:

Our company, Arrow Terminal Company, would like to register its strong support for the joint acquisition of Conrail by CSX and Norfolk Southern Corporation – particularly in the Cleveland area.

Our company does a tremendous amount of rail business in Cleveland with CSX, and feels very strongly that the acquisition plan as outlined will strongly improve service and reliability in the Cleveland region. A failure to have the merger consummated as currently planned could result in severe problems regarding switching, transit times, and availability to have cars loaded or unloaded at the appropriate times.

Our strong support for this acquisition as currently planned should be noted. We appreciate your taking this matter into consideration.

Sincerely,

Michael J. Chutz
Vice President of Marketing
and Corporate Services

Via Facsimile: (202) 565-9015

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BOARD
MAR 11 3 01 PM '98
OFFICE OF
CHAIRMAN MORGAN

The Hon. Linda Morgan

March 11, 1998

Page - 2 -

Copies to:

The Hon. Rodney Slater
Secretary
Department of Transportation
400 7th Street, SW
Room 10200
Washington, D.C. 20590
Via Facsimile: (202) 366-7202

The Hon. Jolene Molitoris
Administrator
Federal Railroad Administration
1120 Vermont Avenue, NW
7th Floor
Washington, D.C. 20005
Via Facsimile: (202) 632-3700

The Hon. George Voinovich
Governor
State of Ohio
77 S. High Street
30th Floor
Columbus, OH 43266
Via Facsimile: (614) 466-9354

Mr. John Q. Anderson
Chief Commercial Officer
CSX Transportation - J120
500 Water Street
Jacksonville, FL 32202
Via Facsimile: (904) 359-7674

ARROW TERMINAL COMPANY

TELEPHONE: (412) 749-4803

FAX: (412) 749-4820

FACSIMILE TRANSMITTAL SHEET

TO:

FAX NUMBER:

FROM:

Michael J. Chutz

The Hon. Linda Morgan (202) 565-9015

The Hon. Rodney Slater (202) 366-7202

The Hon. Jolene Molitoris (202) 632-3700

The Hon. George Voinovich (614) 466-9354

The Hon. John Q. Anderson (904) 359-7674

COMPANY:

DATE:

3/11/98

TOTAL NO. OF PAGES INCLUDING COVER:

3

PHONE NUMBER:

SENDER'S REFERENCE NUMBER:

RE:

YOUR REFERENCE NUMBER:

☐ URGENT ☐ FOR REVIEW ☐ PLEASE COMMENT ☐ PLEASE REPLY ☐ PLEASE RECYCLE

Mike



Office of the Chairman

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

FILE IN DOCKET

April 6, 1998

Mr. Mike Olkowski
Manager, Delivery Services
Lever Brothers Company
818 Sylvan Avenue
Englewood Cliffs, NJ 07632-3298

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

Dear Mr. Olkowski:

Thank you for your recent letter expressing your support for the proposed acquisition of Conrail by Norfolk Southern and CSX and your concerns about the potential adverse effect on public safety and customer service resulting from the proposed City of Cleveland alternative to "flip" the lines between CSX and NS.

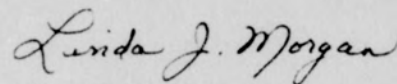
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Sincerely,

A handwritten signature in cursive script that reads "Linda J. Morgan".

Linda J. Morgan

Lever Brothers Company
818 Sylvan Avenue
Englewood Cliffs, New Jersey
07632-3298
Telephone (201) 894-6000

March 9, 1998

The Hon. Linda Morgan, Chairman
Surface Transportation Board
1925 K. Street, NW- Suite 820
Washington, D.C. 20423

Reference: *Cleveland Rail Operations*



Dear Chairman:

I am writing to express serious concerns regarding recent actions by the city of Cleveland that would severely adversely affect the many benefits that could accrue to shippers by the acquisition of Conrail by CSX and the Norfolk Southern.

The substantial benefits projected for east/west shippers by the CSX/Norfolk Southern (NS) acquisition of Conrail are put at serious risk by a filing the city of Cleveland has made to the Surface Transportation Board (STB). The threat of another operational debacle, such as the one experienced recently in the Houston area as the result of the Union Pacific merger with the Southern Pacific, exists if the STB adopts the proposals put forth in the Cleveland filing.

One of the primary goals of the transaction is to allocate the Conrail assets to ensure that both CSX and NS are provided with east/west main lines that ensure the free flow of traffic without conflict from the other railroad's operations. Only in this way can CSX and NS secure enhanced service, better transit times, and balanced competition for customers in the Northeast and Midwest. The plan filed with the STB accomplished that goal.

The City of Cleveland has now proposed a "flip" of the allocated lines in Cleveland, essentially proposing that the STB assign to CSX the lines previously assigned to NS and vice versa. This "flip" guarantees that every east/west train operated by either CSX or NS, should the proposed transaction be approved, will run in conflict with the other railroad. This "flip," and the inherent conflict it creates, will result in a degradation of the service improvements promised by the transaction. In fact, should the "flip" be adopted, current Conrail east/west rail customers will see transit times increase compared to what's experienced today.

To resolve this inherent conflict, Cleveland has proposed a 2-mile long "fly-over," or overhead bridge, that would cost in excess of \$150 million and take a minimum of four years to design and build. Assuming the "flip" were necessary which we do not believe,



and that the money was available, the two-year construction period for the "fly-over"-- with unavoidable traffic curfews and train queuing east, west, north and south - would be devastating to efficient rail operations. In short, the creation of another "Houston," with the repeated service failures that have been felt nationwide, will occur in the East under Cleveland's proposal.

Should the "flip" be adopted and service quality effected, neither railroad will be able to compete as effectively with trucks, resulting in lost opportunity to relieve traffic congestion and make important environmental gains. CSX estimates alone identify more than eight-million truck miles to be diverted from the highways to the rails on an annual basis in the greater-Cleveland area.

The allocation of lines and the routing of traffic through greater Cleveland as originally proposed in the CSX/NS filing with the STB represents the most-effective means of achieving the objectives of the transaction and maximizing the public benefits for both the national and local interests.

Please assist us in ensuring that the concerns of the shipping community are not lost in arriving at a solution in Cleveland. We would appreciate your doing everything you can to ensure that the substantial benefits that would result from the Conrail acquisition are realized and that shipping nightmares like those that have occurred in Houston are avoided.

Thanks for your assistance.

Sincerely,

Mike Olkowski
Manager, Delivery Services

cc: M.L. Robinson - CSX
T. Ford - CSX
J. Williams - CSX

MGO:dh(01798)



Office of the Chairman

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

FILE IN DOCKET

April 6, 1998

Mr. Brent Gatti
Executive Vice President & COO
Manufacturers Consolidation Service, Inc.
618 Oakleaf Office Lane
P.O. Box 240608
Memphis, TN 38124

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

Dear Mr. Gatti:

Thank you for your recent letter expressing your support for the proposed acquisition of Conrail by Norfolk Southern and CSX and your concerns about the potential adverse effect on public safety and customer service resulting from the proposed City of Cleveland alternative to "flip" the lines between CSX and NS.

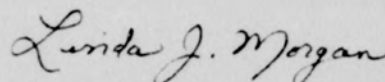
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If you have additional questions concerning the environmental review process, please call me, or contact Elaine K. Kaiser, SEA's Environmental Project Director, or Mike Dalton, SEA's Project Manager for the Conrail Acquisition, at (202) 565-1530.

Sincerely,

A handwritten signature in cursive script that reads "Linda J. Morgan".

Linda J. Morgan



A TRANSPORTATION COMPANY SINCE 1938

March 9, 1998

The Hon. Linda Morgan
Chairman
Surface Transportation Board
1925 K Street, NW
Suite 820
Washington, D.C. 20423

RECEIVED
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BOARD
MAR 12 4 40 PM '98
OFFICE OF
CHAIRMAN MORGAN

Dear Ms. Morgan:

I am writing to express my concern over the recent actions taken by the city of Cleveland that could affect the smooth transition by both the CSX and NS in their Conrail acquisition.

The entire nation has witnessed the nightmare in Houston, TX and the devastating consequences this has placed on shippers and receivers. The mere thought of something similar happening in Cleveland and the disruption this could cause is not a very pleasant thought.

The proposed "flip" of the allocated lines in Cleveland at this juncture would only create more congestion and also add more expense to what is already a very expensive business transaction.

As long as the safety of the citizens of Cleveland or any other community have been considered in the acquisition plans then I feel that the CSX and NS should be allowed to do what they are in business to do and that is to provide their customers with the best transportation system possible.

Sincerely,

Brent Gatti
Executive Vice President & C.O.O.

BG/am

MANUFACTURERS CONSOLIDATION SERVICE, INC.

618 OAKLEAF OFFICE LANE P.O. BOX 240608 MEMPHIS, TENNESSEE 38124
(888) 684-5001 (901) 684-5000



Office of the Chairman

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

FILE IN DOCKET

April 6, 1998

Mr. Denis M. Bruncak
Chief Executive Officer
RailVan MultiModal
400 W. Wilson Bridge Road
P.O. Box 328
Worthington, OH 43085

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

Dear Mr. Bruncak:

Thank you for your recent letter expressing your support for the proposed acquisition of Conrail by Norfolk Southern and CSX and your concerns about the potential adverse effect on public safety and customer service resulting from the proposed City of Cleveland alternative to "flip" the lines between CSX and NS.

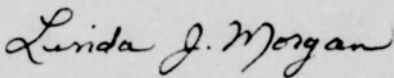
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Linda J. Morgan



OFFICE OF
CHAIRMAN MORGAN

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RECEIVED
SURFACE TRANSPORTATION

March 4, 1998

The Honorable Linda Morgan
Chairman
Surface Transportation Board
1925 K Street, NW
Suite 820
Washington, DC 20423

Dear Ms. Morgan:

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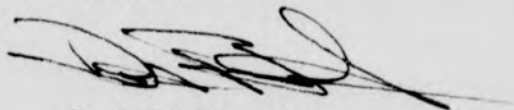
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Thank you for your assistance.

Sincerely,



Denis M. Bruncak
Chief Executive Officer
Rail Van, Inc.

cc: The Honorable Rodney Slater
The Honorable Jolene Molitoris
The Honorable George Voinovich
Mr. John Q. Anderson



Office of the Chairman

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

FILE IN DOCKET

April 6, 1998

Mr. Fred A. Beasley
President
Quality Intermodal Corporation
19747 Highway 59
Suite 200
Humble, TX 77338

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

Dear Mr. Beasley:

Thank you for your recent letter expressing your support for the proposed acquisition of Conrail by Norfolk Southern and CSX and your concerns about the potential adverse effect on public safety and customer service resulting from the proposed City of Cleveland alternative to "flip" the lines between CSX and NS.

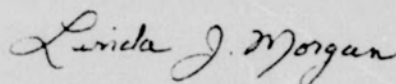
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Sincerely,

A handwritten signature in cursive script that reads "Linda J. Morgan".

Linda J. Morgan



March 9, 1998

FAX LETTER (Page 1 of 2)

The Hon. Linda Morgan
Chairman
Surface Transportation Board
1925 K Street, NW Suite 820
Washington, DC 20423

Dear Ms. Morgan:

I am writing to express our concerns regarding recent actions by the city of Cleveland that would severely adversely affect the many benefits that could accrue to shippers by the acquisition of Conrail by CSX and the Norfolk Southern.

I am sure you are aware of the filing the city of Cleveland has made to the Surface Transportation Board. In reviewing the information we have available, it is our opinion that if the STB adopts the proposal put forth in the Cleveland Filing, it could create an operation debacle such as the one we are experiencing in the Houston area as the result of the Union Pacific merger with the Southern Pacific.

The Intermodal Industry has been significantly damaged by the operational nightmare on the UPSP which was the result of the Houston bottleneck. The potential for this happen again as a result of the proposal made by the city of Cleveland would be devastating to our industry and will only force more intermodal traffic onto our already crowded Interstate system.

We support the allocation of lines and routing of traffic through greater Cleveland as originally proposed in the CSX/NS filing with the STB and ask your careful consideration to insure that our concerns are not lost in arriving at a solution in this matter.

Yours very truly,

Quality Intermodal
CorporationA handwritten signature in dark ink, appearing to read "Fred A. Beasley".
Fred A. Beasley
President

RECEIVED
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BOARD
MAR 12 3 17 PM '98
OFFICE OF
CHAIRMAN MORGAN

FAX LETTER (Page 2 of 2)

The Hon. Linda Morgan
Chairman
Surface Transportation Board

FAB/km

cc: The Hon. Rodney Slater
Secretary
Department of Transportation
400 7th Street, SW Room 10200
Washington, DC 20590

The Hon. Jolene Molitoris
Administrator
Federal Railroad Administration
1120 Vermont Avenue, NW 7th Floor
Washington, DC 20005

The Hon. George Voinovich
Governor
State of Ohio
77 S. High Street 30th Floor
Columbus, OH 43266

Mr. John Q. Anderson
Chief Commercial Officer
CSX Transportation - J120
500 Water Street
Jacksonville, FL 32202



Office of the Chairman

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

FILE IN DOU

April 6, 1998

Mr. Duncan Hagemeyer
President
Agmark Foods, Inc.
150 Fourth Avenue North
Suite 1030
Nashville, TN 37219-2417

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

Dear Mr. Hagemeyer:

Thank you for your recent letter expressing your support for the proposed acquisition of Conrail by Norfolk Southern and CSX and your concerns about the potential adverse effect on public safety and customer service resulting from the proposed City of Cleveland alternative to "flip" the lines between CSX and NS.

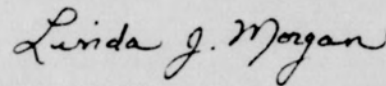
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Sincerely,

A handwritten signature in cursive script that reads "Linda J. Morgan". The signature is written in dark ink and is positioned above the printed name.

Linda J. Morgan



**Agmark
Foods, Inc.**TM

RECEIVED
SURFACE TRANSPORTATION
BOARD
MAR 9 2 23 PM '98
OFFICE OF
CHAIRMAN MORGAN

4 March 1998

The Honorable Linda Morgan
Chairman - Surface Transportation Board
1925 K Street, NW
Suite 820
Washington, D.C. 20423

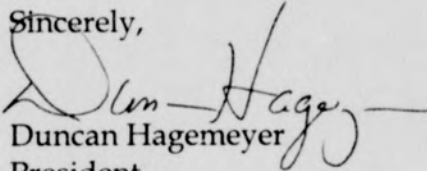
Dear Ms. Morgan:

It has been brought to our attention that the city of Cleveland has proposed a costly and ill conceived concept for the logical division of the Conrail assets in the city. Having read the arguments of CSX, our company wishes the STB to exercise good judgment and promote the preservation of the original filing.

The shippers of the east are demanding of these two carrier guarantee that we will never see a repeat of the UP/SP debacle. It appears to our company that CSX has presented evidence that they will be able to provide expeditious and dependable service, so long as the Cleveland local agenda program does not interfere with their proposal.

Maybe what is best said here: if it ain't broke; don't fix it.

Sincerely,


Duncan Hagemeyer
President



Office of the Chairman

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

FILE IN DOCKET

April 6, 1998

Mr. A. L. Stone
Vice President Intermodal
Mark VII
965 Ridge Lake Blvd.
Suite 103
Memphis, TN 38120

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

Dear Mr. Stone:

Thank you for your recent letter expressing your support for the proposed acquisition of Conrail by Norfolk Southern and CSX and your concerns about the potential adverse effect on public safety and customer service resulting from the proposed City of Cleveland alternative to "flip" the lines between CSX and NS.

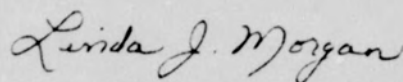
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SEA is fully aware that these issues are of major concern to the residents and businesses of Cleveland and northeast Ohio. SEA has attended several public meetings in the area in order to hear those concerns first hand and discussed the issues with numerous local officials. SEA has also formed special Ohio and Cleveland study teams to focus its review and analysis of the unique environmental impacts and concerns in this area, including the advantages and disadvantages of various routing alternatives through the Cleveland area.

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If you have additional questions concerning the environmental review process, please call me, or contact Elaine K. Kaiser, SEA's Environmental Project Director, or Mike Dalton, SEA's Project Manager for the Conrail Acquisition, at (202) 565-1530.

Sincerely,

A handwritten signature in cursive script that reads "Linda J. Morgan". The signature is written in dark ink and is positioned above the printed name.

Linda J. Morgan

MARK

965 Ridge Lake Blvd.
Suite 103
Memphis, TN 38120
Phone (901) 767-4455
Fax (901) 685-3384

March 10, 1998

The Hon. Linda Morgan
Chairman
Surface Transportation Board
1925 K Street, NW
Suite 820
Washington, D.C. 20423

Dear Chairman Morgan:

I am writing to express our concerns regarding the recent action by the City of Cleveland that would change current agreement made by CSX and Norfolk Southern regarding the allocated Conrail lines in Cleveland.

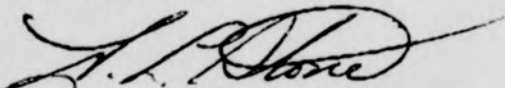
The original plan filed with the STB allocating the Conrail assets accomplished the primary goal to provide CSX and NS with east/west main lines that ensure the free flow of traffic without conflict from the other railroad's operations.

The City of Cleveland proposal to switch the allocated lines in Cleveland would defeat the original proposal and both carriers would be in conflict with the others operations in this area. This will result in a degradation of the service improvements Promised by the transaction.

Please allow the allocation of lines and the routing of traffic through greater Cleveland as originally proposed, achieving the objectives of the transaction and maximizing the public benefits for both national and local interests.

Thank you for your assistance.

Sincerely,


A. L. Stone
Vice President Intermodal

CHAIRMAN MORGAN

MAR 10 5 11 PM '98

RECEIVED
SURFACE TRANSPORTATION

Cc: The Hon. Rodney Slater
Secretary
Department of Transportation
400 7th Street, NW
Room 10200
Washington, D.C. 20590

The Hon. Jolene Molitoris
Administrator
Federal Railroad Administration
1120 Vermont Avenue, NW
7th Floor
Washington, D.C. 20005

The Hon. George Voinovich
Governor
State of Ohio
77 S. High Street
30th Floor
Columbus, Oh. 43266

Mr. John Q. Anderson
Chief Commercial Officer
CSX Transportation - J120
500 Water Street
Jacksonville, Fl. 32202



Office of the Chairman

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

FILE IN DOCKET

April 6, 1998

Mr. Howard L. Albritton
President
H.L. Albritton Transport
P.O. Box 1387
Lutz, FL 33548

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

Dear Mr. Albritton:

Thank you for your recent letter expressing your support for the proposed acquisition of Conrail by Norfolk Southern and CSX and your concerns about the potential adverse effect on public safety and customer service resulting from the proposed City of Cleveland alternative to "flip" the lines between CSX and NS.

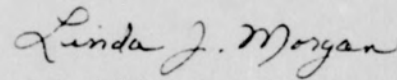
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If you have additional questions concerning the environmental review process, please call me, or contact Elaine K. Kaiser, SEA's Environmental Project Director, or Mike Dalton, SEA's Project Manager for the Conrail Acquisition, at (202) 565-1530.

Sincerely,

A handwritten signature in cursive script that reads "Linda J. Morgan".

Linda J. Morgan



Taking Control of Your Transportation Needs

March 10, 1998

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

RECEIVED
SURFACE TRANSPORTATION
BOARD
MAR 10 5 36 PM '98
OFFICE OF
CHAIRMAN MORGAN

Dear Ms. Morgan,

With this letter I would like to voice my concerns regarding the city of Cleveland's attempt to change the conditions of sale for the acquisition of Conrail by CSX and the Norfolk Southern.

As an intermodal marketing company contracted to both the CSX and N/S it is imperative that a repeat of the situation that occurred with the merger between the Union Pacific and Southern Pacific does not happen again. I can tell you from a personal standpoint that many businesses were hurt immensely and could possibly take years to recover from this debacle.

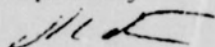
One of the primary goals should be to ensure that CSX and NS are provided with east/west lines that allow the flow of traffic without conflict to the other operations. If this occurs the benefits should allow for better service, transit times and competition for customers effected by this merger. I believe the plan submitted to the STB will accomplish this goal.

It is my understanding that the city of Cleveland has requested and filed for a change of line allocation with the STB. It is my belief that should this take place that all east/west train operations will incur service problems that will impair their ability to assure reliable and timely deliveries that this merger should provide.

If the city of Cleveland builds an overhead bridge for rail service, a delay of many years could likely lead to a recreation of the congestion problems in Houston.

In closing, it is your responsibility to see that the allocation of rail lines assure uninterrupted benefits for the shipping community and not allow the same mistakes that have plagued Houston. We support the plan submitted by CSX/NS.

Respectfully



Howard L. Albritton
President
H.L.A. Trans. Mgt. Inc.

cc: The Honorary Rodney Slater
The Honorary Jolene Molitoris
The Honorary George Voinovich
Mr. John Q. Anderson

**Taking Control of Your Transportation Needs**

Date:	<u>3 10 98</u>	# of Pages Including Cover:	<u>3</u>
Fax:	<u>202 565 9015</u>	Attention:	<u>Ms. Linda Morgan</u>
Company:	_____		
From:	<u>Howard Albritton</u>		

RE: _____

If you do not receive this transmission please call (813) 948-0017 or fax information to (813) 948-7821.



Office of the Chairman

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

FILE IN DOCKET

April 6, 1998

Mr. Geoff Duncan
Executive Vice President
The Freight Connection
12800 Dupont Circle
Tampa, FL 33636

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

Dear Mr. Duncan:

Thank you for your recent letter expressing your support for the proposed acquisition of Conrail by Norfolk Southern and CSX and your concerns about the potential adverse effect on public safety and customer service resulting from the proposed City of Cleveland alternative to "flip" the lines between CSX and NS.

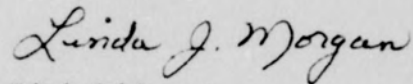
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If you have additional questions concerning the environmental review process, please call me, or contact Elaine K. Kaiser, SEA's Environmental Project Director, or Mike Dalton, SEA's Project Manager for the Conrail Acquisition, at (202) 565-1530.

Sincerely,

A handwritten signature in cursive script that reads "Linda J. Morgan". The signature is written in dark ink and is positioned above the printed name.

Linda J. Morgan



Professional Transportation Management

The Honorable Linda Morgan
Chairman
Surface Transportation Board
1925 K Street, NW, Suite 820
Washington, D.C. 20423

March 10, 1998

FAX: 202-565-9015

Dear Madam:

I am writing to express serious concerns regarding recent actions by the City of Cleveland that would severely adversely affect the many benefits that could accrue to shippers by the acquisition of Conrail by CSX and the Norfolk Southern.

The substantial benefits projected for east/west shippers by the CSX/Norfolk Southern (NS) acquisition of Conrail are put at serious risk by a filing the City of Cleveland has made to the Surface Transportation Board (STB). The threat of another operational debacle, such as the one experienced recently in the Houston area as the result of the Union Pacific merger with the Southern Pacific, exists if the STB adopts the proposals put forth in the Cleveland filing.

One of the primary goals of the transaction is to allocate the Conrail assets to ensure that both CSX and NS are provided with east/west main lines that ensure the free flow of traffic without conflict from the other railroad's operations. Only in this way can CSX and NS secure enhanced service, better transit times, and balanced competition for customers in the Northeast and Midwest. The plan filed with STB accomplished that goal.

The City of Cleveland has now proposed a "flip" of the allocated lines in Cleveland, essentially proposing that the STB assign to CSX the lines previously assigned to NS and vice versa. This "flip" guarantees that every east/west train operated by either CSX or NS, should the proposed transaction be approved, will run in conflict with the other railroad. This "flip" and the inherent conflict it creates will result in a degradation of the service improvements promised by the transaction. In fact, should the "flip" be adopted, current Conrail east/west rail customers will see transit times increase compared to what's experienced today.

To resolve this inherent conflict, Cleveland has proposed a 2-mile long "fly-over" or overhead bridge that would cost in excess of \$150 Million and take a minimum of four years to design and build. Assuming the "flip" were necessary, which we do not believe, and that the money was available, the two-year construction period for the "fly-over"—with unavoidable traffic curfews and train queuing east, west, north, and south—would be devastating to efficient rail operations. In short, the creation of another "Houston", with the repeated service failures that have been felt nationwide, will occur in the East under Cleveland's proposal.

The Honorable Linda Morgan
March 10, 1998

Page 2

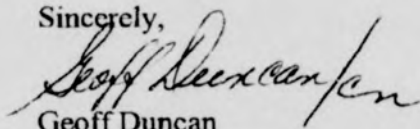
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The allocation of lines and the routing of traffic through greater Cleveland as originally proposed in the CSX/NS filing with the STB represents the most effective means of achieving the objectives of the transaction and maximizing the public benefits for both the national and local interests.

Please assist us in ensuring that the concerns of the shipping community are not lost in arriving at a solution in Cleveland. We would appreciate your doing everything you can to ensure that the substantial benefits that would result from the Conrail acquisition are realized and that shipping nightmares like those that have occurred in Houston are avoided.

Thank you for your assistance.

Sincerely,


Geoff Duncan
Executive Vice President

Copies:

The Honorable Rodney Slater
Secretary
Department of Transportation
400 7th Street, SW
Washington, D.C. 20590
FAX: 202-366-7202

The Honorable George Voinovich
Governor
State of Ohio
30th Floor
Columbus, OH 43266
FAX: 614-466-9354

The Honourable Jolene Molitoris
Administrator
Federal Railroad Administration
1120 Vermont Avenue, NW 7th Floor
Washington, D.C. 20005
FAX: 202-632-3700

Mr. John Q. Anderson
Chief Commercial Officer
CSX Transportation - J120
500 Water Street
Jacksonville, FL 32202
FAX: 904-359-7674

70 University Avenue, Suite 350, Toronto, Ontario M5J 2M4

FAX INFORMATION SHEET

DATE: March 10, 1998
TO: The Honorable Linda Morgan (202-565-9015)
Re: Conrail / CSX - NS

FROM: Geoff Duncan
COMPANY: The Freight Connection
PHONE: (770) 964-2777
FAX: (770-964-0701

NO. OF PAGES INCLUDING FAX MESSAGE: 3

If you do not receive this fax in its entirety, please call Claire (416-596-7664 ext. 25)

MESSAGE

NOTICE OF CONFIDENTIALITY

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Office of the Chairman

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

FILE IN DOCKET

April 6, 1998

Mr. Vic L. Springer
Director of Logistics
Riverwood International
3350 Cumberland Circle
Suite 1400
Atlanta, GA 30339

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

Dear Mr. Springer:

Thank you for your recent letter expressing your support for the proposed acquisition of Conrail by Norfolk Southern and CSX and your concerns about the potential adverse effect on public safety and customer service resulting from the proposed City of Cleveland alternative to "flip" the lines between CSX and NS.

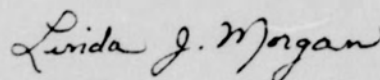
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Sincerely,

A handwritten signature in cursive script that reads "Linda J. Morgan".

Linda J. Morgan



RIVERWOOD INTERNATIONAL

March 11, 1998

The Honorable Linda Morgan
Chairman
Surface Transportation Board
1925 K. Street, NW
Suite 820
Washington, D.C. 20423

CHAIRMAN MORGAN

MAR 16 5 05 PM '98

RECEIVED
SURFACE TRANSPORTATION

Dear Ms. Morgan:

I am writing to express serious concerns regarding recent actions by the city of Cleveland that would severely adversely affect the many benefits that could accrue to shippers by the acquisition of Conrail by CSX and the Norfolk Southern.

The substantial benefits projected for east/west shippers by the CSX/Norfolk Southern (NS) acquisition of Conrail are put at serious risk by a filing the city of Cleveland has made to the Surface Transportation Board (STB). The threat of another operational debacle, such as the one experienced recently in the Houston area as the result of the Union Pacific merger with the Southern Pacific, exists if the STB adopts the proposals put forth in the Cleveland filing.

One of the primary goals of the transaction is to allocate the Conrail assets to ensure that both CSX and NS are provided with east/west main lines that ensure the free flow of traffic without conflict from the other railroad's operations. Only in this way can CSX and NS secure enhanced service, better transit times, and balanced competition for customers in the Northeast and Midwest. The plan filed with the STB accomplished that goal.

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To resolve this inherent conflict, Cleveland has proposed a 2-mile long "fly-over," or overhead bridge, that would cost in excess of \$150 million and take a minimum of four years to design and build. Assuming the "flip" were necessary, which we do not believe, and that the money was available, the two-year construction period for the "fly-over" -- with unavoidable traffic curfews and train queuing east, west, north and south -- would be devastating to efficient rail operations.

Page 2
Ms. Morgan
March 11, 1998

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Thank you for your assistance.

Sincerely,

Vic L. Springer 19x98

Vic L. Springer
Director of Logistics

C:

The Hon. Rodney Slater
Secretary
Department of Transportation
400 7th Street, SW
Room 10200
Washington, D.C. 20590

The Hon. Jolene Molitoris
Administrator
Federal Railroad Administration
1120 Vermont Avenue, NW
7th Floor
Washington, D.C. 20005

The Honorable George Voinovich
Governor
State of Ohio
77 S. High Street
30th Floor
Columbus, OH 43266

Mr. John Q. Anderson
Chief Commercial Officer
CSX Transportation - J120
500 Water Street
Jacksonville, FL 32202



Office of the Chairman

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

FILE IN DOCKET

April 6, 1998

Mr. Rick Rodell
President/CEO
Cornerstone Systems
845 Crossover Lane
Suite 108
Memphis, TN 38117

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

Dear Mr. Rodell:

Thank you for your recent letter expressing your support for the proposed acquisition of Conrail by Norfolk Southern and CSX and your concerns about the potential adverse effect on public safety and customer service resulting from the proposed City of Cleveland alternative to "flip" the lines between CSX and NS.

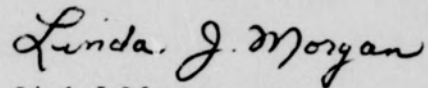
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Sincerely,

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Linda J. Morgan



Rick Rodell
President/CEO

March 9, 1998

The Honorable Linda Morgan
Chairman
Surface Transportation Board
1925 K Street, NW
Suite 820
Washington, D.C. 20423

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RECEIVED
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BOARD
OFFICE OF
CHAIRMAN MORGAN
MAR 12 4 00 PM '98

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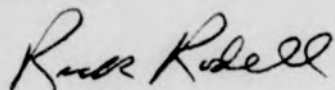
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Thank you for your assistance.

Sincerely,



cc: The Honorable Rodney Slater
Secretary
Department of Transportation
400 7th Street, SW
Room 10200
Washington, D.C. 20590

The Honorable Jolene Molitoris
Administrator
Federal Railroad Administration
1120 Vermont Avenue, NW
7th Floor
Washington, D.C. 20005

The Honorable George Voinovich
Governor
State of Ohio
77 S. High Street
30th Floor
Columbus, OH 43266

Mr. John Q. Anderson
Chief Commercial Officer
CSX Transportation - J120
500 Water Street
Jacksonville, FL 32202



Office of the Chairman

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

FILE IN DOCKET

April 6, 1998

Mr. Stormy T.W. Hicks
Director, Logistics Planning
Procurement and Operations
Ford Motor Company, QMP Building
17101 Rotunda Drive, MD 1522A
Dearborn, MI 48121

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

Dear Mr. Hicks:

Thank you for your recent letter expressing your support for the proposed acquisition of Conrail by Norfolk Southern and CSX and your concerns about the potential adverse effect on public safety and customer service resulting from the proposed City of Cleveland alternative to "flip" the lines between CSX and NS.

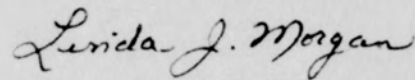
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SEA is fully aware that these issues are of major concern to the residents and businesses of Cleveland and northeast Ohio. SEA has attended several public meetings in the area in order to hear those concerns first hand and discussed the issues with numerous local officials. SEA has also formed special Ohio and Cleveland study teams to focus its review and analysis of the unique environmental impacts and concerns in this area, including the advantages and disadvantages of various routing alternatives through the Cleveland area.

After conducting an independent environmental analysis, reviewing all environmental information available to date, consulting with appropriate agencies, and fully considering all public comments, SEA plans to issue in late May 1998 a Final EIS for consideration by the Board. In its final decision, the Board will consider the entire environmental record, including all public comments, the Draft EIS, and the Final EIS. The Board will issue its final written decision in July 1998.

If you have additional questions concerning the environmental review process, please call me, or contact Elaine K. Kaiser, SEA's Environmental Project Director, or Mike Dalton, SEA's Project Manager for the Conrail Acquisition, at (202) 565-1530.

Sincerely,

A handwritten signature in cursive script that reads "Linda J. Morgan".

Linda J. Morgan



*Stormy T. W. Hicks, Director
Logistics Planning,
Procurement and Operations*

Ford Motor Company

**QMP Building
17101 Rotunda Drive
MD 1522A
Dearborn, MI 48121**

March 5, 1998

The Honorable Linda Morgan
Chairman
Surface Transportation Board
19252 K Street, NW
Suite 820
Washington, DC 20423

Dear Ms. Morgan:

As you know, as part of the proposed acquisition of Conrail, Norfolk Southern Corporation (NS) and CSX Corporation (CSX) would each acquire one of Conrail's two main lines through Cleveland, Ohio. I am writing to express Ford Motor Company's support for the operating plan submitted to the Surface Transportation Board by the NS and CSX and to highlight our concerns regarding potential operating problems and cost issues in the Cleveland area with certain revisions to that plan proposed by the city of Cleveland.

We have reviewed the proposed revisions to the original operating plan offered by the city of Cleveland and believe these proposed revisions would have a significant adverse impact on Ford rail operations. We ship approximately 5,000 annual carloads of parts from Cleveland yearly. In addition, we move an estimated 100,000 railcars of both parts and vehicles through Cleveland on an annual basis. Ford is convinced that the proposed changes in the original operating plan in Cleveland would jeopardize acceptable levels of railcar service and would also increase our costs.

The proposed "fly-over", or overhead bridge, could seriously jeopardize rail service to our engine operations in Brook Park, Ohio. We are also convinced that the "flip" of the lines into Cleveland, which would reverse the assignment of the Short Line to CSX and the Lake Shore Route to NS, would create a significant bottleneck of traffic. In fact, these changes could create operating problems in the Cleveland, Ohio area worse than those experienced in the Houston area. Furthermore, the significant investment required in these endeavors would increase our cost of rail service.

We appreciate your consideration of the views of shipping customers such as Ford Motor Company as you review this aspect of the proposed acquisition of Conrail and any proposed changes to the original operating plan presented to the Surface Transportation Board.

Sincerely,

cc: The Honorable George Voinovich
The Honorable Rodney Slater

RECEIVED
SURFACE TRANSPORTATION
BOARD
MAR 16 5 09 PM '98
OFFICE OF
CHAIRMAN MORGAN





Office of the Chairman

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

FILE IN DOCKET

April 6, 1998

Mr. Phillip C. Yeager
Chairman
Hub Group, Inc.
377 East Butterfield Road
Suite 700
Lombard, IL 60148

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

Dear Mr. Yeager:

Thank you for your recent letter expressing your support for the proposed acquisition of Conrail by Norfolk Southern and CSX and your concerns about the potential adverse effect on public safety and customer service resulting from the proposed City of Cleveland alternative to "flip" the lines between CSX and NS.

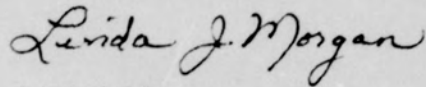
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Sincerely,

A handwritten signature in cursive script that reads "Linda J. Morgan". The signature is written in dark ink and is positioned above the printed name.

Linda J. Morgan

The Knowledge-Driven
Logistics Company

Hub Group, Inc.

377 East Butterfield Road
Suite 700
Lombard, Illinois 60148

Telephone 630-271-3600
Fax 630-964-6475
www.hubgroup.com



March 10, 1998

Via Facsimile: (202) 565-9015

The Honorable Linda Morgan
Chairman
Surface Transportation Board
1925 K Street, NW
Suite 820
Washington, D.C. 20423

RECEIVED
SURFACE TRANSPORTATION
BOARD
MAR 10 5 36 PM '98
LINDA MORGAN

Dear Chairman Morgan:

I am writing to express serious concerns regarding recent actions by the city of Cleveland that would severely adversely affect the many benefits that could accrue to shippers by the acquisition of Conrail by CSX and the Norfolk Southern. The substantial benefits projected for East/West shippers by the CSX/Norfolk Southern (NS) acquisition of Conrail are put at serious risk by a filing the city of Cleveland has made to the Surface Transportation Board (STB).

One of the primary goals of the transaction is to allocate the Conrail assets to ensure that both CSX and NS are provided with East/West main lines that ensure the free flow of traffic without conflict from the other railroad's operations. Only in this way can CSX and NS secure enhanced service, better transit times and balanced competition for customers in the Northeast and Midwest. The plan filed with the STB accomplished that goal.

The City of Cleveland has now proposed a "flip" of the allocated lines in Cleveland, essentially proposing that the STB assign to CSX the lines previously assigned to NS and vice versa. This "flip" guarantees that every East/West train operated by either CSX or NS, should the proposed transaction be approved, will run in conflict with the other railroad. This "flip", and the inherent conflict it creates, will result in a degradation of the service improvements promised by the transaction. In fact, should the "flip" be adopted, current Conrail East/West rail customers will see transit times increase compared to what's experienced today.

To resolve this inherent conflict, Cleveland has proposed a 2 mile long "fly-over", or overhead bridge, that would cost in excess of \$150 million and take a minimum of four years to design and build. Assuming the "flip" were necessary, which we do not believe, and that the money was available, the two year construction period for the "fly-over" - with unavoidable traffic curfews and train queuing East, West, North and South - would be devastating to efficient rail operations.

Should the "flip" be adopted and service quality affected, neither railroad will be able to compete as effectively with trucks, resulting in lost opportunity to relieve traffic congestion and make important environmental gains. CSX estimates alone identify more than eight million truck miles to be diverted from the highways to the rails on an annual basis in the greater Cleveland area.

Hub Group, Inc.

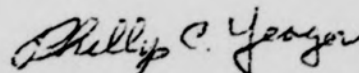
The Honorable Linda Morgan
March 6, 1998
Page 2

The allocation of lines and the routing of traffic through greater Cleveland as originally proposed in the CSX/NS filing with the STB represents the most effective means of achieving the objectives of the transaction and maximizing the public benefits for both the national and local interests.

Please assist us in ensuring that the concerns of the shipping community are not lost in arriving at a solution in Cleveland. We would appreciate your doing everything you can to ensure that the substantial benefits that would result from the Conrail acquisition are realized.

Thank you for your assistance.

Sincerely,



Phillip C. Yeager
Chairman

PCY:kc

cc: The Honorable Rodney Slater, via Facsimile: (202) 366-7202
Secretary
Department of Transportation
400 7th Street, SW, Room 10200
Washington, D.C. 20590

The Honorable George Voinovich, via Facsimile: (614) 466-9354
Governor
State of Ohio
77 S. High Street, 30th Floor
Columbus, Ohio 43266

The Honorable Jolene Molitoris, via Facsimile: (202) 632-3700
Administrator
Federal Railroad Administration
1120 Vermont Avenue, NW, 7th Floor
Washington, D.C. 20005

Mr. John Q. Anderson, via Facsimile: (904) 359-7674
Chief Commercial Officer
CSX Transportation - J120
500 Water Street
Jacksonville, Florida 32202



Office of the Chairman

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

FILE IN DOCKET

April 6, 1998

Mr. Kevin D. Brady
President
S&S Traffic Management Corporation
12621 Featherwood
Suite 390
Houston, TX 77034-4902

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

Dear Mr. Brady:

Thank you for your recent letter expressing your support for the proposed acquisition of Conrail by Norfolk Southern and CSX and your concerns about the potential adverse effect on public safety and customer service resulting from the proposed City of Cleveland alternative to "flip" the lines between CSX and NS.

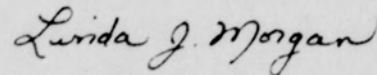
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If you have additional questions concerning the environmental review process, please call me, or contact Elaine K. Kaiser, SEA's Environmental Project Director, or Mike Dalton, SEA's Project Manager for the Conrail Acquisition, at (202) 565-1530.

Sincerely,

A handwritten signature in cursive script that reads "Linda J. Morgan".

Linda J. Morgan

STB

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K

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March 9, 1998

The Hon. Linda Morgan
Chairman
Surface Transportation Board
1925 K Street, NW
Suite 820
Washington, D.C. 20423
Fax: (202) 565-9015

Dear Madam Chairperson:

I am writing to express serious concerns regarding recent actions by the city of Cleveland that would severely adversely affect the many benefits that could accrue to shippers by the acquisition of Conrail by CSX and the Norfolk Southern.

The substantial benefits projected for east/west shippers by the CSX/Norfolk Southern (NS) acquisition of Conrail are put at serious risk by a filing the city of Cleveland has made to the Surface Transportation Board (STB). The threat of another operational debacle, such as the one experienced recently in the Houston area as the result of the Union Pacific merger with the Southern Pacific, exists if the STB adopts the proposals put forth in the Cleveland filing.

One of the primary goals of the transaction is to allocate the Conrail assets to ensure that both CSX and NS are provided with east/west main lines that ensure the free flow of traffic without conflict from the other railroad's operations. Only in this way can CSX and NS secure enhanced service, better transit times, and balanced competition for customers in the Northeast and Midwest. The plan filed with the STB accomplished that goal.

The City of Cleveland has now proposed a "flip" of the allocated lines in Cleveland, essentially proposing that the STB assign to CSX the lines previously assigned to NS and vice versa. This "flip" guarantees that every east/west train operated by either CSX or NS, should the proposed transaction be approved, will run in conflict with the other railroad. This "flip," and the inherent conflict it creates, will result in a degradation of the service improvements promised by the transaction. In fact, should the "flip" be adopted, current Conrail east/west rail customers will see transit times increase compared to what's experienced today.

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CHAIRMAN HOLLIGAN

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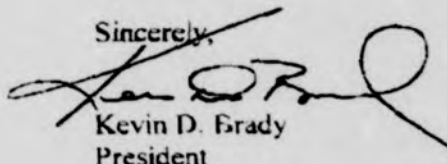
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Please assist us in ensuring that the concerns of the shipping community are not lost in arriving at a solution in Cleveland. We would appreciate your doing everything you can to ensure that the substantial benefits that would result from the Conrail acquisition are realized and that shipping nightmares like those that have occurred in Houston are avoided.

Thank you for your assistance.

Sincerely,



Kevin D. Grady
President

Cc by fax::

The Hon. Rodney Slater
Secretary
Department of Transportation
400 7th Street, SW
Room 10200
Washington, D.C. 20590
Fax: (202) 366-7202

The Hon. Jolene Molitoris Administrator
Federal Railroad Administration
1120 Vermont Avenue, NW
7th Floor
Washington, D.C. 20005
Fax: (202) 632-3700

The Hon. George Voinovich Governor
State of Ohio
77 S. High Street
30th Floor
Columbus, OH 43266
Fax: (614) 466-9354

Mr. John Q. Anderson
Chief Commercial Officer
CSX Transportation - J120
500 Water Street
Jacksonville, FL 32202
Fax: (904) 359-7674



Office of the Chairman

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

FILE IN DOCKET

April 6, 1998

Mr. David V. Johnson
EVP-COO
United States Shippers, Inc.
145 Third Avenue South, Suite 100
P.O. Box 966
Edmonds, VA 98020-0966

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

Dear Mr. Johnson:

Thank you for your recent letter expressing your support for the proposed acquisition of Conrail by Norfolk Southern and CSX and your concerns about the potential adverse effect on public safety and customer service resulting from the proposed City of Cleveland alternative to "flip" the lines between CSX and NS.

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If you have additional questions concerning the environmental review process, please call me, or contact Elaine K. Kaiser, SEA's Environmental Project Director, or Mike Dalton, SEA's Project Manager for the Conrail Acquisition, at (202) 565-1530.

Sincerely,

Linda J. Morgan



UNITED STATES
SHIPPERS, INC.

March 12, 1998

The Hon. Linda Morgan
Chairman
Surface Transportation Board
1925 K Street NW, Suite 820
Washington, D.C. 20423
Fax (202) 565-9015

Dear Ms. Morgan,

United States Shippers, Inc. is writing to express our serious concerns about the recent filing that the City of Cleveland has made to the Surface Transportation Board (STB) regarding changes to the existing CSX/Norfolk Southern (NS)/Conrail acquisition proposal. It is our understanding that Cleveland is proposing a 'flip' of the allocated lines in the city and a two-mile long overhead bridge grade to separate the CSX and NS at Berea, Ohio, a suburb southwest of the city.

As a major user of these two railroads, we believe that the allocation of rail lines and the routing of traffic through greater Cleveland are best served by the original proposal submitted to the STB in the CSX/NS filing. We further believe that if the City of Cleveland's proposal is implemented, it will lead to the same type of operations debacle that recently occurred in the Houston area after railroad operation changed there.

Operationally, the City of Cleveland's proposed 'flip' will guarantee that east/west CSX or NS trains will run into conflict with the other railroad resulting in a degradation of service and could create bottlenecks affecting shippers and receivers nationwide. In addition, the construction of the two-mile long overhead bridge is not necessary if the city's proposal is not approved. This will result in savings estimated at \$150 million in private and public funds, as well as, eliminate the unavoidable congestion and delays that would be caused during a two-year construction period.

The CSX/NS/Conrail filing, as submitted to the STB, was a well thought out plan by two well-financed and well-run firms. The railroads and the country's shippers and receivers do not want to experience another "UP/SP problem." Please leave a good plan alone by rejecting the proposals of the City of Cleveland.

Sincerely,

David V. Johnson
EVP-COO
United States Shippers, Inc.

CHAIRMAN MORGAN

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SURFACE TRANSPORTATION BOARD

cc: The Hon. Rodney Slater
Secretary
Department of Transportation
400 7th Street SW, Room 10200
Washington, D.C. 20590
Fax: (202) 366-7202

The Hon. Jolene Molitoris
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Federal Railroad Administration
1120 Vermont Avenue NW, 7th Floor
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Mr. John Q. Anderson
Chief Commercial Officer
CSX Transportation - J120
500 Water Street
Jacksonville, FL 32202
Fax: (904) 359-7674



Office of the Chairman

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

FILE IN DOCKET

April 6, 1998

Mr. Allen J. Steele
President/Chief Executive Officer
Stonier Transportation Group, Inc.
2315 Beach Boulevard
Suite 104
Jacksonville Beach, FL 32250

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

Dear Mr. Steele:

Thank you for your recent letter expressing your support for the proposed acquisition of Conrail by Norfolk Southern and CSX and your concerns about the potential adverse effect on public safety and customer service resulting from the proposed City of Cleveland alternative to "flip" the lines between CSX and NS.

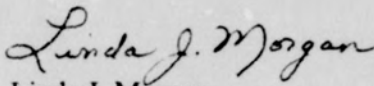
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Sincerely,


Linda J. Morgan



TRANSPORTATION GROUP, INC.

March 11, 1998

The Honorable Linda Morgan
Chairman
Surface Transportation Board
1925 K Street, NW, Suite 820
Washington, D.C. 20423

Dear Chairman Morgan:

I am writing to express serious concerns regarding recent actions by the city of Cleveland that would severely adversely affect the many benefits that could accrue to shippers by the acquisition of Conrail by CSX and the Norfolk Southern.

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The Honorable Linda Morgan
March 11, 1998
Page Two

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Please assist us in ensuring that the concerns of the shipping community are not lost in arriving at a solution on Cleveland. We would appreciate your doing everything you can to ensure that the substantial benefits that would result from the Conrail acquisition are realized and that shipping nightmares like those that have occurred in Houston are avoided.

Thank you for your assistance.

Sincerely,

A handwritten signature in black ink, appearing to read "Allen J. Steele", with a large, stylized "A" and "S" that overlap.

Allen J. Steele
President / Chief Executive Officer

AJS/daw



Office of the Chairman

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

FILE IN DOCKET

April 6, 1998

Mr. Sam Jameson
VanRail Division
Allied Van Lines, Inc.
P.O. Box 4403
Chicago, IL 60680

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

Dear Mr. Jameson:

Thank you for your recent letter expressing your support for the proposed acquisition of Conrail by Norfolk Southern and CSX and your concerns about the potential adverse effect on public safety and customer service resulting from the proposed City of Cleveland alternative to "flip" the lines between CSX and NS.

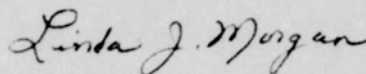
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If you have additional questions concerning the environmental review process, please call me, or contact Elaine K. Kaiser, SEA's Environmental Project Director, or Mike Dalton, SEA's Project Manager for the Conrail Acquisition, at (202) 565-1530.

Sincerely,

A handwritten signature in cursive script that reads "Linda J. Morgan".

Linda J. Morgan



March 16, 1998

Fax: 202-565-9015

The Honorable Linda Morgan
Chairman
Surface Transportation Board
1925 K Street, NW
Suite 820
Washington, DC 20423

The Honorable Linda Morgan:

Allied Van Lines is very concerned about consequences of the City of Cleveland filing to your Board reference the acquisition of Conrail by CSX and the Norfolk and Southern. Approval of this filing would have far reaching effects on rail transportation throughout the United States. The proposal by the City of Cleveland would cause major delays in rail transportation nationwide, negatively impact companies conducting business in the Cleveland area and potentially result in a rail debacle similar to the recent one in Houston, Texas.

As a member of the shipping public Allied Van Lines uses the rails through Cleveland for East/West traffic. Delays in this line would inconvenience our customers and increase the cost of relocating household goods via rail.

We encourage the Surface Transportation Board to consider the effect created by approving this filing. We also believe the parties involved can fashion an acceptable solution while not adversely affecting the economic benefits resulting from the acquisition of Conrail.

Sincerely yours,

ALLIED VAN LINES, INC.

A handwritten signature in black ink, appearing to read "Sam Jameson". The signature is written over the typed name and title.
Sam Jameson
VanRail Division

L-CSXSTB.DOC/SJ/rm



Office of the Chairman

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

FILE IN DOCKET

April 6, 1998

Mr. Jim Handoush
Vice President, Finance
Chief Financial Officer
Landstar Logistics, Inc.
4077 Woodcock Drive, Suite 105
Jacksonville, FL 32207

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

Dear Mr. Handoush:

Thank you for your recent letter expressing your support for the proposed acquisition of Conrail by Norfolk Southern and CSX and your concerns about the potential adverse effect on public safety and customer service resulting from the proposed City of Cleveland alternative to "flip" the lines between CSX and NS.

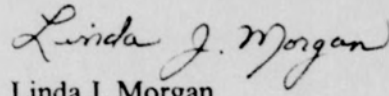
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If you have additional questions concerning the environmental review process, please call me, or contact Elaine K. Kaiser, SEA's Environmental Project Director, or Mike Dalton, SEA's Project Manager for the Conrail Acquisition, at (202) 565-1530.

Sincerely,

A handwritten signature in cursive script that reads "Linda J. Morgan".

Linda J. Morgan

Jim Handouch
Vice President, Finance
Chief Financial Officer

LANDSTAR**LOGISTICS**

Landstar Logistics, Inc.
4077 Woodcock Drive, Suite 105
Jacksonville, FL 32207
Tel: 904-399-9909
WATS: 800-862-9256
FAX: 800-862-9265

March 12, 1998

VIA FACSIMILE (202) 565-9015

The Honorable Linda Morgan
Chairman
Surface Transportation Board
1925 K Street, NW
Suite 820
Washington, DC 20423

Dear Ms. Morgan:

I am writing to express serious concerns regarding recent actions by the city of Cleveland that would severely adversely affect the many benefits that could accrue to shippers by the acquisition of Conrail by CSX and the Norfolk Southern.

The substantial benefits projected for east/west shippers by the CSX/Norfolk Southern (NS) acquisition of Conrail are put at serious risk by a filing the city of Cleveland has made to the Surface Transportation Board (STB). The threat of another operational debacle, such as the one experienced recently in the Houston area as a result of the Union Pacific merger with the Southern Pacific exists if the STB adopts the proposals put forth in the Cleveland filing.

One of the primary goals of the transaction is to allocate the Conrail assets to ensure that both CSX and NS are provided with east/west main lines that ensure the free flow of traffic without conflict from the other railroad's operations. Only in this way can CSX and NS secure enhanced service, better transit times, and balanced competition for customers in the Northeast and Midwest. The plan filed with the STB accomplished that goal.

The City of Cleveland has now proposed a "flip" of the allocated items in Cleveland, essentially proposing that the STB assign to CSX the line previously assigned to NS and vice versa. This "flip" guarantees that every east/west train operated by either CSX or NS, should the proposed transaction be approved, will run in conflict with the other railroad. This "flip", and inherent conflict it creates, will result in a degradation of the service improvements promised by the transaction. In fact, should the "flip" be adopted, current Conrail east/west rail customers will see transit times increase compared to what's experienced today.

Page 2

To resolve this inherent conflict, Cleveland has proposed a 2-mile long "fly-over", or overhead bridge, that would cost in excess of \$150 million and take a minimum of four years to design and build. Assuming the "flip" were necessary, which we do not believe, and that the money was available, the two-year construction period for the "fly-over" – with unavoidable traffic curfews and train queuing east, west, north, and south – would be devastating to efficient rail operations. In short, the creation of another "Houston", with the repeated service failures that have been felt nationwide, will occur in the east under Cleveland's proposal.

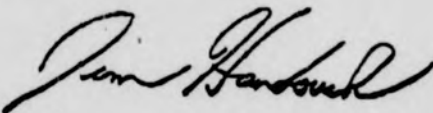
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The allocation of lines and the routing of traffic through greater Cleveland as originally proposed in the CSX/NS filing with the STB represents the most-effective means of achieving the objectives of the transaction and maximizing the public benefits for both the national and local interests.

Please assist us in ensuring that the concerns of the shipping community are not lost in arriving at a solution in Cleveland. We would appreciate your doing everything you can to ensure that the substantial benefits that would result from the Conrail acquisition are realized and that shipping nightmares like those that have occurred in Houston are avoided.

Thank you for your assistance.

Sincerely,



JMH:atd

c: The Honorable Rodney Slater
The Honorable Jolene Molitoris
The Honorable George Vinovich
Mr. John Q. Anderson



Office of the Chairman

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

FILE IN DOCKET

April 6, 1998

Mr. Donald R. Ticken
Vice President, Purchasing & Logistics
Riverwood International
3350 Cumberland Circle
Suite 1400
Atlanta, GA 30339

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

Dear Mr. Ticken:

Thank you for your recent letter expressing your support for the proposed acquisition of Conrail by Norfolk Southern and CSX and your concerns about the potential adverse effect on public safety and customer service resulting from the proposed City of Cleveland alternative to "flip" the lines between CSX and NS.

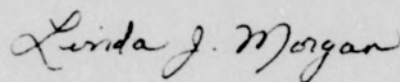
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Sincerely,

A handwritten signature in cursive script that reads "Linda J. Morgan". The signature is written in dark ink and is positioned above the printed name.

Linda J. Morgan



RIVERWOOD INTERNATIONAL

March 11, 1998

The Honorable Linda Morgan
Chairman
Surface Transportation Board
1925 K. Street, NW
Suite 820
Washington, D.C. 20423

RECEIVED
SURFACE TRANSPORTATION
BOARD
MAR 16 5 05 PM '98
CHAIRMAN MORGAN

Dear Ms. Morgan:

I am writing to express serious concerns regarding recent actions by the city of Cleveland that would severely adversely affect the many benefits that could accrue to shippers by the acquisition of Conrail by CSX and the Norfolk Southern.

The substantial benefits projected for east/west shippers by the CSX/Norfolk Southern (NS) acquisition of Conrail are put at serious risk by a filing the city of Cleveland has made to the Surface Transportation Board (STB). The threat of another operational debacle, such as the one experienced recently in the Houston area as the result of the Union Pacific merger with the Southern Pacific, exists if the STB adopts the proposals put forth in the Cleveland filing.

One of the primary goals of the transaction is to allocate the Conrail assets to ensure that both CSX and NS are provided with east/west main lines that ensure the free flow of traffic without conflict from the other railroad's operations. Only in this way can CSX and NS secure enhanced service, better transit times, and balanced competition for customers in the Northeast and Midwest. The plan filed with the STB accomplished that goal.

The City of Cleveland has now proposed a "flip" of the allocated lines in Cleveland, essentially proposing that the STB assign to CSX the lines previously assigned to NS and vice versa. This "flip" guarantees that every east/west train operated by either CSX or NS, should the proposed transaction be approved, will run in conflict with the other railroad. This "flip," and the inherent conflict it creates, will result in a degradation of the service improvements promised by the transaction. In fact, should the "flip" be adopted, current Conrail east/west rail customers will see transit times increase compared to what's experienced today.

To resolve this inherent conflict, Cleveland has proposed a 2-mile long "fly-over," or overhead bridge, that would cost in excess of \$150 million and take a minimum of four years to design and build. Assuming the "flip" were necessary, which we do not believe, and that the money was available, the two-year construction period for the "fly-over" -- with unavoidable traffic curfews and train queuing east, west, north and south -- would be devastating to efficient rail operations.

Page 2
Ms. Morgan
March 11, 1998

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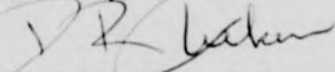
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The allocation of lines and the routing of traffic through greater Cleveland as originally proposed in the CSX/NS filing with the STB represents the most-effective means of achieving the objectives of the transaction and maximizing the public benefits for both the national and local interests.

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Thank you for your assistance.

Sincerely,



Donald R. Tieken
Vice President, Purchasing & Logistics

C:

The Hon. Rodney Slater
Secretary
Department of Transportation
400 7th Street, SW
Room 10200
Washington, D.C. 20590

The Hon. Jolene Molitoris
Administrator
Federal Railroad Administration
1120 Vermont Avenue, NW
7th Floor
Washington, D.C. 20005

The Honorable George Voinovich
Governor
State of Ohio
77 S. High Street
30th Floor
Columbus, OH 43266

Mr. John Q. Anderson
Chief Commercial Officer
CSX Transportation - J120
500 Water Street
Jacksonville, FL 32202



Office of the Chairman

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

FILE IN DOCKET

April 6, 1998

Mr. Ronald Lefcourt
President
Alliance Shippers Inc.
560 - 60th Street
West New York, NJ 07093

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

Dear Mr. Lefcourt:

Thank you for your recent letter expressing your support for the proposed acquisition of Conrail by Norfolk Southern and CSX and your concerns about the potential adverse effect on public safety and customer service resulting from the proposed City of Cleveland alternative to "flip" the lines between CSX and NS.

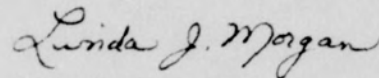
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Sincerely,

A handwritten signature in cursive script that reads "Linda J. Morgan".

Linda J. Morgan

ALLIANCEshippers inc.

20 February 1998

The Hon. Linda Morgan
Chairman
Surface Transportation Board
1925 K Street, NW
Suite 820
Washington, DC 20423

RECEIVED
SURFACE TRANSPORTATION
BOARD
CHAIRMAN MORGAN
MAR 17 3 32 PM '98

Your Honor:

I am writing to express serious concerns regarding recent actions by the city of Cleveland that would severely adversely affect the many benefits that could accrue to shippers by the acquisition of Conrail by CSX and the Norfolk Southern.

The substantial benefits projected for east/west shippers by the CSX/Norfolk Southern (NS) acquisition of Conrail are put at serious risk by a filing the city of Cleveland has made to the Surface Transportation Board (STB). The threat of another operational debacle, such as the one experienced recently in the Houston area as the result of the Union Pacific merger with the Southern Pacific, exists if the STB adopts the proposals put forth in the Cleveland filing.

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continued . . .

-2-

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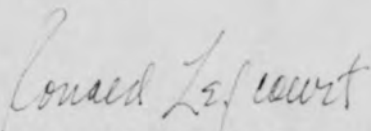
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Thank you for your assistance.

Sincerely,



RONALD LEFCOURT
President

RL/bb



Office of the Chairman

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

FILE IN DOCKET

April 6, 1998

Mr. Gerald R. Bengtson
VP Auto Distribution & Logistics
Auto Sales Division
American Honda Motor Co., Inc.
1919 Torrance Boulevard
Torrance, CA 90501-2746

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

Dear Mr. Bengtson:

Thank you for your recent letter expressing your support for the proposed acquisition of Conrail by Norfolk Southern and CSX and your concerns about the potential adverse effect on public safety and customer service resulting from the proposed City of Cleveland alternative to "flip" the lines between CSX and NS.

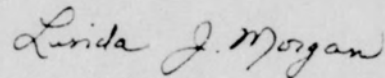
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If you have additional questions concerning the environmental review process, please call me, or contact Elaine K. Kaiser, SEA's Environmental Project Director, or Mike Dalton, SEA's Project Manager for the Conrail Acquisition, at (202) 565-1530.

Sincerely,

A handwritten signature in cursive script that reads "Linda J. Morgan".

Linda J. Morgan

HONDA

AMERICAN HONDA MOTOR CO., INC.

1919 Torrance Boulevard • Torrance, CA 90501-2746
(310) 783-2000

American Honda Motor Co., Inc.
1919 Torrance Blvd.
Mail Stop 100-3E-1E
Torrance, CA 90501-2746

Phone: (310) 783-3029

March 9, 1998

The Honorable Linda Morgan, Chairman
Surface Transportation Board
1925 K Street, NW
Suite 820
Washington, DC 20423

Dear Honorable Linda Morgan:

I am writing to express American Honda Motor Co., Inc.'s concern regarding the potential railroad operating problem in the Cleveland, Ohio area.

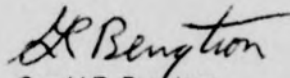
Because Honda relies on a strong and efficient rail infrastructure to move our products, we are very concerned about the recent controversy concerning the division of the Consolidated Rail Corporation (Conrail) tracks in Cleveland associated with the pending purchase of Conrail by CSX and Norfolk Southern. We have reviewed the requests from Cleveland officials to alter the original operating plan proposed by CSX and NS and are very concerned that acceptable service levels for Honda shipments will be jeopardized.

We estimate that approximately 19,339 annual carloads of American Honda automobiles will be affected by the proposed changes. It is our opinion that the only feasible way to move this product efficiently and without an erosion on service levels is to adhere to the operating plan originally proposed by CSX and Norfolk Southern in their Surface Transportation Board filing.

We strongly urge the Board to take the logistical and operational issues associated with this proposal into consideration. We are very concerned that any alteration of the originally proposed operating plan could very well lead to service problems and gridlock similar to the current situation in the Houston, Texas area. A Cleveland rail bottleneck would affect shippers and receivers nationwide.

American Honda Motor Co., Inc. supports adherence to the operating plan for the Cleveland area as originally proposed by CSX and Norfolk Southern.

Sincerely,



Gerald R. Bengtson
VP Auto Distribution & Logistics
Auto Sales Division

cc: The Honorable Rodney Slater
The Honorable Jolene Molitoris
The Honorable George Voinovich
John Q. Anderson - CSX

RECEIVED
SURFACE TRANSPORTATION
BOARD
MAR 17 3 32 PM '98
CHAIRMAN MORGAN



Office of the Chairman

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

FILE IN DOCKET

April 6, 1998

Mr. S.T. "Monte" Montero
Vehicle Logistics Manager
American Isuzu Motors Inc.
2300 Pellissier Place
Whittier, CA 90601-1587

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

Dear Mr. Montero:

Thank you for your recent letter expressing your support for the proposed acquisition of Conrail by Norfolk Southern and CSX and your concerns about the potential adverse effect on public safety and customer service resulting from the proposed City of Cleveland alternative to "flip" the lines between CSX and NS.

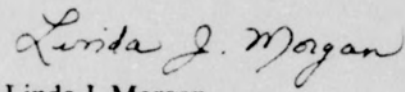
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Linda J. Morgan

ISUZU

March 17, 1998

The Hon. Linda Morgan
Chairman
Surface Transportation Board
1925 K Street, NW
Suite 820
Washington, D.C. 20423

RECEIVED
SURFACE TRANSPORTATION
BOARD
MAR 20 3 48 PM '98
OFFICE OF
CHAIRMAN MORGAN

Dear Madam:

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American Isuzu Motors Inc.
2300 Pellissier Place
Whittier, California 90601-1587

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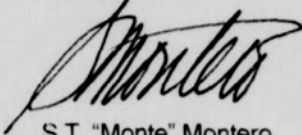
March 17, 1998

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Thank you for your assistance.

Sincerely,



S.T. "Monte" Montero
Vehicle Logistics Manager

Cc: The Hon. Rodney Slater
Secretary
Department of Transportation
400 7th Street, SW
Room 10200
Washington, D.C. 20590

The Hon. George Voinovich
Governor
State of Ohio
77 S. High Street
30th Floor
Columbus, OH 43266

The Hon. Jolene Molitoris
Administrator
Federal Railroad Administration
1120 Vermont Avenue, NW
7th Floor
Washington, D.C. 20005

Mr. John Q. Anderson
Chief Commercial Officer
CSX Transportation - J120
500 Water Street
Jacksonville, FL 32202



Office of the Chairman

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

FILE IN DOCKET

April 6, 1998

Mr. Victor Warren
President
Fairrington Transportation Corporation
6901 Santa Fe Drive
Hodgkins, IL 60525

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

Dear Mr. Warren:

Thank you for your recent letter expressing your support for the proposed acquisition of Conrail by Norfolk Southern and CSX and your concerns about the potential adverse effect on public safety and customer service resulting from the proposed City of Cleveland alternative to "flip" the lines between CSX and NS.

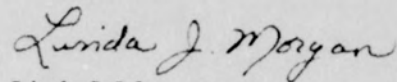
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SEA is fully aware that these issues are of major concern to the residents and businesses of Cleveland and northeast Ohio. SEA has attended several public meetings in the area in order to hear those concerns first hand and discussed the issues with numerous local officials. SEA has also formed special Ohio and Cleveland study teams to focus its review and analysis of the unique environmental impacts and concerns in this area, including the advantages and disadvantages of various routing alternatives through the Cleveland area.

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If you have additional questions concerning the environmental review process, please call me, or contact Elaine K. Kaiser, SEA's Environmental Project Director, or Mike Dalton, SEA's Project Manager for the Conrail Acquisition, at (202) 565-1530.

Sincerely,

A handwritten signature in cursive script that reads "Linda J. Morgan".

Linda J. Morgan

FAIRRINGTON

Transportation services you can trust

Illinois • 708-352-9770

Outside Illinois • 800-323-5935

Fax • 708-352-9880



FAIRRINGTON Transportation Corporation

6901 Santa Fe Drive • Hodgkins, IL 60525

March 16, 1998

The Hon. Linda Morgan
Chairman
Surface Transportation Board
1925 K Street, NW
Suite 820
Washington, D.C. 20423

I am writing to express serious concerns regarding recent actions by the city of Cleveland that would severely adversely affect the many benefits that could accrue to shippers by the acquisition of Conrail by CSX and the Norfolk Southern.

The substantial benefits projected for east/west shippers by the CSX/Norfolk Southern (NS) acquisition of Conrail are put at serious risk by a filing the city of Cleveland has made to the Surface Transportation Board (STB). The threat of another operational debacle, such as the one experienced recently in the Houston area as the result of the Union Pacific merger with the Southern Pacific, exists if the STB adopts the proposals put forth in the Cleveland filing.

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MAR 22 1998
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WASHINGTON, D.C. 20590

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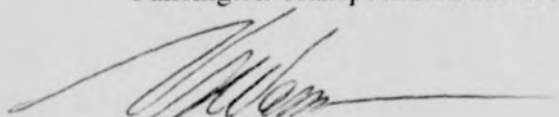
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Sincerely,
Fairrington Transportation Services



Victor Warren
President

VW:sa

cc: The Hon. Rodney Slater
The Hon. George Voinovich
The Hon. Jolene Molitoris
Mr. John Q. Anderson
Jane Reichmann



Office of the Chairman

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

FILE IN DOCKET

April 6, 1998

Mr. Kim Beames
President
Transition International Inc.
161 3rd Ave. W.
Twin Falls, ID 83301-6020

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

Dear Mr. Beames:

Thank you for your recent letter expressing your support for the proposed acquisition of Conrail by Norfolk Southern and CSX and your concerns about the potential adverse effect on public safety and customer service resulting from the proposed City of Cleveland alternative to "flip" the lines between CSX and NS.

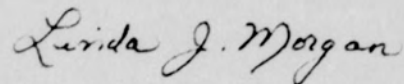
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Sincerely,

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Linda J. Morgan



Transition International Inc.

161 3rd Ave. W., Twin Falls, Idaho 83301-6020
800-869-8199 208-733-3151
FAX: 208-733-4125

February 20, 1998

The Honorable Linda Morgan
Chairman
Surface Transportation Board
1926 K Street, NW
Suite 820
Washington, D.C. 20423

Dear Ms Morgan:

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Page two of two

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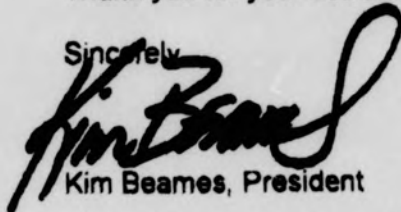
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Thank you for your assistance.

Sincerely,

A handwritten signature in black ink, appearing to read "Kim Beames", is written over the word "Sincerely,".

Kim Beames, President

Cc The Hon. Rodney Slater
The Hon. Jolene Molitoris
The Hon. George Voinovich
Mr. John Q. Anderson
Jane Riechmann

Transition International Inc.
101 3rd Ave West
Twin Falls, Idaho 83301-6020
Voice: 208-733-3151
Fax: 208-733-4125

facsimile transmittal

Company: Surface Transportation Board Fax No. (202) 565-9015

To: The Honorable Linda Morgan, Chairman Date 03 / 16 / 98 Pages: 2 1/2

From: Mr. Kim Beames of Transition International Inc.

Re: See Attached Letter

CC: _____

URGENT

FOR REVIEW

PLEASE COMMENT

PLEASE REPLY



Office of the Chairman

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

FILE IN DOCKET

April 6, 1998

Mr. Leonard E. Colfer, Sr.
Vice President of Operations
Admiral Transportation Inc.
350 Benigno Boulevard
Bellmawr, NJ 08031

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

Dear Mr. Colfer:

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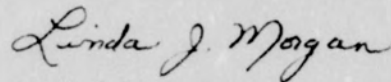
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Sincerely,

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Linda J. Morgan

**ADMIRAL
TRANSPORTATION**
INC.

350 Benigno Boulevard
Bellmawr, NJ 08031
609/931-7711
800/360-8000
Fax 609/931-8850

March 12, 1998

The Honorable Linda Morgan
Chairman
Surface Transportation Board
1925 K. Street, NW
Suite 820
Washington, DC 20423

Dear Ms. Morgan:

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MAR 16 5 05 PM '98
CHAIRMAN MORGAN

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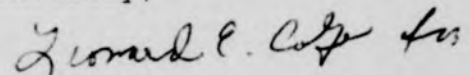
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Sincerely,



Leonard E. Colfer, Sr.
Vice President of Operations

LEC:pp

cc: The Honorable Rodney Slater
The Honorable Jolene Molitoris
The Honorable George Voinovich
Mr. John Q. Anderson

STB

FD

33388

2-12-98

K

PUBLIC

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

Comments of Lionel Trepanier and the Blue Island Greens to the SEA and Board regarding the Conrail acquisition DEIS. John Wiser tells Trepanier comments he placed in the Mail February 2nd to be considered timely.

It's a Greens' position to support development of rail lines and the leveling of a playing field that has subsidized Truck and Air transport at the expense of Rail transport. Also, the Greens call for the reduction, restriction, limitation and removal of Hazardous Materials whenever and wherever possible, including during transport and storage on rails.

We suggest that the criteria used by SEA and the Board for their determination of where to require mitigation for increases in Haz-Mat shipments are inadequate and arbitrary and unreasonable.

Under the CSX NS Conrail proposal communities along approximately 117 Train routes are to receive some assurance of Hazardous Material (Haz-Mat) safety protections based upon a significance determination based upon the increasing hazard shipments thru or near these communities. Consider that communities proposed for Haz-Mat shipment increases that are currently on key routes even prior to the acquisition were already without effective Chemical spill response plans. Increasing the number of loads of Haz-Mat thru these communities without requiring a showing of effective emergency planning on each route proposed for a Haz-Mat shipment increase is unreasonable. Also the SEA and Board have not considered the cumulative impact on communities; specially noting but not limited to, Blue Island, Illinois; of increases in Haz-Mat shipments on several lines and transfers to parallel lines.

Actually a number of Key routes and Major Key routes set for Haz-Mat shipment increases under the proposal are already without real emergency response and prevention activities. Including Blue Island, many affected communities currently hosting Key Routes and even Major Key routes are without active LEPCs or effective Emergency or Evacuation plans. Increasing the Haz-Mat levels on these lines without requiring the Railroad to participate in Emergency Planning with the affected communities is unreasonable and dangerous.

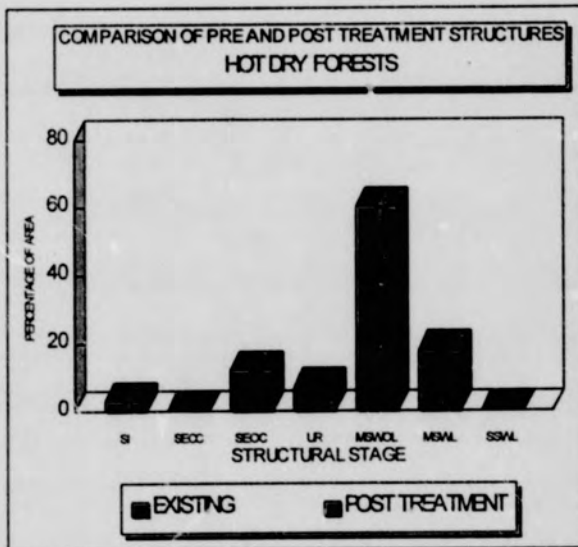
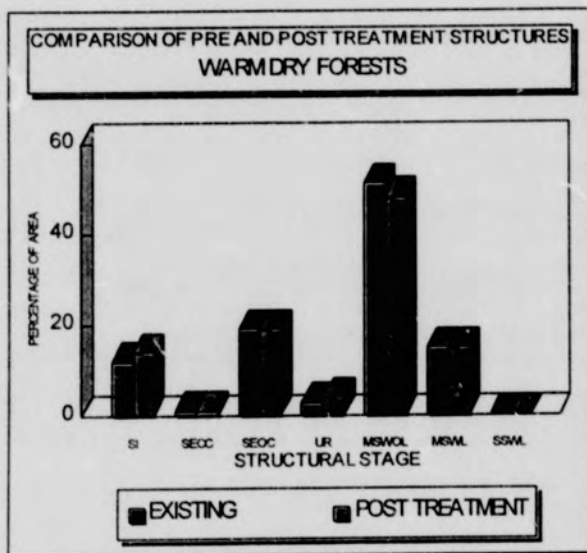
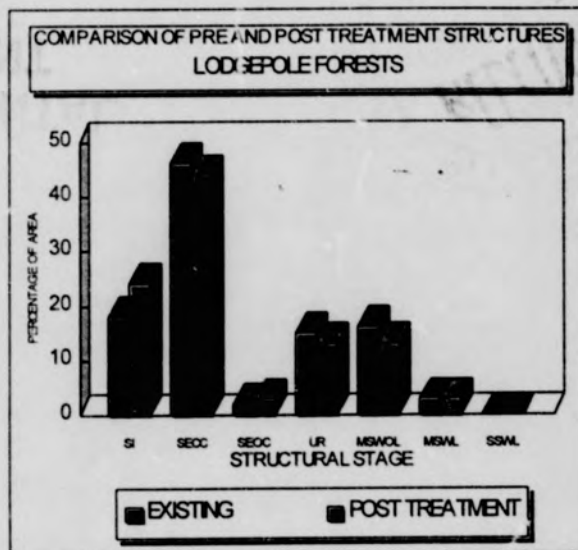
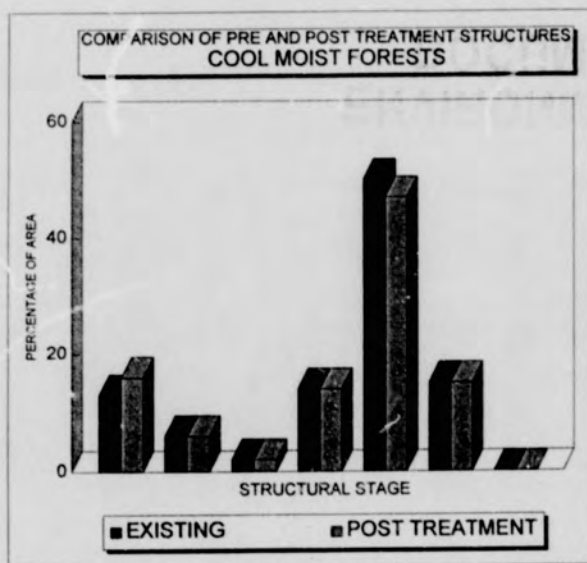
And for all these communities and rail segments where the planned acquisition would increase the shipments of Hazardous Materials the Board should require CSX and NS to fund and develop with the input of and for the consideration of the affected communities, and the LEPCs, a Hazardous Materials Emergency Response Plan, or update; as well as railroad assistance, including funding, in the update of the affected LEPC Emergency Response Plans and training.

Based upon increases in the existing levels of Hazardous Materials shipments due to this acquisition the Railroads and the Board have a duty to insure that all routes and communities experiencing a potential increase in Haz-Mat shipment accident impacts have or are at least afforded the opportunity to develop emergency response, prevention, and training plans with the cooperation and funding of the railroads, NS and CSX, proposing an increase in the potential for Hazardous Material accidents.

ENVIRONMENTAL
DOCUMENT



Figure 2. Comparison of Existing and Post Proposed Action Stand Structures



SI = STAND INITIATION
 SECC = STEM EXCLUSION CLOSED CANOPY
 SEOC = STEM EXCLUSION OPEN CANOPY
 UR = UNDERSTORY REINITIATION
 MSWOL = MULTI-STRATUM WITHOUT LARGE TREES
 MSWL = MULTI-STRATUM WITH LARGE TREES

For EVERY rail segment where the planned acquisition would increase the shipment of Hazardous Materials the Board should require the railroads to demonstrate that they have consulted with the affected communities at large and done their part under SARA Title III, the Emergency Planning and Community Right to Know Act (this has not happened in Blue Island nor Cook County, Illinois) in addition to your recommended mitigation 4(a) from page 7-13.

The criteria for mitigation for Haz-Mat shipment increases should also consider the surrounding community population and especially if the rail line is adjacent a chemical plant, Oil refinery or other explosive risk.

TWO AT GRADE CROSSINGS IN BLUE ISLAND

Further the Board should allow opportunity for public involvement and comment of the people of Blue Island upon mitigation measures that might be requested for two at grade crossings on Seg. C-010 in Blue Island. The people of Blue Island have had no opportunity to comment upon mitigation required as a result of the acquisition. It was not until February 2, 1998 that we could confirm the need for CSX consultation with the people of Blue Island based upon the difficulty the SEA had in providing information upon actual location of Highway at Grade crossings requiring mitigation that were repeatedly incorrectly reported to be in Calumet Park in the DEIS and Errata. The citizens of Blue Island should be afforded a clear explanation of the impacts at the CSX crossings at 135-Broadway and at Western Ave. And an opportunity to voice their concerns and desires. This has not occurred yet.

The SEA should consider pedestrian impacts at the two grade crossings in Blue Island. For this pedestrian dependant population a proper Grade separation analysis is not complete. Lacking of information of impact upon pedestrian movements the Board is underestimating and not having the opportunity to consider the impacts of the proposal upon the people of Blue Island.

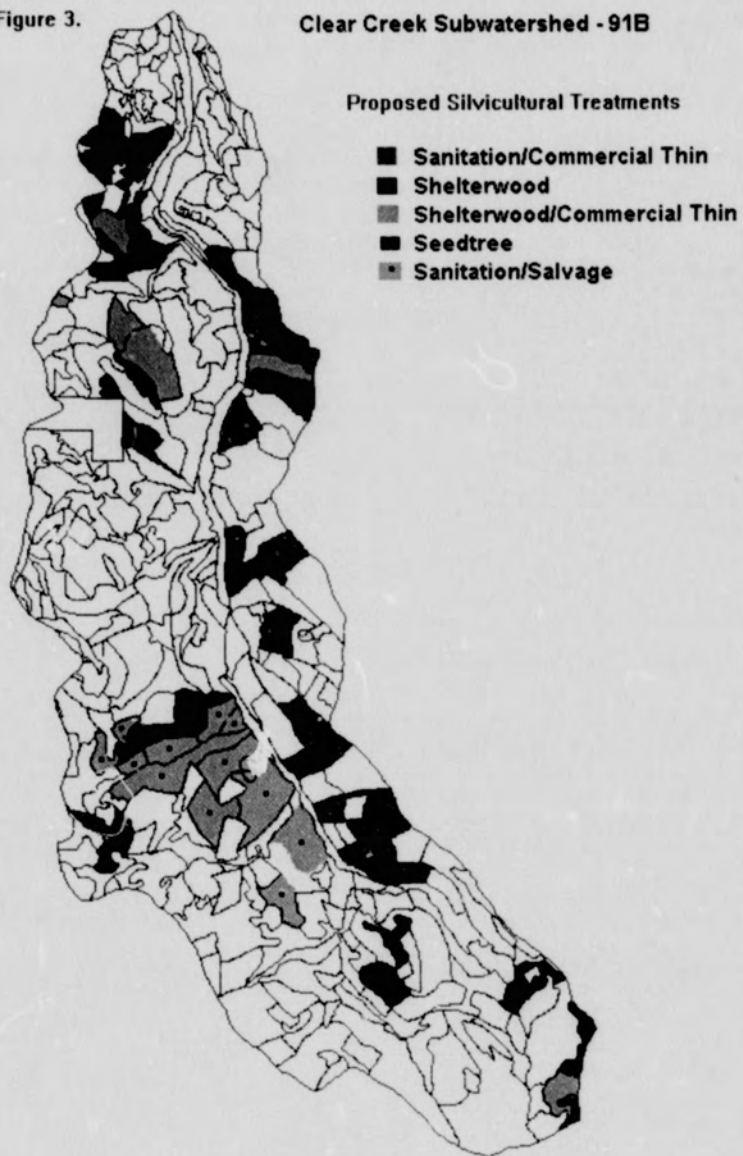
The "Haz-Mat Black Hole" at Blue Island Junction.
Consider that the proposal for transfer of hazardous materials at Blue Island Junction is tantamount to the impacts of a rail yard for the purpose of Environmental Justice and NEPA (National Environmental Policy Act) analysis classification. This refers to the "Haz-Mat Black Hole" at Blue Island Junction. The documentation shows 3 rail line segments converging at Blue Island Junction. Of these three lines, two show large but unequal increases in the number of Haz-Mat shipments. The third shows a slight decrease in Haz-Mat shipments. The numbers just don't add up! Especially respond to the Hazardous Material (Haz-Mat) hole at Blue Island Junction.

Apparently the Railroad (CSX) proposes although the DEIS has not disclosed, the use Blue Island Junction as a rail yard for unloading or otherwise breaking off many thousand shipments of Hazardous Materials. The DEIS has not analysed the potential accident increases resulting from this unloading, transfer and parallel rail line shipment of these Hazardous Materials. The rail yard operations at Blue Island Junction should be analyzed individually and cumulatively with the other Haz-Mat impacts here.

The Master Table of All Rail Line Segs should include all lines designated to take shipments of Hazardous Materials at Junctions such as Blue Island Junction.

Figure 3.

Clear Creek Subwatershed - 91B



Cumulative Impacts analysis proposed for Hazardous Materials shipments.

The SEA and the Board should disclose and consider Mitigation of cumulative impact of increase Hazardous material shipments at Blue Island, Illinois and any other likewise affected communities. As an example the cumulative increases in movements of Haz-Mat at Blue Island well exceeds 20,000 loads; at the Barr Yard, thirteen-thousand; and on Seg. C-011, seven-thousand loads. Blue Island Jct to 59th Street; and on Seg. C-023, eleven-thousand loads. Pine Jnt. to Barr Yard; and segment C-417, three-thousand loads. Blue Island Junction to Clearing: C-263, thirteen-thousand loads. Dolton to 75th Street; as well the attendant, yet undisclosed increases at the sub serving rail lines and rail yards such as the IHB rail yard at Blue island Illinois, and at Blue Island Junction; requires the Board consider the cumulative impact on our communities of the cumulative increase in Hazardous material accident impacts and need for emergency planning, prevention and community education.

Without the mitigation of grade separation at western Ave and Broadway-135th there would likely be an increase in fatal accidents such that you should review the following disclosure included in the DEIS, "45 fewer accidents and save 1 life per year./ Illinois DEIS V. 5A, Table B-6."

Critique of criteria of significance for Haz-Mat rail accidents.

The criteria of significance, 'one accident expected every 100 years or less per mile of route', is arbitrary and capricious. It is reasonable and necessary to consider the greater impact of Haz-Mat accidents in urban areas vs. rural areas and also exacerbating pre-Acquisition conditions of contaminated air and possible industrial explosions adjacent the Tracks. Like consider in Blue island CSX has been moving explosives thru an Oil Refinery that stores 35,000 gallons of Hydrogen Fluoride, an extreme inhalation hazard chemical. An accident risk of 1 in a hundred that might be acceptable in a rural area is totally unacceptable for tracks just feet away from this refinery. Yet the SEA DEIS analysis of impacts of increase risk of Haz-Mat rail accidents and their arbitrary criteria of 1 accident per 100 years per mile of track ignores these reasonable factors that should be taken in consideration in determination of significance of Hazardous material accident risk increases.

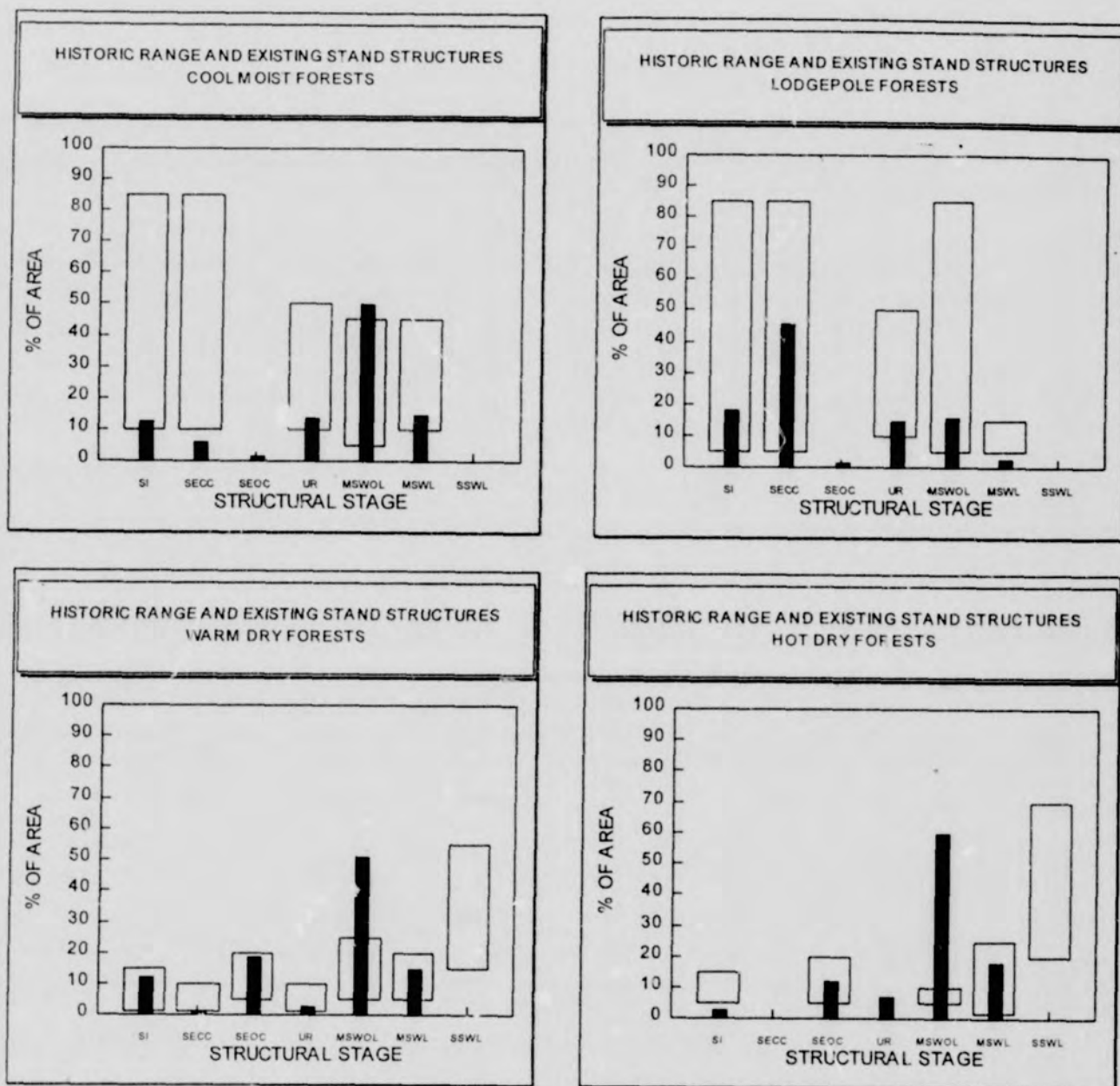
The analysis of train delay in Blue Island considered exacerbating a pre-Acquisition condition and likewise the SEA should consider the exacerbation of existing Haz-Mat risks in Blue Island. The potential risk to our community from this acquisition is also significant because freight train accidents - in a chemical industrial corridor - present greater potential hazard.

We criticize the Preliminary Recommended Mitigation pg IL-85 59th Street Intermodal Construction. We ask SEA and the Board add a new bullet item - Development of an Emergency Response Plan. Plume mapping. Worst Case analysis. Notification system. Escape plan, etc. for the Yard.

Thank-you for taking these comments.
Please respond to the issues we have raised as well

Lionel P. Trepanier
Lionel P. Trepanier, personally and behalf the Blue Island Greens.
Secretary Blue island Greens, 708 326 - 1624
12601 Maple Blue island Illinois 60406

Figure 1. Historic Range of Variability and Existing Stand Structures



* OPEN BOXES REPRESENT THE HISTORIC RANGE OF STAND STRUCTURES
 * BLACK BARS INDICATE THE CURRENT PROPORTION OF STRUCTURAL STAGES

SI = STAND INITIATION
 SECC = STEM EXCLUSION CLOSED CANOPY
 SEOC = STEM EXCLUSION OPEN CANOPY
 UR = UNDERSTORY REINITIATION
 MSWOL = MULTI-STRATUM WITHOUT LARGE TREES
 MSWL = MULTI-STRATUM WITH LARGE TREES

STB

FD

33388

2-5-98

K

CITIES

OFFICE OF CLERK
BERLIN TOWNSHIP TRUSTEES
BERLIN HEIGHTS, OHIO 44814
ERIE COUNTY

**ENVIRONMENTAL
DOCUMENT**

FD 33388

January 28, 1998

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

Dear Ms. Elaine Kaiser:



As the elected officials of Berlin Township, Erie County, Ohio we have an obligation to protect the safety and welfare of our citizens. We feel the "Proposed Conrail Acquisition" will have many negative effects on our citizens.

The proposed closing of Smokey Road and Jeffries Road in Berlin Township will impact Fire and Ambulance response times. Berlin-Milan Local Schools will experience increased transportation cost and also increase students ride time.

The increase in hazardous material transports are a major concern for our Township residents. The Berlin Township Volunteer Fire Department does not have the equipment or personnel to handle a hazardous material accident.

The increase in train traffic will cause additional risk to motorists at all railroad crossings.

Attached are letters from Berlin Township Fire Department, North Central Emergency Medical Services, and Berlin-Milan Local School District.

Thank You for your consideration.

Sincerely,

BERLIN TOWNSHIP TRUSTEES

Berlin Twp. Trustees

Berlin Twp. Fire Dept.

BOX 21

BERLIN HEIGHTS, OHIO 44814



January 27, 1998

Berlin Township Trustees
Box 52
Berlin Heights, Ohio
44814

Gentleman:

It has been brought to my attention that the Norfolk and Western Railroad is thinking about closing two crossings in Berlin Township; these being Smokey and Jeffries roads.

As fire chief I am opposed to both of these crossings being closed because of life safety concerns with both decisions.

A response North of the tracks on Jeffries from the Berlin station would require going to Knight road and backtracking to the incident adding minutes of valuable time to the response. A fire south of the tracks on Smokey would add time to a response from the Ceylon Station.

As you are aware, we are volunteers, and can't always guarantee a full compliment of firefighters from either station at any time.

Anything you can do to stop this from happening would be greatly appreciated. I don't understand why you would close crossings when thousands have been spent on crossings gates!

Thank You for Your Consideration.

Respectfully

Vincent Vartorella Chief

NORTH CENTRAL EMS



DONALD B. BALLAH
Executive Director

North Central EMS
Four County EMS
Sandusky Transit System

1-800-589-2515
Fax 419-499-2664

Berlin Heights Township Trustees
9 E Main St.
Berlin Heights, OH 44814

January 22, 1998

Dear Trustees:

It has been brought to my attention that there is some consideration of closing some roads at the railroad crossings in Berlin Township. In the rural setting, EMS response is difficult because of geographic restrictions. Sometimes, it increases response time.

By taking access away for emergency vehicles to travel through the township without restriction, it is my belief that this may increase response times to some constituents in our Berlin Township area.

Speaking as an advocate of the Township residents who may need the services that North Central EMS provides, I would like to express our concern. I hope that there would be some reconsideration on the closing of any township roads within Berlin Heights Township, specifically Jefferies Rd. and Smokey Rd.

Sincerely,

Donald B. Ballah
Executive Director

BERLIN-MILAN LOCAL SCHOOLS

WILLIAM LALLY, SUPERINTENDENT

STEVEN C. GARRIS TREASURER



JANUARY 24, 1998

To whom it may concern:

It is the understanding of the Berlin-Milan Board of Education that the Railroad wants to make the following changes to the rail system running through Berlin Township:

1. Increase train traffic by 245% from eleven to twenty seven trains per day.
2. Increase the speed and size of trains being used on these tracks.
3. Close the roads at the crossings of Smokey Road and Jeffries Roads.

The Berlin-Milan Board of Education protests these changes and urges that the Railroad reconsider and modify its plans.

Closing those roads will be a detriment to our bus transportation system causing children to increase their ride time as well as cost the school a significant increase in transportation costs. We may be forced to hire additional drivers so that both sides of the closed roads can be serviced in a timely manner.

Increasing the size, speed and frequency of trains in our district will also create a significant safety concern. Our buses must cross those tracks many times each day, and although we have excellent, professional drivers, we acknowledge that we live in an area where snow, ice, fog, and rain can set upon us quickly and create adverse driving conditions.

There are several questions which we would like to pose.

1. Are all crossings in our district equipped with flashing lights?
2. Are all crossings in our district equipped with crossing gates?
3. Are the crossing gates in our district the kind which stop cars from trying to "go around" the gate?
4. Have all other options of a safer nature been explored?

I realize that you are in the transportation business and ultimately your business is to optimize the return of investment for your owners. However we are in the "children" business. We have no profit motive and our only agenda is to educate children in a effective and safe manner. In order to keep the children safe, we request and strongly urge you to keep all of our roads open and to install the best lights and crossing gates at every intersection.

If you would like to meet with our Superintendent, Treasurer and/or Transportation Director please advise them by calling 419-499-4625. They will be happy to meet with you and further clarify our position on this important topic. Thank you for your consideration.

Respectfully

Steven C. Garriss, Treasurer
Berlin-Milan Board of Education

STB

FD

33388

2-4-98

K

BUSINESS

Broadway Area Housing Coalition

5620 Broadway Avenue
Cleveland, Ohio 44127
429-1182
FAX: 429-2632

ENVIRONMENTAL
DOCUMENT

Surface Transportation Board
1925 K Street, NW
Washington, DC 20423-0001

January 30, 1998



Dear Surface Transportation Board Members,

I am writing in opposition to the proposed acquisition of the Conrail Railroad by Norfolk and Southern and CSX. The Broadway community of Cleveland has Conrail lines going through it, and if the sale goes forward with the current routes and proposed increase in train traffic, our community would be severely impacted in a negative way.

In addition to the issues that have been outlined by the City of Cleveland, there is an additional problem that would be created and an environmental impact to a scenic resource in our community. One of the current Conrail lines (which is proposed to become Norfolk Southern property) that runs north-south through the east side of Cleveland, lies only 20 feet north of the tallest waterfall in Cuyahoga County. The historic Mill Creek Falls, 45 feet high, is currently being negatively impacted by the train traffic. The land next to the tracks has been eroding and falling into the waterfall. I have enclosed photos of the situation and a map of the trail and falls plans.

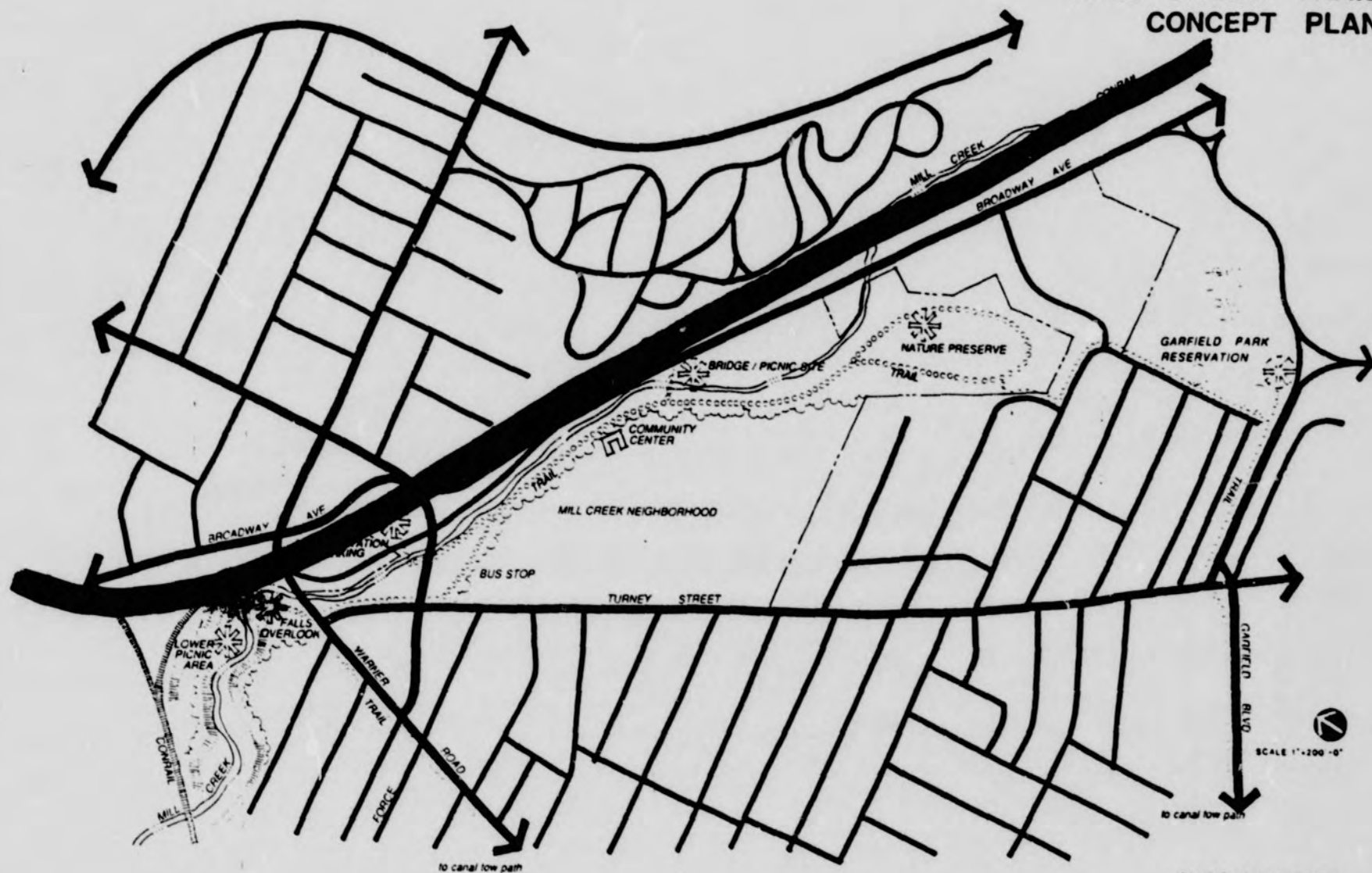
We have been working with the Cleveland Metroparks on a plan to preserve the falls and develop them with a scenic overlook. If the sale goes forward and the train traffic increases, the erosion will worsen and the danger of the trains would make the falls development impossible. This would be a terrible blow to our community. We ask you to either oppose the sale or make Norfolk and Southern move the tracks away from the falls. If you would like additional information, please contact me at (216) 429-1182. Thank you very much,

Sincerely,

A handwritten signature in cursive script that reads 'Bobbi Reichtell'.

Bobbi Reichtell
Project Manager

MILL CREEK TRAIL CONCEPT PLAN



Schmidt Cupeland Parker Associates

DATE: 10/10/00
PROJECT: MILL CREEK TRAIL



STB

FD

33388

2-2-98

K

CITIES

EUCLID PARK **F**OREST HILLS PARK **C**OLLINWOOD **COALITION**

Chairman*Roosevelt Coats***1st Vice Chairman***Abby Shroka***2nd Vice chairman***Alfred Freeman***Secretary***Mary Fayne***Recording Secretary***Paul Hewitt***Treasurer***Eugene Ross***Assistant Treasurer***Juanita Gerald***Parliamentarian***Ronald Franklin, Sr.***Chaplin***Honrietta McCoy***Executive Members:***Edna Beltcher**Shirley M. Coats**Fred Johnson**Maud Davis**Jean Nelson**Barbara Jean Barclay**Helen Steele**Lizzie Moore**Robert Lewis**Sara Maxwell**Annie Travis**Judy Tyes**Mary Stewart**Celia Stauall**Morris Glenn**Rosetta Buffington**Tony Davis**Sherman Powell**Gustina P. Nicholas**Willie Smith**Mary McElrath**Glenn Davis**Lola Perkins**Marva Watkins**Alvie Evans**Walter Covington**Cheryl Ellis**Madeline Taylor**Jimmy McCoy**Willie Calhoun**Mugetta Holland**Jackie Freeman**Bonnie Burton**Charlie Moore**Wallace Floyd**Christine Franklin**Annie Pritchett**Helen Bryant**Irene Norwood**Carmilla Kennedy*

ENVIRONMENTAL
DOCUMENT



January 26, 1998

Office of the Secretary
Surface Transportation Board
Washington, D.C. 20423-0001

Dear Secretary and Members of the Surface
Transportation Board:

We are writing in opposition to the CSX/Conrail merger that will negatively affect the residents of Ward 10 located in the northeast portion of the City of Cleveland. In light of the research prepared by the City presented in the environmental impact statement by the Surface Transportation Board, and the concerns we hear from neighborhood residents, it is clear to us that the proposed merger between CSX and Conrail is at the cost of residents in our neighborhoods.

The proposed increase of trains comes on tracks that cut right through our communities. These tracks are rarely used at present, and in some places run through densely populated neighborhoods. An increase in train traffic would affect many people in profound ways.

Delays in traffic at crossing, especially delays in emergency vehicle traffic could create a life-threatening problem for our communities. As the shipping of train cargo is virtually unregulated, in the event of an accident, the proposed train traffic is more likely to create a significant health hazard and emergency situation in our neighborhood, for which the City must be constantly prepared. The value of real property for residents adjacent to the tracks could plummet, as the location would be increasingly less desirable. Finally the quality of life would be diminished from such dramatic increase in train traffic, and the resulting loss of air quality and increase in noise.

Gayle Thomas
 Burtha Reddix
 Rev. Oliver Morris
 Rev. Aurelius Sims
 Doreen Perry
 Ruben Little
 LuElla Harvey
 Willa Armor
 Imon Duad
 W. C. Coats
 Carl Fulton
 Calvin Williams
 Isabell Hendrick
 Fannie M. Allen
 Raymond Cheese
 Al Kirk
 Barbara Miller
 Eloise Brown
 Willie McCladdie

-2-

The City prepared and filed a great deal of information in this regard, and indicated that the neighborhoods most affected are black and low-income neighborhoods. The communities are: Euclid Green, Collinwood and Forest Hills neighborhoods. Our community is among those proposed to receive the most damage from this proposal; therefore, we oppose the CSX/Conrail merger.

Sincerely,

	
Roosevelt Coats Chairman	Abby Shroka Vice Chairman
	
Alfred Freeman Second Vice Chairman	Mary Fayne Secretary
	
Paul Hewitt Recording Secretary	Eugene Ross Treasurer
	
Juanita Gerald Assistant Treasurer	Ron Franklin Parliamentarian
	
Henrietta McCoy Chaplin	

cc: William E. MacDonald, President

The Honorable Michael R. White
 Mayor, City of Cleveland

The Honorable Louis Stokes
 Congressman, U. S. House of Representatives

CSX Transportation

STB

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33388

2-2-98

K.

CITIES

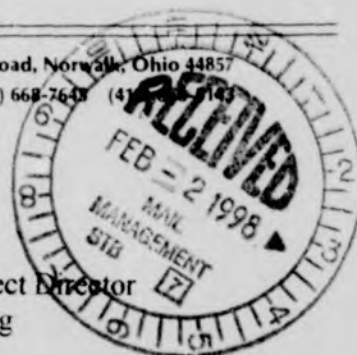
HURON SOIL & WATER CONSERVATION DISTRICT

8 Fair Road, Norwalk, Ohio 44857
(419) 668-7643 (419) 668-7644

January 29, 1998

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

ATTN: Elaine K. Kaiser
Environmental Project Director
Environmental Filing



RE: Drainage Concerns relating to the C.S.X.
Expansion in Willard & Greenwich, Ohio
Finance Docket No. 33388

Dear Surface Transportation Board,

Several landowners in the area of this proposed project have contacted our office with concerns about the effects that the proposed expansion will have on the drainage of their farms. Some have been told that the existing culverts under the railroad will be extended rather than replaced with new larger and deeper culverts. We have identified at least 10 culverts in Huron County along the proposed route of the expansion.

Agriculture is the number one industry in Huron County and statistics indicate that good drainage is one of the most essential parts of a successful farming operation. We feel it vitally important to be sure that this project will not have a negative impact on the drainage of this area.

It has been our experience that most railroad culvert pipes are more than 100 years old and are usually not deep enough and sometimes not large enough to provide good agricultural drainage. Please review the attached "Inventory and Evaluation" that was completed upon the request of a local landowner / farmer that is effected by this expansion. The conclusion of the attached evaluation clearly indicates the inadequacy of both the size and depth of the existing 16" culvert pipe. We feel that now would be the time to upgrade the entire length of this and other inadequate structures to meet today's standards.

It is our opinion that planning for the future now will benefit both the railroad, by not having to worry about replacing these old structures when they eventually fail, and the agricultural community in the area by providing a drainage outlet that meets today's standards.

Please contact me if you have any questions.

**ENVIRONMENTAL
DOCUMENT**

Sincerely,

Cary Brickner
District Manager
Drainage Coordinator

cc Huron County Commissioners
Huron County Engineer
Huron County Emergency Management Director

HURON SOIL & WATER CONSERVATION DISTRICT

8 Fair Road, Norwalk, Ohio 44857
(419) 668-7645 (419) 668-5143

Don Detterman
5931 Egypt Rd.
Willard, Ohio 44890

July 22, 1997

RE: Culvert Pipe Evaluation
C.S.X. Expansion

Dear Don,

The following is an evaluation with recommendations that you have requested regarding the 16 inch culvert pipe that crosses the railroad on your property.

Existing Conditions:

There is a 16" smooth wall culvert pipe that passes under the C.S.X. Railroad. This culvert is located approximately 900 ft. west of Daniels Rd. (T.R.#70) in Great Lot 7, Section 4, Norwich Township, Huron County, Ohio.

Elevation shots revealed a difference of 2.0 feet from the natural ground to the bottom of the 16 inch culvert.

The pipe is about 70 feet in length and drains to the north.

There is a shallow clay subsurface tile that outlets just south of the culvert which serves as the subsurface drainage outlet for an area of 60 acres of land.

Evaluation: The existing 16 inch, 70 ft. long culvert pipe will carry an estimated flow rate of 12.1 c.f.s. (Cubic Feet per Second) "Attachment B"

Extending the 16 inch pipe to a distance of 300 feet will reduce the estimated flow rate to 9.3 c.f.s. "Attachment C"

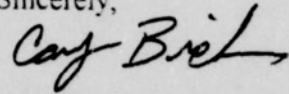
The runoff computation sheet indicates that 9.3 c.f.s. does not provide the minimum capacity of 10 c.f.s. for good agricultural drainage (Q_b). A 1yr. frequency storm would require a flow rate of 31 c.f.s. and the standard of a 10 yr. storm is 78 c.f.s. "Attachment A"

According to U.S.D.A. standards, the minimum depth of the railroad culvert for subsurface drains for this situation is 3.5 ft. This allows for the minimum cover of 2 feet, 0.5 feet for the tile itself and 1.0 of freeboard. (which is the difference between the bottom of the tile and the bottom of the culvert.)

Conclusion: A deeper and larger culvert pipe should be installed. The new culvert should be installed at least 1.5 feet deeper than the existing 16 inch culvert and would require a 48" diameter culvert to carry the peak flow of a 10 yr. storm. "Attachment E"

If you, or anybody from the Railroad have any questions or concerns, please contact me.

Sincerely,

A handwritten signature in black ink, appearing to read "Cary Brickner". The signature is fluid and cursive, with the first name "Cary" and last name "Brickner" clearly distinguishable.

Cary Brickner
District Manager / Drainage Coordinator

Drainage curves : Ga = 18.1 cfs. Qc = 6.4 cfs.
 Gb = 10.0 cfs. Qd = 4.2 cfs.

Culvert Evaluation

prepared for

Attachment B

DON DETTERMAN
in

Huron County, Ohio

Designer : C.B.
Date : 07/21/97

Checker _____
Date _____

EXISTING R.R.CULVERT

'n' value	= 0.012	Capacity = 12.1 cfs.
Length	= 70 ft.	
Diameter	= 16 in.	Inlet Controls
Projecting ... groove edge		
Ke = 0.25		

Elevation of headwater	= 103.3
Elevation of inlet	= 100.0
Elevation of tailwater	= 100.0
Elevation of outlet	= 99.5

Culvert Evaluation

prepared for

DON DETTERMAN
in

Huron County, Ohio

Attachment C

Designer : C.B.
Date : 07/21/97Checker _____
Date _____

EXTENDED R.R.CULVERT

"n" value = 0.012 Capacity = 9.3 cfs.
Length = 300 ft.
Diameter = 16 in. Outlet Controls
Projecting ... groove edge
Ke = 0.25

Elevation of headwater = 103.3
Elevation of inlet = 100.0
Elevation of tailwater = 100.0
Elevation of outlet = 99.5

Culvert Evaluation

prepared for

DON DETTERMAN
in

Attachment D

Huron County, Ohio

Designer : C.B.
Date : 07/21/97

Checker _____
Date _____

PROPOSED 5YR CULVERT

n' value	= 0.012	Capacity = 67.4 cfs.
Length	= 300 ft.	
Diameter	= 42 in.	Inlet Controls
Projecting ... groove edge		
Ke = 0.25		

Elevation of headwater = 104.0
Elevation of inlet = 100.0
Elevation of tailwater = 100.0
Elevation of outlet = 99.0

Culvert Evaluation

prepared for

DON DETTERMAN
in

Attachment E

Huron County, Ohio

Designer : C.B.
Date : 07/21/97Checker _____
Date _____

PROPOSE 10YR CULVERT

"n" value	= 0.012	Capacity = 104.8 cfs.
Length	= 300 ft.	
Diameter	= 48 in.	Inlet Controls
Projecting ... groove edge		
Ke = 0.25		

Elevation of headwater	= 105.0
Elevation of inlet	= 100.0
Elevation of tailwater	= 100.0
Elevation of outlet	= 99.0

STB

FD

33388

1-28-98

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GOV



New York State Office of Parks, Recreation and Historic Preservation
Western District - Genesee Region
One Letchworth State Park, Castile, New York 14427-1124

ENVIRONMENTAL DOCUMENT

716-493-3600
FAX: 716-493-5272
TDD: 716-493-3070

Bernadette Castro
Commissioner

Edward Rutkowski
District Director

January 28, 1998

Commission Chairman
Peter G. Humphrey

Re: Letter of Invitation
Letchworth State Park
High Bridge Replacement Proposal Meeting Feb.9, 1998
Norfolk-Southern Railway Corporation

Dear Interested Party:

Recently, our office was contacted by representatives of Norfolk-Southern Railroad concerning a proposal potentially impacting the High Bridge at Letchworth State Park, in Livingston County. This is an historic bridge within one of the most scenic settings in the New York State System of Parks.

The High Bridge carries railroad traffic and is currently part of the interests held by Conrail. It is our understanding that Norfolk-Southern and CSX Railroads are considering the purchase of those interests from Conrail. As part of that process they are evaluating engineering design alternatives and procedural requirements relating to replacement of the bridge elsewhere on park property.

Since the initial contact, we have identified the potential applicability of State and Federal regulations and review processes, as well as the interests of agencies at both levels of government. We have also outlined a list of issues and concerns regarding the proposal.

My purpose in writing, is to invite you to attend a meeting to discuss the High Bridge proposal and the requirements surrounding its review. The meeting has been scheduled for Monday, February 9, 1998 at 1 P.M. It will be held in the Letchworth State Park Visitor Center Conference Room. A site visit will follow the meeting.

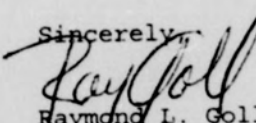
A preliminary agenda, as well as a site map and directions to the park are included for your reference. Comments on the proposed agenda are welcome.

GENESEE STATE PARK AND RECREATION REGION

I have also attached a listing of invitees. This list consists of the names of individuals with whom our staff have discussed the proposal and who we feel may be interested in participating in the meeting. Please let me know whether you are interested and, if so, whether you will be able to attend. You can contact me at (716) 493-3601.

Thank you.

Sincerely,


Raymond L. Goll
Assistant Regional Director

DLH\RLG:vs

Enclosures

cc: Albert Caccesse, Deputy Commissioner for Land Mgmt.
Edward Rutkowski, Western District Director
Henry Brodowski, Deputy District Director
Paul Battaglino, Dir. Design and Review
Ruth Pierpont, Peebles Island, Dir., Fld. Svcs. Bur.
Thomas Lyons, Environmental Management Bureau
David Herring, Associate Park Engineer

INVITEE LIST

- Mr. C. T. Goewey
Chief Engineer – Bridges and Structures
Norfolk-Southern Corporation
99 Spring Street SW
Atlanta, Georgia 30303-0142

Phone (404) 529-1408 Fax
- Mr. Leon Huang
Modjeski and Masters Inc.
P.O. Box 2345
Harrisburg, Pennsylvania 17105

Phone (717) 790-9565 Fax (717) 790-9564
- Mr. Barry Wharton
Cultural Resources Task Manager
HDR Engineering
5100 West Kennedy Blvd.
Suite 300
Tampa, Florida 33609

Phone (813) 282-2360 Fax (813) 282-2430
- Mr. Paul McGinley
Historic Preservation Planner
McGinley-Hart and Associates
77 North Washington Street
Boston, Mass. 02114

Phone (617) 227-8316 Fax (617) 227-2932
- Ms. Vicky Rutson
Surface Transportation Board
Section of Environmental Analysis
1925 K Street NW
Suite 500
Washington, DC 20423

Phone (202) 565-1545 Fax (202) 565-9000

HDR Engineering

- Mr. John Morton
Project Manager
1104 King St., Suite 400
Alexandria, Virginia 22306

Phone (703) 518-8500 Fax (703) 518-8686

- Mr. John Wiser
Surface Transportation Board
Central Administrative Unit
1925 K Street NW
Suite 500
Washington, DC 20423

Phone (202) 955-1430 x 203 Fax (202) 955-1436

- Mr. William Harris
Director of Environmental Protection
Norfolk Southern Corporation
110 Franklin Road SE - Box 13
Roanoke, Virginia 24024

Phone (540) 981-4154 Fax (540) 981-4651

- Mr. Dan Shinn
Burns and McDonald
9400 Ward Parkway
Kansas City, Missouri 6414_

Phone (816) 333-9400 Fax (816) 333-3690

- Mr. Robert I. Sherarer
Division of Regulatory Affairs
New York State Department of Environmental Conservation
6274 Avon-East Lima Road
Avon, New York 14414

Phone (716) 226-2466 Fax (716)

- Mr. Paul Leuchner
Department of the Army
Buffalo District, Corps of Engineers
1776 Niagara Street
Buffalo, New York 14207-3199

Phone (716) 879-4313 Fax (716) 879-

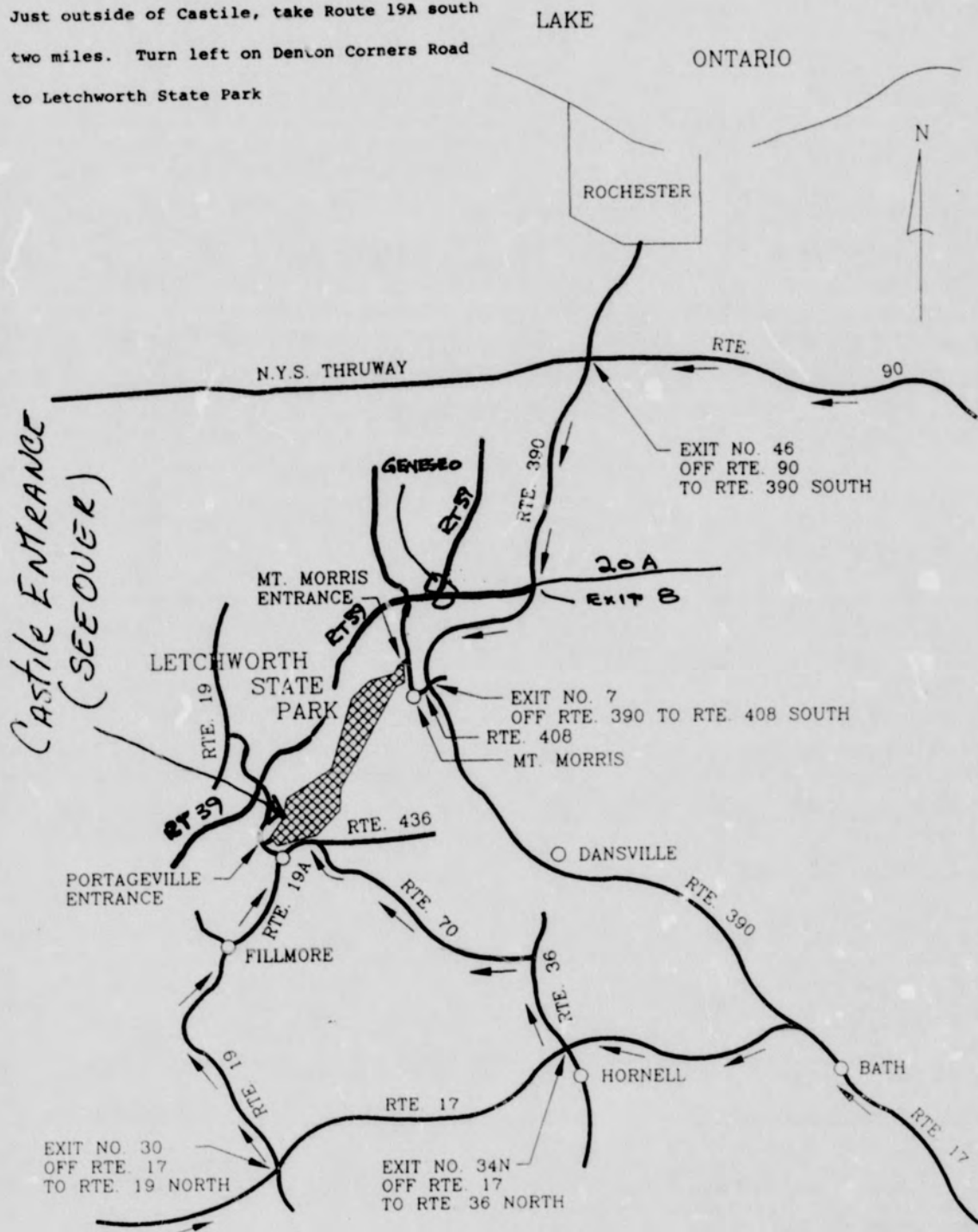
Draft Agenda
High Bridge Meeting
Letchworth State Park
2/9/98

1:00	Welcome and Introductions	Ray Goll, Regional Director Genesee Region
1:10	Overview of Letchworth SP and High Bridge	Jayne McLaughlin Facility Manager
1:25	Overview of Proposal including Need	Norfolk Southern Representative
1:40	Alternatives Considered	Norfolk Southern Representative
1:50	Federal Environmental Review	NSTB Representative
2:00	State Environmental Review	Tom Lyons, Director Environmental Management Bureau
2:10	Historic Preservation Review	Elisabeth Johnson Field Services Bureau
2:20	Other Considerations:	All
	Applicability of Alienation/Conversion	
	Wild Scenic River designation	
	Type of permits, approvals, agreements	
	Biological/cultural surveys	
	Existing and future engineering reports/studies	

2:50	Site Visit	

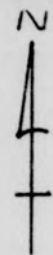
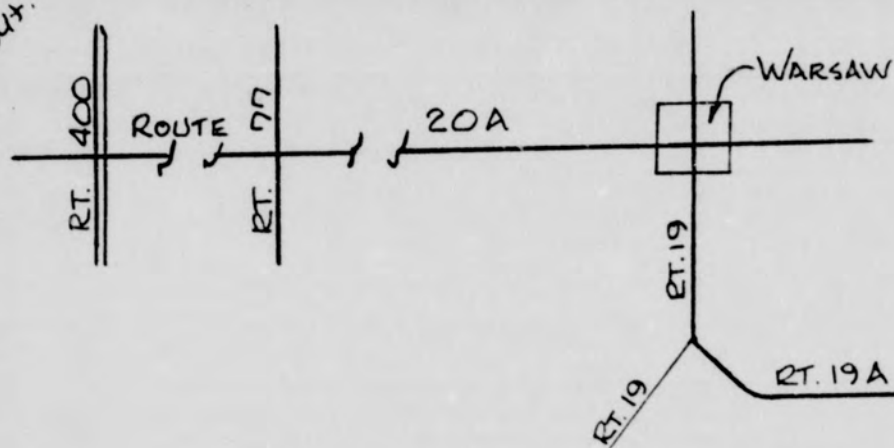
3:30	Next Steps (back at meeting room)	
4:00	Meeting Ends	

Coming from Rochester, take 390 S to Exit 8
 Take Rt 20A west to Geneseo; Follow 20A to
 Rt 39 west through Perry, through Castile.
 Just outside of Castile, take Route 19A south
 two miles. Turn left on Denton Corners Road
 to Letchworth State Park

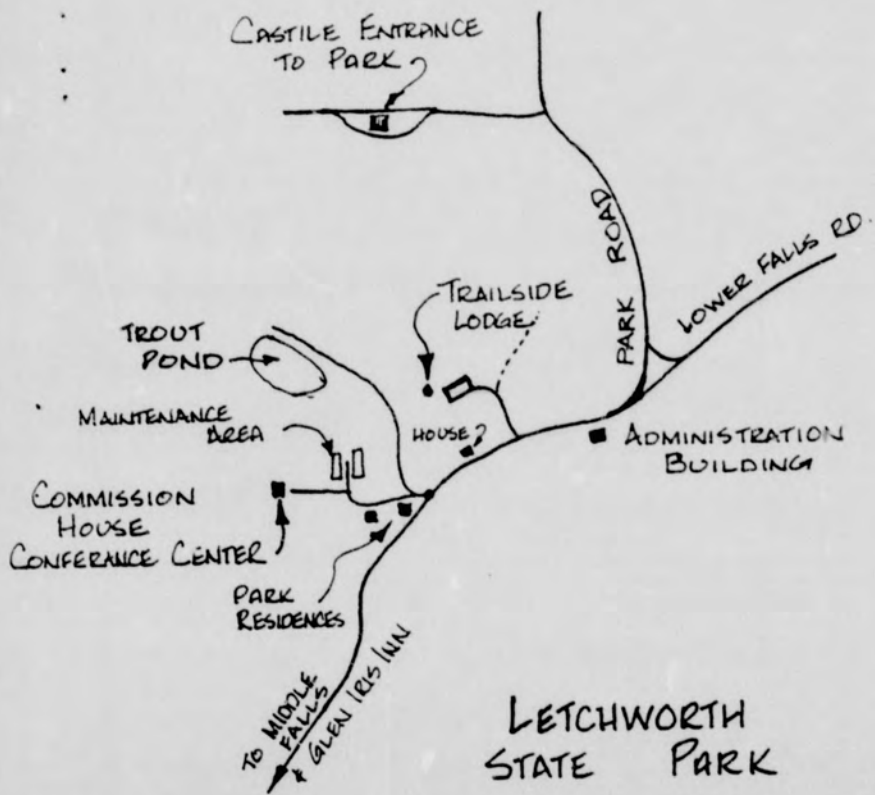
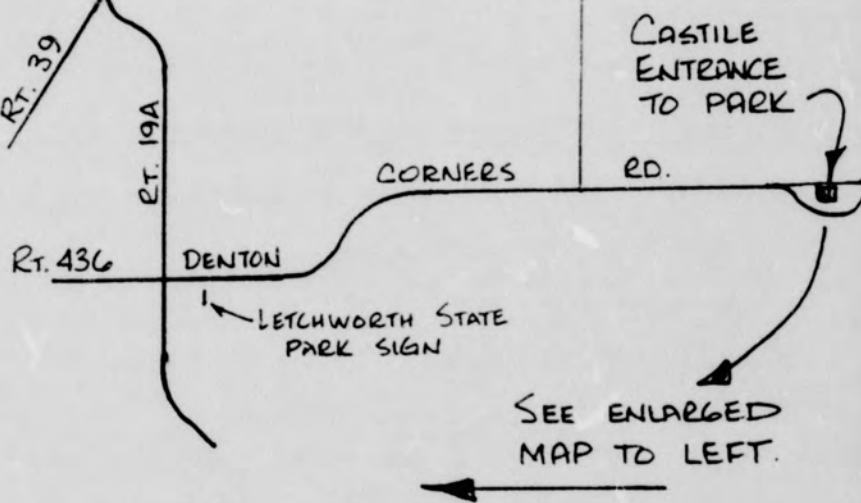
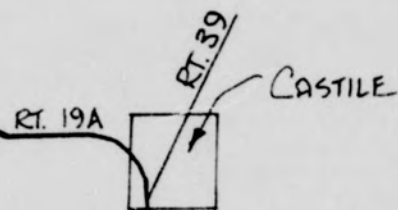


SUGGESTED ROUTES
 TO
 LETCHWORTH STATE PARK

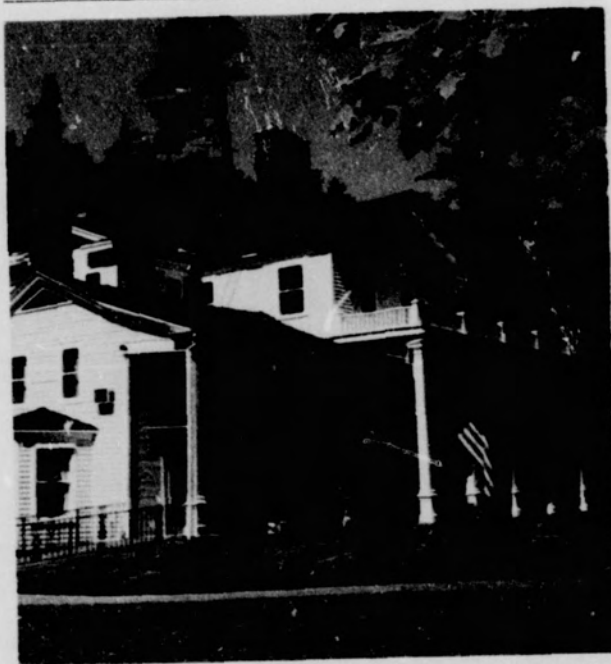
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ROUTE TO
LETCORTH STATE PARK
CASTILE ENTRANCE
FROM
RT. 400 - EAST AUREA
(Buffalo area)



THE
GLEN
IRIS INN
& RESTAURANT



AT
**LETCHWORTH
STATE PARK**

LETCHWORTH STATE PARK

Letchworth State Park comprises 14,350 acres of scenic magnificence along the Genesee River, just 35 miles south of Rochester, New York. The precipitous walls of the Genesee Gorge, the river winding below, the plunge and spray of dramatic waterfalls, and the lush forest all contribute to make the park one of the most notable examples of waterfall and gorge scenery in the eastern United States. Within the park, the Genesee River roars over three major waterfalls, one of which is 107 feet high. Each year the river cuts deeper into the dramatic cliffs, some of which approach 600 feet in height. Letchworth may be entered at Mount Morris, Perry, Castile and Portageville.

PARK OFFICE TELEPHONE 716-493-3600

PARK FACILITIES Letchworth offers numerous leisure-time pursuits. There are cabins, campsites, a swimming pool, fishing areas, winter sport facilities, and inviting hiking trails to scenic vistas. Letchworth boasts two restaurants, fine dining at the Glen Iris Inn and casual dining at the Lower Falls Restaurant. Snack bars are conveniently located throughout the park.

CAMPING The park has 270 electric campsites at the Highbanks Tent & Trailer Area. Amenities include bathroom/shower buildings, camp store, laundry, and recreation hall. The camping area is open from mid-May to mid-October. Groups (non-profit organizations) may use a 30-site primitive camping area.

CABINS Letchworth has 82 cabins ranging from simple, rustic one-room cabins to 3-room, wood-paneled cabins. Cabins are rented from mid-April to mid-December.

RESERVATIONS Cabins and campsites are available by calling MISTIX at 1-800-456-2267. Unreserved cabins/campsites are available on a first-come first-served basis.

PARK ACTIVITIES Letchworth offers nature, history and performing arts programs, guided walks and tours, summer lecture series, and camper recreation programs. Special events include Earth Day, Native American Heritage Day and the Letchworth Arts and Crafts Show. All programs are free of charge. Winter activities include cross-country skiing, snowmobiling, ice skating, snow tubing and horse drawn sleigh rides.

PARK GEOLOGY Millions of years of geological history are evident in the rock formations throughout the park. There are shales and sandstones formed during the Devonian period under shallow interior seas. Tens of millions of years of erosion wore away great depths of the rock, forming river valleys. These valleys were then changed by glaciers which buried some areas with large masses of sand and gravel. Three winding deep canyons separated by broader, wooded valleys within Letchworth State Park are the product of the Genesee River detouring around blocked sections of earlier riverbeds.

LETCHWORTH STATE PARK SOUTH END



THE GLEN IRIS INN TODAY

Today William Pryor Letchworth's home is open for fine dining and overnight accommodations in the style of an old-fashioned country inn. The Inn, which has welcomed the public since 1914, is open seven days a week from Good Friday, April 1, to Sunday, October 30, 1994. In addition to enjoying the spectacular view of Middle Falls, guests will appreciate the Inn's library, fireplaces and Victorian gift shop.

The restaurant at Glen Iris has achieved widespread acclaim for its contemporary cuisine. Open to all park visitors, the full service restaurant serves three meals daily. Each season the Inn offers a calendar of special events: dinner theater, musical entertainment, antique and art shows and holiday celebrations. Catering services may be arranged for special events, family reunions, wedding celebrations and corporate parties ranging from informal picnics to elegant soirees.

Whether you're coming for lunch, dinner, or an overnight stay, the Glen Iris Inn and Pinewood Lodge (efficiency units located a short distance from the Inn) will provide a memorable experience.

1994/95 SEASON ROOM RATES

Based on double occupancy -

Rooms at Inn.....	\$70.00
Suites at Inn.....	\$125.00 - 135.00
Rooms at Pinewood Lodge w/kitchen, no utensils.....	\$60.00
each additional person.....	\$ 7.50

A \$30.00 deposit is required for each room. If cancellation is necessary, deposit returned only upon rental of room. Check-in time after 2:00 p.m. and check-out by noon. No pets allowed.



FINGER LAKES TRAILS for your marked required banks of will lead should create should areas. the river end take go to the river back. E prohibi trails se equip parked

LEARN ABOUT LET views of the river. Overn are prohibited on the FLT. cational evening at our July and August at 7:30

STEP-ON GUIDE SI through the park stoppi entertaining stories about inhabitants and natural

LETCHWORTH PE evening of family fun music and dance, jazz, during July and August Wednesday evenings at 11:00 a.m. and 6:00 p.m.

THE GENESSEE NAT Genesee Naturalist, pr grams and local nature the Letchworth State P

- TR
- (* ha
- 1 Gorge
- 2 Mary
- 2A Hemil
- 3 Pond
- 4 Birch

LETCHWORTH STATE PARK NORTH END

1994/95 SEASON ROOM RATES

Based on double occupancy -

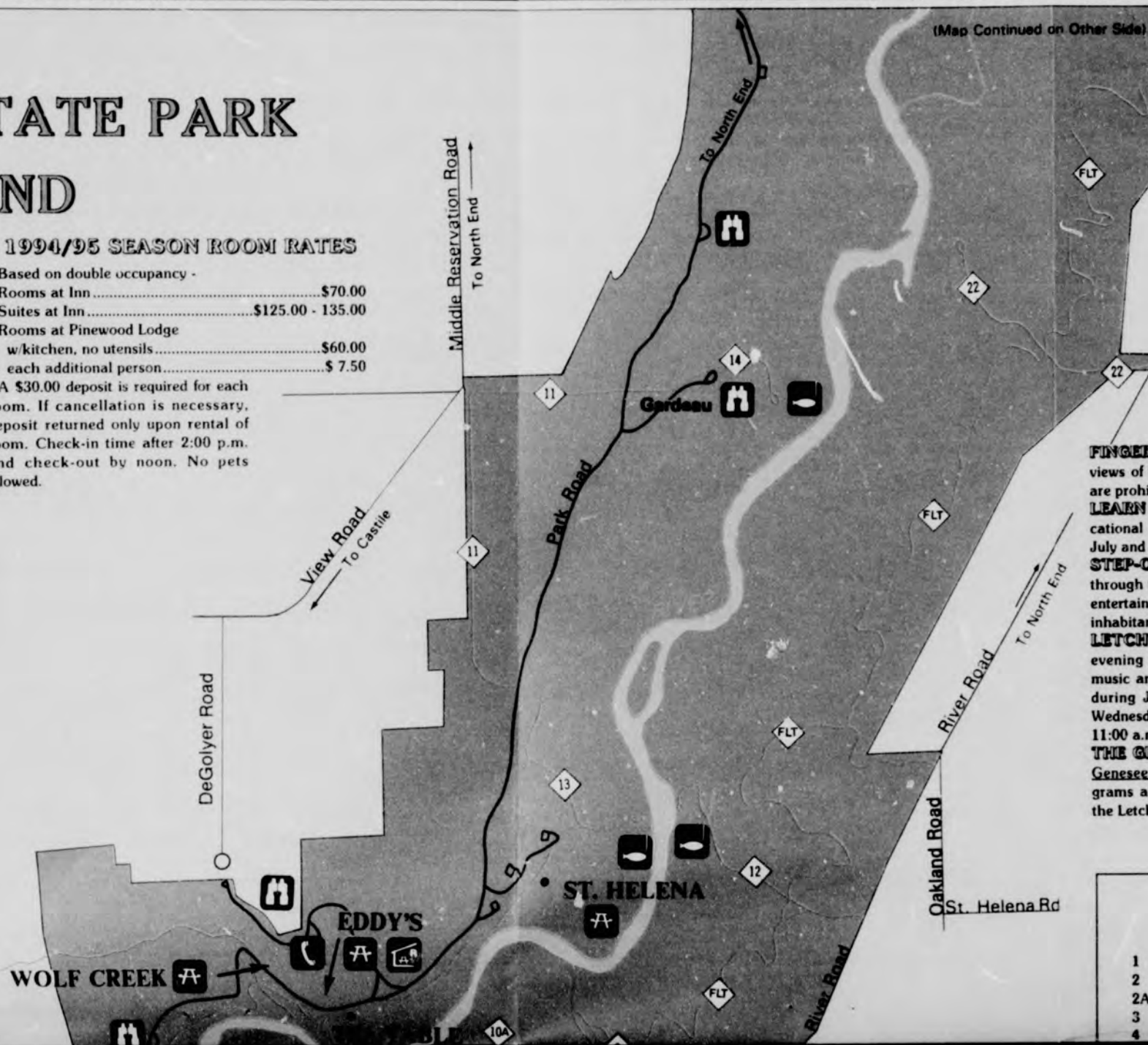
Rooms at Inn	\$70.00
Suites at Inn	\$125.00 - 135.00
Rooms at Pinewood Lodge	
w/kitchen, no utensils	\$60.00
each additional person	\$ 7.50

A \$30.00 deposit is required for each room. If cancellation is necessary, deposit returned only upon rental of room. Check-in time after 2:00 p.m. and check-out by noon. No pets allowed.

fine dining
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view of
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full service
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TRAILS Trails (red on the map) are available for your enjoyment year round. Trails are marked with yellow blazes. Trail users are required to stay on trails and not to climb gorge banks or cliffs. Violation of the no climbing rule will lead to arrest. During the winter, trail users should contact the office when snow and ice create unusual conditions. Horseback riders should contact the office for directions to special areas. Only trail 6A (Footbridge Trail) crosses the river. Some trails that show a loop on the end take the hiker to a special vista. Some trails go to the river flats so hikers can travel along the river edge to another trail or simply double back. Entering the water of the Genesee River is prohibited throughout the park. Many of the trails serve as fire lanes for access by emergency equipment. Please do not block trails with parked vehicles.

FINGER LAKES TRAIL (FLT) The 24-mile trail offers unusual views of the river. Overnight camping, motor vehicles, and horses are prohibited on the FLT.

LEARN ABOUT LETCHWORTH Spend an enjoyable and educational evening at our summer lecture series. Tuesday evenings July and August at 7:30 at the Glen Iris Inn.

STEP-ON GUIDE SERVICE Our guide leads your bus group through the park stopping at several of the overlooks, and sharing entertaining stories about Letchworth Park, its fascinating history, inhabitants and natural beauty.

LETCHWORTH PERFORMING ARTS SERIES Enjoy an evening of family fun under the stars at our free multi-cultural music and dance, jazz, and pops performances. Concerts are held during July and August at the Highbanks Recreation Area on Wednesday evenings at 7:30 p.m. Children's concerts are offered at 11:00 a.m. and 6:00 p.m.

THE GENESSEE NATURALIST A quarterly nature booklet, *The Genesee Naturalist*, provides information about interpretive programs and local natural history. You may pick up a free copy at the Letchworth State Park Office.

TRAIL INFORMATION

(* has sections not usable in winter)

1	Gorge	Mod	7.00 mi.
2	Mary Jemison	Easy	2.50 mi.
2A	Hemlock	Mod	2.50 mi.
3	Pond	Easy	0.75 mi.
4	Birch	Easy	0.75 mi.

PARK GEOLOGY Millions of years of geological history are evident in the rock formations throughout the park. There are shales and sandstones formed during the Devonian period under shallow interior seas. Tens of millions of years of erosion wore away great depths of the rock, forming river valleys. These valleys were then changed by glaciers which buried some areas with large masses of sand and gravel. Three winding deep canyons separated by broader, wooded valleys within Letchworth State Park are the product of the Genesee River detouring around blocked sections of earlier riverbeds.

GENERAL INFORMATION

Complete Park Rules and Regulations are posted throughout the park and at the Park Office.

CARRY-IN-CARRY HOME In order to increase people's awareness of the growing problem of solid waste disposal and help reduce our operating costs, Letchworth State Park is a "Carry-in - Carry Home" park. This means that everything you bring into the park (carry in) you are required to take home with you (carry home). This includes all trash and garbage.

EMERGENCIES For assistance, call 911 or 658-4692. All accidents must be reported immediately to the Park Police or Park Manager.

ALCOHOLIC BEVERAGES Permits are required for groups bringing alcoholic beverages into the park. Alcoholic beverage permits are not issued from April 1 - Memorial Day.

SWIMMING Swimming is permitted in the swimming pool only when lifeguards are on duty. Swimming in the Genesee River is prohibited.

SPEED LIMITS Posted speed limits are enforced for the safety of all. They must be strictly observed.

FIRES Please help protect Letchworth; build fires only in grills or fireplaces.

PETS Household pets are permitted if confined on a leash not exceeding six feet in length. Certificate of rabies inoculation is required for pets. All pets are prohibited from pool and cabin areas, Pinewood Lodge and Glen Iris Inn.

FIREARMS Firearms are not permitted in New York State parks except during special hunting seasons by park permit.

HISTORICAL HIGHLIGHTS

Overlooking the magnificent Middle Falls of the Genesee River, the Glen Iris Inn is surrounded by the spectacular natural beauty of Letchworth State Park, the "Grand Canyon of the East".

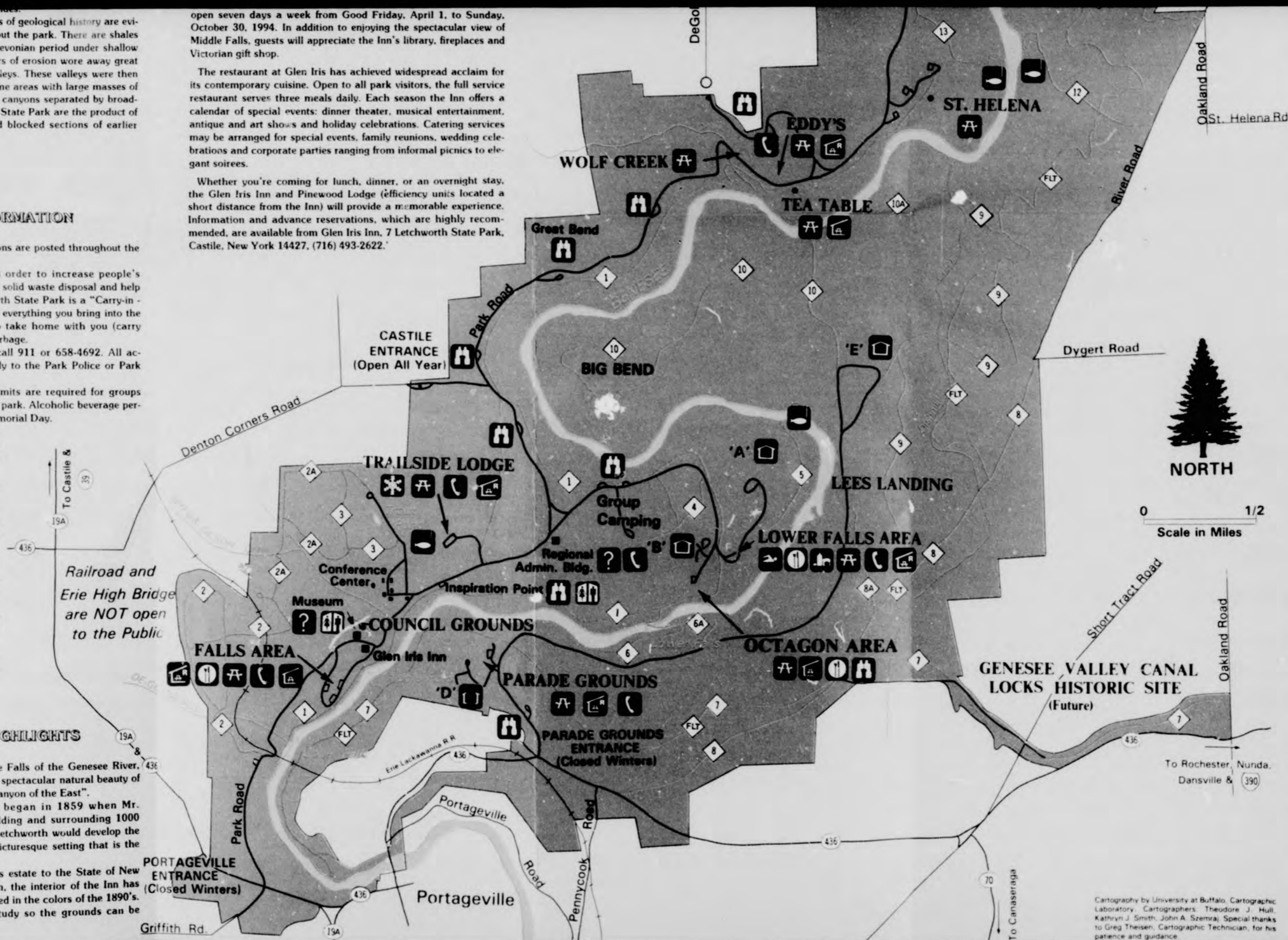
The real story of the Glen Iris began in 1859 when Mr. Letchworth first purchased the building and surrounding 1000 acres. Over the next fifty years Mr. Letchworth would develop the Glen Iris and the grounds into the picturesque setting that is the centerpiece of Letchworth State Park.

In 1907, Mr. Letchworth deeded his estate to the State of New York. As part of an ongoing program, the interior of the Inn has been restored and the exterior repainted in the colors of the 1890's. The landscape is currently under study so the grounds can be restored to their original beauty.

open seven days a week from Good Friday, April 1, to Sunday, October 30, 1994. In addition to enjoying the spectacular view of Middle Falls, guests will appreciate the Inn's library, fireplaces and Victorian gift shop.

The restaurant at Glen Iris has achieved widespread acclaim for its contemporary cuisine. Open to all park visitors, the full service restaurant serves three meals daily. Each season the Inn offers a calendar of special events: dinner theater, musical entertainment, antique and art shows and holiday celebrations. Catering services may be arranged for special events, family reunions, wedding celebrations and corporate parties ranging from informal picnics to elegant soirees.

Whether you're coming for lunch, dinner, or an overnight stay, the Glen Iris Inn and Pinewood Lodge (efficiency units located a short distance from the Inn) will provide a memorable experience. Information and advance reservations, which are highly recommended, are available from Glen Iris Inn, 7 Letchworth State Park, Castile, New York 14427, (716) 493-2622.



THE GENESSEE NATURALIST provides information on local natural history and the Letchworth State Park.

TRAIL

- | Trail Number | Trail Name |
|--------------|--------------|
| 1 | Gorge |
| 2 | Mary Jemison |
| 2A | Hemlock |
| 3 | Pond |
| 4 | Birch |
| 5 | Lee's Land |
| 6 | Portage |
| 6A | Foot Bridge |
| 7 | Genesee V |
| 8 | River Road |
| 8A | Blue Jay |
| 9 | Dishmill |
| 10 | Big Bend |
| 10A | Trillium |
| 11 | Deer Run |
| 12 | Seneca |
| 13 | St. Helena |
| 14 | Gardeau |
| 15 | Smokey H |
| 16 | Bear Holl |



WILLIAM PRYOR

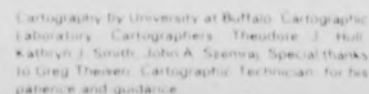
Located in the southern part of the park, the excellent starting place for the trail is the Glen Iris Inn.

Opened in 1913, the park contains many artifacts, collected by William Pryor, including early photographs of the evolution of Mr. Letchworth's state park we enjoy today.

On a ridge behind the Indian Council House and the region's turbulent history preserved by Mr. Letchworth, the Seneca culture is preserved.

Cartography by University at Buffalo, Cartographic Laboratory. Cartographers: Theodore J. Hull, Kathryn J. Smith, John A. Szemraj. Special thanks to Greg Theisen, Cartographic Technician, for his patience and guidance.

and through the use of a wide range of different materials and techniques, a remarkable experience which are highly recommended. **Lightworth State Park**, 100000.

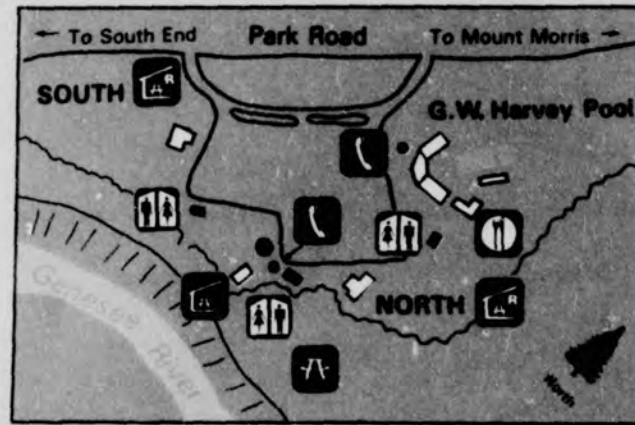


On a ridge behind the Glen Iris Inn stands a restored Seneca Indian Council House and the grave of Mary Jemison, a reminder of the region's turbulent history. The log structures located here were preserved by Mr. Letchworth as part of his ongoing endeavors to preserve the Seneca culture.

LETCORTH STATE PARK NORTH END

Genesee State Park and Recreation Region
1 Letcorth State Park
Castile, New York 14427-1124

716-493-3600



Highbanks Recreation Area

MOUNT MORRIS DAM AREA

Highbanks Recreation Area
(See Inset)

FEDERAL RESERVATION

Mount Morris

TRAIL INFORMATION

(* has sections not usable in winter)

17	Big Flats	Mod	1.25 mi.
18	Kisil Point	*Mod	1.75 mi.
19	Gibsonville	Easy	0.50 mi.
19A	Chipmunk	Mod	0.25 mi.
20	Highbanks	*Easy	2.75 mi.
21	Powerline	Mod	0.75 mi.
22	Sycamore	Mod	0.75 mi.
FLT	Finger Lakes	Mod	21.50 mi.

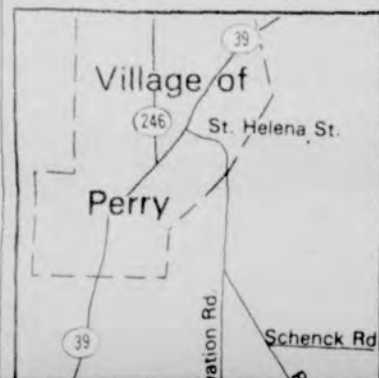
Easy - relatively flat
Mod. - some steep slopes

LEGEND

- Picnic Area -- includes picnic facilities, restrooms, drinking water, & parking.
- Information
- Restrooms
- Public Pay Phones
- Scenic Overlook
- Swimming
- Campground



Genesee Region State Parks



PERRY ENTRANCE

MOUNT MORRIS DAM ENTRANCE
(Closed Winters)

HIGHBANKS TENT & TRAILER CAMPING

STB

FD

33388

11-5-97

K

PUBLIC

September 23, 1997

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

ENVIRONMENTAL
DOCUMENT



Dear Sirs:

OUR CHILD

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

Lakewood Hospital, the closest and largest fire department and the Police station are all located south of the tracks. Thus, a stopped or slow moving freight train could prevent emergency services from reaching our children in an acceptable length of time. This delay could cost a child their life. It could be my child. This is why I feel strongly against NS increasing rail traffic by three time or more. It may be more. Mr. Pat McCune, VP, Public Affairs for NS Corporation, said he could not guarantee that rail traffic would not exceed the railroad's proposed average of 31 to 36 trains per day. As NS's business increases it is more than likely the above numbers of trains through Lakewood and the West Shore area will increase also. This is not acceptable.

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


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

Other issues of strong concern are:

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

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

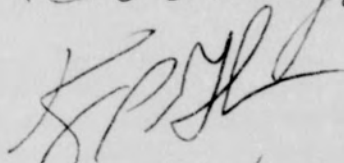
Sincerely,


Deidre Lakin

OVER

ALSO NOTE THAT WE HAVE A GIRL'S PRIVATE
HIGH School, AN ELEMENTARY PRIVATE School,
A 2ND Public GRADE school, AND TWO
MIDDLE schools ALL NORTH OF THE TRACKS.

Finally, there is a 2ND SET OF
RAILROAD tracks that RUN ALONG THE SOUTH
EDGE OF THE CITY AND THROUGH AN INDUSTRIAL
AREA. THESE ARE CURRENTLY OWNED BY
CONRAIL, which is the company that
NORFOLK - SOUTHERN will be buying. With
A slight ADJUSTMENT, this RAIL TRAFFIC
COULD TRAVEL ON THAT SET OF TRACKS

Thank you

KEVIN GALVIN
1259 COOK
LAKEWOOD OH. 0
44107

STB

FD

33388

11-7-97

K

CITIES



ENVIRONMENTAL
DOCUMENT



PRESIDENT OF THE BOROUGH OF BROOKLYN

BOROUGH HALL 209 JORALEMON STREET, BROOKLYN, N.Y. 11201

1-718/802-3700
FAX: 1-718/802-3778

HOWARD GOLDEN
PRESIDENT

November 3, 1997

Ms. Elaine K. Kaiser
Chief, Section of Environmental Analysis
Surface Transportation Board
Office of the Secretary
Case Control Unit
Finance Docket #33388
Environmental Filing
1925 K Street NW
Washington, DC 20423-0001

Dear Ms. Kaiser:

I am writing to submit comments to the Surface Transportation Board on the proposed sale of the ConRail freight transport system to two national rail freight carriers, the CSX Corporation and the Norfolk Southern Corporation. This event could have potentially serious impacts on the transportation infrastructure of the northeast and mid-Atlantic states, the future development of the Port of New York, and the economy of this metropolitan area.

As President of the Borough of Brooklyn, I am concerned therefore that the Draft Environmental Impact Statement (DEIS), which is being prepared by the Board's Section of Environmental Analysis (SEA) was not the subject of a public scoping process. Such a process, as well as a better publicized public comment procedure, would have afforded the citizens of Brooklyn and other affected areas the opportunity to provide input to the scope and the identification of critical issues to be addressed by the DEIS.

I am also concerned about the environmental and transportation impacts of the ConRail break-up and privatization.

ConRail is the largest rail freight provider in the Northeast and serves the New York metropolitan area, the largest consumer market in the United States. Although it was created by Congress to restructure



Ms. Elaine Kaiser
November 3, 1997
Page 2

and invigorate rail service in the Northeast, New York City and Long Island have become almost totally dependent on trucks for the movement and delivery of goods. This has had serious impacts on the area's economy, environment, highway conditions, public health and quality of life.

The ConRail sale has potentially major implications for economic development, job creation and job retention in Brooklyn and the region. The goods movement aspects of this action may significantly affect consumer costs in this area, and may directly or indirectly contribute to traffic congestion and pollution burdens in the city. Therefore, any proposed redistribution of ConRail assets must include provisions to increase rail freight access to the New York City area. It is vital to Brooklyn and New York's economic health that rail freight play a larger role in our transportation infrastructure.

The viability and maintenance of this infrastructure will be significantly affected by this sale. As a result of the divestiture, each buyer will receive roughly half of ConRail's track miles, while both railroads will retain joint access to ConRail track between Philadelphia and the Greenville yards in Jersey City. CSX will be the major north-south railroad in the New York City-Albany-Buffalo corridor, and Norfolk Southern will be the major east-west railroad serving New York City.

Although both railroads want to compete aggressively with trucks nationally and also want the benefits of serving the Brooklyn, New York City and Long Island markets, they do not appear ready or willing to shoulder the burden of providing freight services or facility improvements needed to serve the market on the east side of the Port of New York.

To reverse the trend of the past 20 years, rail freight service to Brooklyn and New York City must be enhanced as a condition of the sale of ConRail assets, in accordance with a comprehensive area-wide rail-freight transportation plan. To that end:


- o The sale of ConRail should be completed without delay or disruption to the region's rail freight operations or improvements.
- o The sale should be structured to create a competitive, balanced system with seamless access to other transcontinental railroads, instead of a privatized version of the old monopoly. To achieve this, both carriers should retain New York City access through track rights to the east and west side of the Port of New York.

Ms. Elaine Kaiser
November 3, 1997
Page: 3

- o Contracts reassigning ConRail assets and services should require freight rates to be subject to competition. Furthermore, a single shipping rate must be maintained for delivery of goods to either side of the Port of New York. Without a Unified Port Tariff, the New York side of the Port would remain at a perpetual competitive disadvantage.
- o The reconfigured carriers should be obligated to provide or preserve necessary links and spurs to regional rail connections generally, and across the Port of New York, to Brooklyn specifically, including to the proposed cross harbor rail tunnel.
- o The assignment contracts should mandate the retention of rail freight capability across the Port of New York by the rail roads, directly to the New York City and Long Island markets, free of state and local subsidies.
- o The current inefficiency of the Cranford, New Jersey; Greenville, New Jersey; and Selkirk, New York connections must be corrected to increase the rail freight market share of cargo shipments into New York City.
- o The Federal Railway Administration (FRA), New York State, the Port Authority, New York City and other surrounding jurisdictions should be required to develop and implement a comprehensive regional rail freight plan, with possible use of funds from the Intermodal Surface Transportation Efficiency Act (ISTEA), identifying needed infrastructure and operational improvements within the city and the Borough of Brooklyn.
- o As part of such a plan, FRA, the Port Authority, the state and city should pursue the formation of partnerships to formulate and implement the cross-harbor rail tunnel and other improvement alternatives.

As an elected official with constituents who may be affected significantly by the ConRail sale, I look forward to the opportunity to review and comment on the pending DEIS. I also look forward to working with you in the future on this and other issues of importance to the people of Brooklyn, the City of New York and New York State.

Sincerely,


Howard Golden

Ms. Elaine Kaiser
November 3, 1997
Page 4

cc: Hon. Patrick Moynihan, Senator
Hon. Jerrold Nadler, Congressman
Joseph Boardman, Commissioner
State Department of Transportation
Richard Maitino, Regional Director
State Department of Transportation
Charles Millard, President, EDC
Shirley Jaffe, Senior Vice President, EDC
Seth Kaye, Mayor's Office of Transportation
Floyd Lapp, Department of City Planning

STB

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33388

10-30-97

K

GOV



Southwest Florida Regional Planning Council

4980 Bayline Drive, 4th Floor, N. Ft. Myers, FL 33917-3909 (941) 656-7720

P.O. Box 3455, N. Ft. Myers, FL 33918-3455 SUNCOM 749-7720

FAX 941-656-7724

October 27, 1997

Ms. Elaine K. Kaiser, Env. Proj. Director
Office of the Secretary - Case Control Unit
Finance Docket No. 33388
1925 K Street, N.W.
WASHINGTON, DC 20423-0001

ENVIRONMENTAL
DOCUMENT



RE: IC&R Project #97-382
State Clearinghouse #FL9707090579CR

Surface Transportation Board - Final Scope of the EIS - Surface Transportation Board Finance Docket No. 33388 - CSX Corporation and CSX Transportation, Inc., Norfolk Southern Corporation and Norfolk Southern Railway Company - Control and Operating Leases/Agreements - Conrail, Inc. and Consolidated Rail Corporation - Florida.

Dear Ms. Kaiser:

The staff of the Southwest Florida Regional Planning Council reviews various proposals, Notifications of Intent, Preapplications, permit applications, and Environmental Impact Statements for compliance with regional goals, objectives, and policies, as determined by the Strategic Regional Policy Plan. The staff reviews such items in accordance with the Florida Intergovernmental Coordination and Review Process (Chapter 29I-5, F.A.C.), and adopted regional clearinghouse procedures.

These designations determine Council staff procedure in regards to the reviewed project. The four designations are:

Less Than Regionally Significant and Consistent no further review of the project can be expected from Council.

Less Than Regionally Significant and Inconsistent Council does not find the project of regional importance, but will note certain concerns as part of its continued monitoring for cumulative impact within the noted goal area.

Regionally Significant and Consistent project is of regional importance, and appears to be consistent with Regional goals, objectives, and policies.



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Recycled Paper

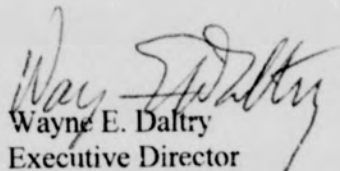
To: Ms. Elaine K. Kaiser, Env. Proj. Director . . .
Date: October 27, 1997
Re: SWFRPC #97-382
Page: 2

Regionally Significant and Inconsistent project is of regional importance and does not appear to be consistent with Regional goals, objectives, and policies. Council will oppose the project as submitted, but is willing to participate in any efforts to modify the project to mitigate the concerns.

The above referenced document has been reviewed by this office, based on the information contained in the document, and on local knowledge, has been found No Impact on our Region with adopted goals, objectives, and policies of the Strategic Regional Policy Plan. Should you or any other party request this finding to be reconsidered, please contact Nichole Gwinaett, IC&R Coordinator, with this request, or any questions concerning staff review of this item. This recommendation will be discussed at the next scheduled Council meeting. Should Council action differ from the staff recommendation, you will be notified.

Sincerely,

SOUTHWEST FLORIDA REGIONAL PLANNING COUNCIL


Wayne E. Daltrey
Executive Director

WED/NLG

cc: Keri Akers, Florida State Clearinghouse

STB

FD

33388

10-29-97

K

CITIES

**ENVIRONMENTAL
DOCUMENT**

COMMISSIONERS OF JACKSON COUNTY

OFFICE OF

CENTRAL ADMINISTRATIVE UNIT

REC'D: 10/30/97

DOCUMENT # 11/10/97 1:56:31 PM

BOARD OF COMMISSIONERS

DAN ROBINSON, Chairman and County Manager
GEORGE HOOPER, Vice Chairman
J.K. COWARD, JR.
CHARLES ELDERS
PADGETT MCCOY



401 GRINDSTAFF COVE ROAD
SYLVA, NORTH CAROLINA 28779
(704) 586-4055
FAX (704) 586-7528



October 24, 1997

**Ms. Elaine K. Kaiser
Environmental Project Director
Environmental Filing
Office of the Secretary
Case Control Unit
Finance Docket No.33388
1925 K Street, N.W.
Washington, DC 204423-0001**

Dear Ms. Kaiser:

I do not wish to receive a copy of the Draft EIS.

Respectfully,

Dan Robinson

**Dan Robinson
Chairman & County Manager**

*Removed
10/31/97
AR*

**ENVIRONMENTAL
DOCUMENT**

STB

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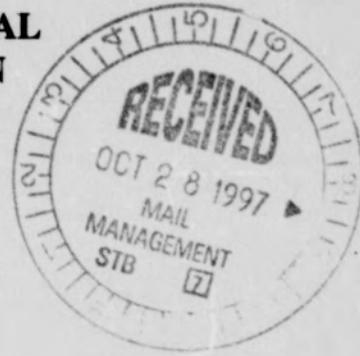
10-28-97

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CITIES

**WEST MICHIGAN REGIONAL
PLANNING COMMISSION**

**ENVIRONMENTAL
DOCUMENT**



October 15, 1997

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

Dear Ms. Kaiser:

The WMRPC does not wish to receive a copy of the Draft or Final EIS for the CSX/Norfolk Southern consolidation application. However, we would like a copy of the Executive Summary of these documents if it becomes available.

Effective November 1st, our address will be 820 Monroe NW, Suite 214, Grand Rapids, MI 49503. If you have any questions regarding this request please feel free to call me at (616) 774-8400.

Thank you,

A handwritten signature in cursive script that reads "Joyce Tuharsky".

Joyce Tuharsky, AICP
Director

STB FD

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10-28-97

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CITIES



**Rocky River
School District**

Educational Services Center

21600 Center Ridge Road
Rocky River, Ohio 44116 • 3980
216 • 333-6000
FAX 356 • 6014

Dennis L. Allen, Ed.D.
Superintendent of Schools

Cathy E. Dietlin, Ph.D.
Assistant Superintendent

Ted Blank
Executive Director
Human Resource & Support Services

Stephen A. Vasek
Treasurer

Board of Education

James D. Schieda, D.D.S.
President

Bridget Flannery
Vice-President

M. Kathleen Armstrong
Andrew D. Bemmer
Fred M. DeGrandis

ENVIRONMENTAL DOCUMENT

October 22, 1997



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

To Whom It May Concern:

As a concerned school district we believe that an increase in daily freight train traffic would create health and safety concerns for our students. Therefore, the Rocky River City School District adopted the enclosed resolution on October 14, 1997, and request that you deny Norfolk Southern and CSX Transportation's joint acquisition of Conrail Inc.

Sincerely,

Dennis L. Allen
Superintendent of Schools

DLA/dk

Enclosure

ROCKY RIVER CITY SCHOOL DISTRICT
Office of the Superintendent of Schools

BOARD OF EDUCATION MEETING
7:30 p.m. Tuesday, October 14, 1997
Board Room, Educational Services Center
21600 Center Ridge Road

ADDENDUM

B. SUPERINTENDENT'S REPORT

9. Resolution to Oppose an Increase in Train Traffic

WHEREAS, the Norfolk Southern (NS) and CSX Transportation are proposing joint acquisition of Conrail Inc. and plan to increase the number of freight trains through the northwestern suburbs from 14 a day to 38 a day; and

WHEREAS, an increase in daily freight train traffic would create safety concerns for the students of Rocky River who walk to and from school and must cross the train tracks at several intersections within the city; and

WHEREAS, concerns regarding the safety of our students and staff members who ride buses over and near the train tracks as well as those parents who drive students to and from school would be greatly increased if train traffic were to nearly triple over its current rate; and

WHEREAS, increased freight train traffic would create health and safety concerns for our students if police, fire or paramedic runs to our schools would have to be rerouted around congested railroad tracks. The extra minutes it could take to reach our schools could have a life and death impact on our students and staff; and

WHEREAS, an increase in rail traffic would have a negative impact on property values which directly impacts the school district's operating budget and our ability to provide quality education to our students; and

WHEREAS, an increase in daily freight train use would create environmental concerns regarding noise and air pollution as well as on-going disruptions to the learning process within our schools; and

WHEREAS, concerns over health and safety due to potential increase in the transporting of hazardous materials which in case of derailment would necessitate the evacuation of our schools within two to four miles of the tracks;

NOW, THEREFORE BE IT RESOLVED by the Rocky River Board of Education that the Board opposes the acquisition of Conrail, Inc. by Norfolk Southern and CSX Transportation, which would result in increased rail traffic through our community and increased safety risks to the students of Rocky River; and

BE IT FURTHER RESOLVED that the Board encourages other area School Boards and local PTAs to take similar action to send a clear message to the Federal Surface Transportation Board before they take action to approve this acquisition by June 1998; and

BE IT ALSO RESOLVED that a copy of this resolution be submitted to the Federal Surface Transportation Board.

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CORCORAN & GREENE

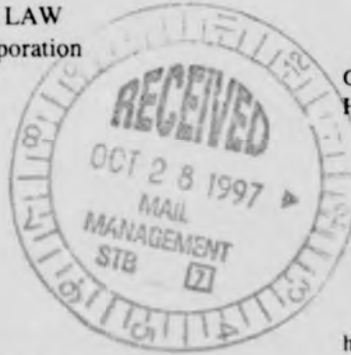
ATTORNEYS AT LAW
A Professional Corporation

ROBERT T. CORCORAN **
DEBORAH I. GREENE

JASON J. MILLER **
KAREN M. VENICE
KATHLEEN ALLEN **
DEANNA V. DELPLATO

SUSAN B. CUSTER
LEGAL ASSISTANT

ENVIRONMENTAL
DOCUMENT



401 Hackensack Avenue
Continental Plaza • Fifth Floor
Hackensack, New Jersey 07601

Telephone
(201) 342-5151

Facsimile
(201) 342-7190

Internet
<http://www.corcoran-greene.com>

* Fellow, American Academy
of Matrimonial Lawyers

October 22, 1997

* Member of NJ and NY Bar
** Member of NJ and PA Bar

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

Re: **Ridgefield Board of Adjustment/
Finance Docket No. 33388-CSX and
Norfolk Southern Control and Acquisition-Conrail**

Dear Ms. Kaiser:

Please be advised that we represent the Board of Adjustment of the Borough of Ridgefield, located at 604 Broad Avenue in Ridgefield, New Jersey. We are in receipt of a copy of your correspondence dated September 23, 1997 addressed to our Zoning Board Chairman, Mr. Anthony Mauro, in connection with the above-captioned acquisition of Conrail by CSX and Norfolk Southern Corporation.

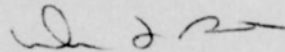
Please be advised that with respect to the proposed rail line construction project slated for Little Ferry, New Jersey, involving two new connections between Conrail and NYS&W tracks to allow movement of trains between Conrail lines and the Little Ferry Intermodal facility, please be advised that the Borough of Ridgefield is a distinct and separate entity from the Village of Ridgefield Park which is located on the western side of Overpeck Creek, with Ridgefield being located on the eastern side of Overpeck Creek. The attachment to your correspondence states that "the proposed construction site is located within the corporate boundaries of the Village of Ridgefield Park..."

Accordingly, it would not appear from your documentation that the Borough of Ridgefield is the appropriate entity for input into your Environmental Impact Study. I would therefore request that you direct your enquiry to the Village of Ridgefield Park with municipal offices located at 234 Main Street, Ridgefield Park, New Jersey 07660.

Elaine K. Kaiser
October 22, 1997
Page 2

I trust that the above adequately advises you as to the status of this matter. If you should have any questions or comments regarding the enclosed, please feel free to contact me.

Very truly yours,



Deborah L. Greene

cc: Carmen Gilotte
Gabrielle Aguele

F:\work\ridgefield\norfolk.022

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FLORIDA DEPARTMENT OF STATE
Sandra B. Mortham
Secretary of State
DIVISION OF HISTORICAL RESOURCES

October 22, 1997



Ms. Elaine K. Kaiser
Surface Transportation Board
Section of Environmental Analysis
Washington, DC 20423

ENVIRONMENTAL
DOCUMENT

In Reply Refer To:
Scott B. Edwards
Historic Sites Specialist
Project File No. 974523

RE: Cultural Resource Assessment Request
Railroad Control Application, Finance Docket
No. 33388; Norfolk Southern/CSX/Conrail

Dear Ms. Kaiser:

In accordance with the procedures contained in 36 C.F.R., Part 800 ("Protection of Historic Properties"), we have reviewed the above referenced project for possible impact to archaeological and historical sites or properties listed, or eligible for listing, in the *National Register of Historic Places*. The authority of this procedure is the National Historic Preservation Act of 1966 (Public Law 89-665), as amended.

It is the opinion of this agency that because of the project nature it is considered unlikely that archaeological or historical sites will be affected. Therefore, it is the opinion of this office that the proposed project will have no effect on any sites listed, or eligible for listing in the National Register. We look forward to future consultation with your office concerning proposed projects such as rail construction or abandonment proposals, which could have the potential to effect historic properties.

If you have any questions concerning our comments, please do not hesitate to contact us. Your interest in protecting Florida's historic properties is appreciated.

Sincerely,

Laura A. Kemmer
for George W. Percy, Director
Division of Historical Resources

and
State Historic Preservation Officer

GWP/Ese

DIRECTOR'S OFFICE

R.A. Gray Building • 500 South Bronough Street • Tallahassee, Florida 32399-0250 • (850) 488-1480
FAX: (850) 488-3353 • WWW Address <http://www.dos.state.fl.us>

☐ ARCHAEOLOGICAL RESEARCH
(850) 487-2299 • FAX: 414-2207

☒ HISTORIC PRESERVATION
(850) 487-2333 • FAX: 922-0496

☐ HISTORICAL MUSEUMS
(850) 488-1484 • FAX: 921-2503

STB

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STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS
HISTORICAL PRESERVATION & HERITAGE COMMISSION

Old State House • 150 Benefit Street • Providence, R.I. 02903-1209

Preservation (401) 277-2678
Heritage (401) 277-2669

FAX (401) 277-2968
TDD (401) 277-3700



October 21, 1997

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

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

Dear Ms. Kaiser:

The Rhode Island Historical Preservation and Heritage Commission staff has reviewed the information your agency has provided on the proposed acquisition of Conrail by the CSX and Norfolk Southern companies. A review of this information indicates that this acquisition will not involve any resources in the State of Rhode Island. Therefore, we concur in your finding that the proposed undertaking will have no effect on historic resources in Rhode Island and no further review by this office is necessary.

These comments are provided in accordance with Section 106 of the National Historic Preservation Act. If you have any questions, please contact Richard E. Greenwood, Project Review Coordinator of our staff.

Yours very truly,

Edward F. Sanderson
Executive Director
Deputy State Historic
Preservation Officer

**ENVIRONMENTAL
DOCUMENT**

(V:70)

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STATE OF DELAWARE
DEPARTMENT OF STATE
DIVISION OF HISTORICAL AND CULTURAL AFFAIRS
HISTORIC PRESERVATION OFFICE
15 THE GREEN
DOVER • DE • 19901-3611



TELEPHONE (302) 739-5685

October 16, 1997

ENVIRONMENTAL
DOCUMENT

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

RE: STB Finance Docket No. 33388; CSX and Norfolk Southern control and acquisition of
Conrail; Compliance with Section 106 of the National Historic Preservation Act

Dear Ms. Kaiser:

In response to your recent correspondence, I am writing to inform the Surface Transportation Board that the Delaware SHPO is, at this time, unable to concur with its finding that the above-referenced undertaking will have No Effect on historic properties. In short, we consider the determination of effect to be premature. Your letter indicates that the scope of the project has not been completely defined; it has not been determined if the proposed "Shell Pot Connection" will be included in the acquisition. It seems inappropriate to segment this potential project from the whole of the undertaking. Additionally, although it does not appear that any other areas within the state will be subject to construction, acquisition or rail abandonment, STB has not addressed other potential effects of the undertaking on historic properties.

In our previous correspondence, we identified two other concerns related to increase in rail traffic: "visual, audible or atmospheric" adverse effects to properties near the line; and increased wear and tear on the older railroad bridges. The Environmental Report indicates that there will be environmental impacts (air quality, noise) in Delaware as a result of the increased traffic. STB does not state what effects, if any, these impacts may have on historic properties (e.g., the potential historic district at Edgemoor). Also, it is unclear if STB has assessed the existing condition of railroad bridges on the line, and whether or not the structures can sustain the increased traffic.

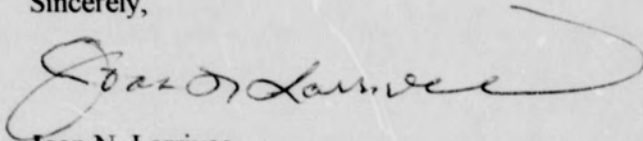
In sum, STB has not fully applied the Criteria of Effect and Adverse Effect as defined in the regulations which implement Section 106 of the NHPA (see 36 CFR 800.9(a), 800.9(b)(1), (2) and (3), in particular). The STB's determination that the undertaking will have No Effect on

Letter to E.K. Kaiser
October 16, 1997
Page 2

historic properties appears to have focused on expected physical impacts of construction, acquisition and abandonment, and does not address other types of potential impacts. These issues must be addressed in the Draft Environmental Impact Statement. However, I noted that the final scope for the DEIS recently issued by your office suggests that, again, only construction and abandonment issues will be discussed with regard to effects on historic properties. We recommend that STB fully consider all types of effects on historic properties before reaching a final determination of effect.

Thank you for your consideration of these comments. If you have any questions, please do not hesitate to call me.

Sincerely,

A handwritten signature in dark ink, appearing to read "Joan N. Larrivee", with a large, sweeping flourish extending from the end of the name.

Joan N. Larrivee
Deputy State Historic Preservation Officer

cc: Martha Catlin, Advisory Council on Historic Preservation

STB

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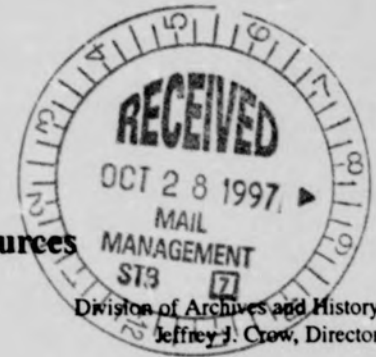
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ENVIRONMENTAL DOCUMENT



North Carolina Department of Cultural Resources

James B. Hunt Jr., Governor
Betty Ray McCain, Secretary

October 17, 1997

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

Re: Finance Docket No. 33388, CSX and Norfolk
Southern control and acquisition of Conrail, ER
97-9456, ER 98-7052, 97-E-0496, 97-E-0000-
0456

Dear Ms. Kaiser:

Thank you for your letter of September 29, 1997, concerning the above project.

We understand that no proposed changes to rail line segments or intermodal facilities, no new construction projects, no rail line abandonments, and no other acquisition related activities are proposed in North Carolina. Therefore, we concur that the acquisition will have no effect on historic properties.

The above comments are made pursuant to Section 106 of the National Historic Preservation Act and the Advisory Council on Historic Preservation's Regulations for Compliance with Section 106 codified at 36 CFR Part 800.

Thank you for your cooperation and consideration. If you have questions concerning the above comment, please contact Renee Gledhill-Earley, environmental review coordinator, at 919/733-4763.

Sincerely,

A handwritten signature in cursive script, appearing to read "David Brook".

David Brook
Deputy State Historic Preservation Officer

DB:slw



STB

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10-28-97

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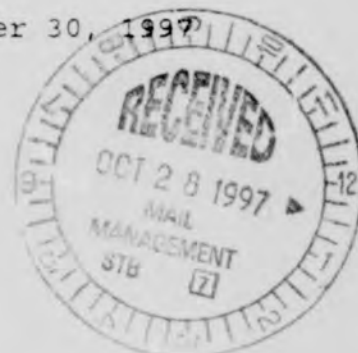


The Commonwealth of Massachusetts
Executive Office of Transportation and Construction
Two Park Plaza, Boston, MA 02116-2969

Argeo Paul Cellucci
Governor

Patrick J. Moynihan
Secretary and MBTA Chairman

ENVIRONMENTAL September 30, 1997
DOCUMENT



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: **Responsive Environmental Report and Verified
Environmental Statement 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:

My name is Dennis Coffey and I serve as the Director of Railroad Policy & Property Management for the Commonwealth of Massachusetts. I have over twenty years of experience in freight and passenger railroad operations and management. I have been in my current position since July, 1993.

The actions proposed by the Commonwealth of Massachusetts on August 22, 1997 in their responsive application regarding the acquisition of Conrail are not anticipated to have significant environmental impacts. The specific proposed actions include the reassignment of dispatching responsibility for the Boston Line to the Commonwealth of Massachusetts and the transfer of certain branch line ownership to EOTC. This action is organizational in nature, and will have no environmental impacts.

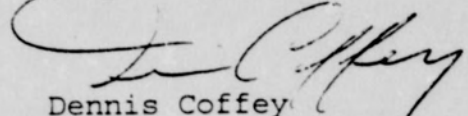
The other proposed action involves revising the plan to assure open access for Massachusetts shippers and local railroads to connect to both CSX and NS. This access is not anticipated to increase the proposed traffic on the rail lines in excess of the thresholds established in 49 C.F.R. 1100.7(e)(4) and therefore, will not have significant environmental impacts.



Elaine Kaiser
September 30, 1997
page 2

I, Dennis Coffey, 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.

Very truly yours,

A handwritten signature in cursive script, appearing to read "Dennis Coffey", is written over the typed name.

Dennis Coffey
Director Railroad Policy
& Property Management
Deputy General Counsel

CERTIFICATE OF SERVICE

I hereby certify that on the 30th day of September, 1997, I served a copy of the foregoing Executive Office of Transportation and Construction's Comments on the Proposed Environmental Impact Statement Scope by first class mail, postage prepaid, upon:

Richard A. Allen, Esq.
Zuckert, Scoutt & Rasenberger, LLP
888 Seventeenth Street, N.W. Suite 600
Washington, D.C. 20006-3939

Administrative Law Judge Jacob Leventhal
Federal Energy Regulatory Commission
888 First Street, N.E., Suite 11F
Washington, D.C. 20004-1202

Paul A. Cunningham, Esq.
Markins Cunningham
1300 19th Street, N.W., Suite 600
Washington, D.C. 20002

Richard G. Slattery, Esq.
National Railroad Passenger Corporation
60 Massachusetts Avenue, N.E.
Washington, D.C. 20002

James C. Bishop, Jr., Esq.
Norfolk Southern Corporation
Three Commercial Place
Norfolk, VA 23510-2191

John M. Nannes, Esq.
Scot B. Hutchins, Esq.
Skadden, Arps, Slate, Meagher & Flom, LLP
1440 New York Avenue, N.W.
Washington, D.C. 20005-2111

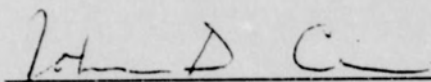
Mark G. Aron, Esq.
Peter J. Schudtz, Esq.
Ellen M. Fitzsimmons, Esq.
CSX Corporation
One James Center
901 East Cary Street
Richmond, VA 23129

P. Michael Giftos, Esq.
CSX Transportation, Inc.
500 Water Street
Jacksonville, FL 32202

. . . .
Samuel M. Sipe, Jr., Esq.
Steptoe & Johnson LLP
1330 Connecticut Avenue., N.W.
Washington, D.C. 20036-1795

Timothy O'Toole, Esq.
Constance L. Abrams, Esq.
Consolidated Rail Corporation
Two Commerce Square
2001 Market Street
Philadelphia, PA 19101

and upon all other Parties of Record in this proceeding.


John D. Cirame
Deputy General Counsel
for the Commonwealth of
Massachusetts Executive
Office of Transportation
and Construction

STB

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10-28-97

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MICHIGAN DEPARTMENT OF STATE
Candice S. Miller, Secretary of State

Lansing, Michigan 48918-0001

STATE HISTORIC PRESERVATION OFFICE
Michigan Historical Center
717 West Allegan Street
Lansing, Michigan 48918-1800

**ENVIRONMENTAL
DOCUMENT**



October 16, 1997

ELAINE KAISER
SECTION OF ENVIRONMENTAL ANALYSIS
SURFACE TRANSPORTATION BOARD
WASHINGTON DC 20423

RE: ER-97-346 Railroad consolidations, finance docket no. 33388, MI General (STB)

Dear Ms. Kaiser:

Under the authority of the National Historic Preservation Act of 1966, as amended, we have reviewed the above-cited project. It is the opinion of the State Historic Preservation Officer (SHPO) that the project will have no effect (36 CFR 800.9[a]) on historic resources within the railroad consolidation project area in Michigan.

Please maintain a copy of this letter with your environmental review record for this project. If the scope of work changes in any way, or if artifacts or bones are discovered, please contact this office immediately. This letter evidences your compliance with 36 CFR 800.4, "Identifying Historic Properties," and 800.5, "Assessing Effects." Your responsibility to notify this office under 36 CFR 800.5(b), "When no effect is found," is therefore fulfilled.

If you have any questions, please contact Martha MacFarlane, Environmental Review Coordinator, at (517) 335-2721. Thank you for this opportunity to review and comment.

Sincerely,

John R. Halsey
State Historic Preservation Officer

JRH:ROC:mlm

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Connecticut Public Transportation Commission



2800 BERLIN TURNPIKE, P.O. BOX 317546 • NEWINGTON, CT 06131-7546

October 21, 1997

ENVIRONMENTAL DOCUMENT

Mr. Vernon A. Williams
Secretary
Surface Transportation Board
1925 K Street NW
Washington, DC 20423-0001

Subject: STB Finance Docket No. 33388

Dear Mr. Williams:

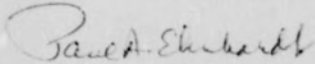
I am writing on behalf of the Connecticut Public Transportation Commission (CPTC) to express support for the positions of the Connecticut Congressional Delegation, the Connecticut Department of Transportation and the Connecticut South Western Regional Planning Agency in the matter regarding CSXT and Norfolk Southern Railroads and freight service in Connecticut and New England. The CPTC is established under Connecticut statutes and is charged with advising the Governor, the Legislature and the Commissioner of the Department of Transportation on the broad of public transportation policy, finance and programs. Members of the Commission are appointed by the Governor and Legislative leaders.

For many years the Connecticut Public Transportation Commission has been addressing the need for significantly improved competitive and direct rail freight service to and through the state. The Commission's interest has been in overcoming the de facto disadvantage it currently suffers due to the lack of direct freight service via New York City's Penn Station. While such direct service has been technically feasible for some time, operating practices have resulted in freight service bound to and from Connecticut being required to take a circuitous (and thereby more expensive and time consuming route) to Massachusetts and through upstate New York, even for freight that is inbound from or destined to points South of the State of Connecticut. Such direct competitive service is a matter of cost and the overall economic competitiveness of Connecticut business. The CPTC urges the STB to use the occasion of the CSXT/Norfolk Southern actions as an opportunity to redress this inequitable situation.

In addition to the economic competitiveness issue, direct freight service to and through Connecticut is critical as part of managing already significant and growing congestion problems on Interstate 95 along the Southern border of Connecticut. Direct intermodal low profile rail freight service through New York's Penn Station and also via the New York cross-harbor car float operation into Connecticut along the Northeast Corridor paralleling I-95 will facilitate effective use of the corridor to reduce long distance heavy truck traffic on the Interstate highway while still providing needed freight service in the state and region.

The members of the Connecticut Public Transportation Commission urge action by the Surface Transportation Board to establish direct, competitive rail freight service to and through the State of Connecticut. Please contact me if we can provide any further information or answer any questions.

Sincerely,



Paul A. Ehrhardt
Chairman

c: Connecticut Congressional Delegation
Connecticut Legislative Leadership
Connecticut Public Transportation Commission
Richard Carpenter, Executive Director
South Western Regional Planning Agency
and CPTC member

Governor John Rowland
Commissioner James Sullivan
Connecticut Department of Transportation

STB

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10-27-97

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CITIES

OFFICIALS

MAYOR
Mike Weese

VILLAGE CLERK
Mary Gundrum

TREASURER
Mike Larson

VILLAGE OF WESTVILLE

201 NORTH STATE STREET
WESTVILLE, ILLINOIS 61883

VILLAGE TRUSTEES

John Barton

George Henaley

La Verno "Penny" Jenkins

Jeff Slavik

Tom Thomsbrough

Al Vecello

SEPTEMBER 25, 1997

MR. CARMEN GILOTTE
DR LEW, CATHER & COMPANY
1133 15THS STREET N.W.
WASHINGTON DC 20005

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10/28/97
DOCUMENT # 11/5/97 4:18:54 PM

DEAR MR. GILOTTE:

ANSWERS TO THE QUESTIONS ON THE ENCLOSED SHEET.

- 1- IT IS CONSISTENT TO VILLAGE OF WESTVILLE ZONING ORDINANCE.
- 2- DOES NOT EFFECT FARMLAND USAGE.
- 3- DOES NOT EFFECT COASTAL ZONE.
- 4- ALTERNATE USE FOR VILLAGE OF WESTVILLE WOULD BE ADVANTAGEOUS TO USE AN ALTERNATE ROADWAY.

VERY TRULY YOURS
MAYOR MIKE WEESE
VILLAGE OF WESTVILLE

BIRTH PLACE OF NIGHT FOOTBALL
SITE OF FIRST GAME IN U.S. * 1928





TOWN OF WEST SENECA

GEORGE D. MONTZ, P.E.
ENGINEERING DEPARTMENT
TOWN ENGINEER

SUPERVISOR
PAUL T. CLARK
TOWN COUNCIL
BARBARA L. RICHIE
CHRISTOPHER F. OSMANOGI
JERRY M. HENS
CHRISTOPHER P. WALSH

September 19, 1997

Mr. Carmen Gilotte
DeLuw, Cather & Company
1133 15th Street, N.W.
Washington, DC 20005

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10/28/97
DOCUMENT # 15197 4:10:14 PM

Re: Surface Transportation Board Letter of
September 8, 1997 to Supervisor Paul Clark
Regarding Proposed Construction in Gardenville Junction

Dear Mr. Gilotte,

This is to acknowledge receipt of the above letter to Supervisor Clark regarding the proposed rail line segment construction in Gardenville Junction and the existing land-use environment of the area (see attached sketch).

The area is zoned M-2 Manufacturing, which is consistent with the proposed construction. There is no prime agricultural land in the immediate area to be effected.

If there are any questions on the above, feel free to contact me at this office.

Very truly yours,

George D. Montz, P.E.
Town Engineer

GDM/mlw

cc: P. Clark - Supervisor
File

MACOG

August 29, 1997

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10/27/97
DOCUMENT # 11/6/97 8:05 57 AM

Mr. Carmen Gilotte
DeLeuw, Cather & Company
1133 15th Street, N.W.
Washington, DC 20005

received
9/29/97

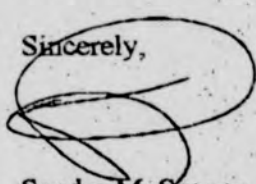
Dear Mr. Gilotte:

As we discussed, the MACOG Senior Staff reviewed your agency's request for information regarding the abandonment of the CSX line known as the South Bend to Dillon Junction rail line.

1. From Pine Station to the St. Joseph County line, the rail line is shown as a part of the MACOG bike/pedestrian plan.
2. The City of South Bend is currently reviewing the abandonment as a part of an overall plan for the City. Larry Magliozzi, Assistant Director of South Bend Planning & Neighborhood Development, should be contacted for their input.
3. The line could be used as a multi-purpose rails to trails type facility that would include not only the bike and pedestrian, but also for equestrian users.
4. Many wetlands are adjacent to the proposed abandonment area. Rail removal should mitigate and consider the impact on the wetlands.

If further information is requested, please feel free to call. I have forwarded your request for comments to the City of South Bend.

Sincerely,



Sandra M. Seanor
Executive Director

SMS:sls

LAPORTE COUNTY PLAN COMMISSION



Government Complex 5th Level
809 State Street
LaPorte, Indiana 46350-3329
Phone: (219) 326-6808 Ext. 221 or 219
FAX: (219) 326-7392

RAY HAMILTON
Building Commissioner

September 25, 1997

CENTRAL ADMINISTRATIVE UNIT

REC'D: 10/27/97

DOCUMENT # 11/6/97 8:15:06 AM

received
9/29/97

Mr. Carmen Gilotte
DeLeuw, Cather & Company
1133 15th Street, N.W.
Washington, DC 20005

RE: Finance Docket No. 33388
CSX and Norfolk Southern Control and Acquisition - Conrail:
Agency Consultation on Abandonments

Dear Mr. Gilotte:

In reference to a letter dated August 21st, 1997 from the Surface Transportation Board, the proposed abandonment of said mentioned rail line will not have any adverse effect on our Comprehensive Land Use Planning Map(s). This is not in a coastal zone management area nor will it adversely effect any prime agricultural land.

If you have any further questions, you may contact this office at (219) 326-6808, extensions 219, 221 or 418.

Respectfully,

Ray Hamilton
Building Commissioner

RH/atp

CITY OF CHRISMAN

BENTON B. CALDWELL
COMMISSIONER

GEORGE WIL HOULT
COMMISSIONER

PAIGE BROOKS
CITY CLERK

222 WEST MADISON
CHRISMAN, ILLINOIS 61924
(217) 269-2214
FAX (217) 269-3195
Homer R. Wolfe, Mayor

TOM HOULT
COMMISSIONER

HERSCHEL KETCHUM
COMMISSIONER

KAY WOLFE
CITY TREASURER

CENTRAL ADMINISTRATIVE UNIT

REC'D: 10/22/97

DOCUMENT # 1110197 8.02.30 AM

September 22, 1997

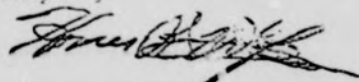
received
9/27/97 45

To: Mr. Carmen Gilotte
DeLeuw, Carter & Company
1133 15th Street N.W.
Washington D.C. 20005

After review of the proposed abandonment of the Conrail line we find that,

- #1. That the land use plan is consistent with the proposed abandonment.
- #2. There is no effect on prime agricultural lands (based on the attached U.S. Natural Resources Conservation Services definition).
- #3. There is no effect on land or water resources within a designated coastal zone and its consistency with the coastal zone management plan.
- #4. The City of Chrisman's plans would be to designate the abandoned rail lines to be used as an access road to the city's dump, and also to be used as hiking and bike trail.

Mayor,



Homer R. Wolfe

City of River Rouge

CENTRAL ADMINISTRATIVE UNIT

REC'D: 10/27/97

DOCUMENT # 11/6/97 8:22:49 AM

MICHIGAN

10800 WEST JEFFERSON AVENUE
RIVER ROUGE, MICHIGAN 48218-1242
TELEFAX (313) 842-6711

48218

September 29, 1997

Mr. Carmen Gilotte
DeLeuw, Cather & Company
1133 15th Street, N.W.
Washington, DC 20005

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

Mr. Gilotte:

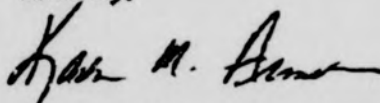
After reviewing the maps and work description of the proposed rail line segment construction in the City of River Rouge documented in your communication dated August 21, 1997 to Mr. Al Bogdan, Director of Planning for Wayne County we have found the following:

1. The proposed project does not conflict with our future comprehensive land-use plan and map.
2. The proposed project has no effect on prime agricultural lands.
3. The proposed project does not impact a designated coastal zone.

However, the City does have serious concerns that increased rail traffic will further aggravate the problematic blocking of pedestrian and vehicular traffic at the Visger and Pleasant Street crossings.

We appreciate having the opportunity to participate in this environmental review process.

Sincerely,



Karen M. Armas,
Community Development Director

OFFICE OF THE MAYOR

City of Alexandria

INDIANA

James R. Wehsollek
Mayor



October 1, 1997

CENTRAL ADMINISTRATIVE UNIT

REC'D: 10/27/97

DOCUMENT # 116/97 10:52:35 AM

Mr. Carmen Gilotte
DeLeuw, Cather & Company
1133 15th St. N.W.
Washington, DC 20005

received
10/2/97

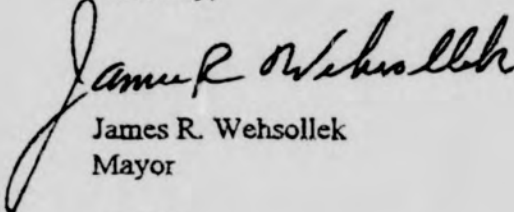
Dear Mr. Gilotte,

We've received notification of the proposed construction project as part of the Conrail acquisition. The following are answers to your questions:

1. The proposed construction will be consistent with local land use.
2. The proposed construction will not have an effect on prime farm land.
3. There is no effect on the costal zone.

The City of Alexandria has several concerns related to traffic signals at crossings within the city. We are presently working with the railroad company to get these issues taken care in order to protect public safety. We appreciate the railroad's attention and expect their continued cooperation to make a satisfactory result for everyone.

Sincerely,


James R. Wehsollek
Mayor

JRW/lk

City of Paris Illinois

123 SOUTH CENTRAL AVENUE

PARIS, ILLINOIS 61944

FRANK L. CLINTON, MAYOR

(217) 465-7601 FAX (217) 466-1308

PAUL H. RUFF
CITY CLERK
CITY MANAGERDENNIS TRIEL
CITY TREASURERRICHARD L. JAMES
CITY ATTORNEYELIZABETH PATTEN
DEPUTY CITY CLERKROBERT J. SUNKEL
COMMISSIONERWm. D. INGRAM, JR.
COMMISSIONERSTEPHEN T. FOLEY
COMMISSIONERMARJORIE ERKENBECK
COMMISSIONER

Thursday, September 18, 1997

Carmen Gilotte
DeLeuw, Cather & Company
1133 15th Street, N.W.
Washington, DC 20005

CENTRAL ADMINISTRATIVE UNIT

REC'D: 10/27/97

DOCUMENT # 11/6/97 11:06.47AM

received
9/22/97

Dear Mr. Gilotte:

The Planning Commission of the City of Paris, Ill., has received your information regarding the proposed abandonment of the present branch line segment of Conrail running from north of Paris, Ill. to south of Danville, Ill., with your request for review and comment.

The Plan Commission is advisory to the City Council, and administers the city's Land Use Zoning ordinance, which has jurisdiction for 1.5 miles beyond the city limits. The proposed abandonment as indicated on the attached maps appears to begin approximately one quarter mile north of the north city limits which are the city-owned property surrounding the west lake of Twin Lakes. The area under city jurisdiction currently is zoned R-1 (rural agricultural). There are no plans at present for any change in this land use classification, nor is there any long-range projection on the master city plan for changes in land use adjacent to the present rail line (such as industrial zoning.) Since CXS proposes to maintain service via the branch line from Paris to Terre Haute, Ind., we have been assured there will be no adverse economic effects from the abandonment upon our local industry requiring rail transportation.

To reply to your specific inquiries:

- 1) The proposed abandonment would be consistent with the city's comprehensive land use plan.
- 2) The only affect on prime farmland use would be the potential for adjoining property owners to acquire right-of-way for agricultural purposes.
- 3) This is not within a costal zone.
- 4) The city has been notified that other organizations along the proposed abandonment may seek to preserve the section for consideration as a "rails to trails" corridor. Neither the Plan Commission nor the City of Paris have a position on that proposal at this time.

I hope this presents the information you desire. Please keep the City of Paris advised of the abandonment process.

Sincerely,

Ned Jenison, Chairman, Paris Planning Commission

MEMBER ILLINOIS LEAGUE MUNICIPALITIES

STB FD

33388

✓ 10-24-97

K

FEDS



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION 5
77 WEST JACKSON BOULEVARD
CHICAGO, IL 60604-3590

ENVIRONMENTAL
DOCUMENT

OCT 20 1997

REPLY TO THE ATTENTION OF:

B-19J

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:

We have reviewed the Draft Environmental and Historical Report for the West Central Ohio Port Authority (Westco) abandonment of its rail line between Milepost No. 123.86 at or near Glen Echo and Milepost No. 129.46 at the north side of Warder Street in Springfield, a distance of 5.6 miles in Clark County, Ohio.

The project will relay most of the abandoned track materials in another Westco rail line, selling the remainder as scrap. It is expected that the City of Springfield would acquire the right-of-way for use in conjunction with sanitary and storm water sewers and for possible future transportation use.

In accordance with our responsibilities under the National Environmental Policy Act (NEPA) and Section 309 of the Clean Air Act, we have reviewed the materials provided to us concerning the subject project. Based on our review, it appears unlikely that project implementation will result in any significant adverse impacts on the environment. Accordingly, our Agency does not object to project implementation and the issuance of a Finding of No Significant Impact on behalf of the subject project.

Thank you for the opportunity to review this project. If you have any questions, please contact Nancy Mugavero of my staff at (312) 353-4890.

Sincerely,

Michael MacMullen, Manager
Federal Facilities Program
Office of Strategic Environmental Analysis

cc: Thomas McFarland, Jr., McFarland & Herman

DTB FD

33388

10-24-97

K

BUSINESS

B & J MACHINE, INC.



**ENVIRONMENTAL
DOCUMENT**

BARA TECHNOLOGIES

October 16, 1997

Mr. Vernon Williams, Secretary
Surface Transportation Board
STB Financial Docket No. 33388
1925 K Street N.W.
Washington, D.C. 20423-0001



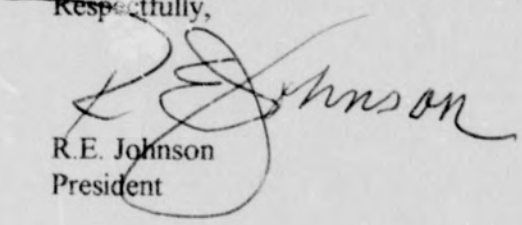
Dear Mr. Williams,

I am in total support of the proposed merger between Norfolk Southern CSX and Conrail.

As a developer of properties with railroad accessibility, I feel this merger would have positive results for industry as well as help to preserve our highways so as to allow for decreased maintenance costs.

Also as a private citizen using public roads, I think the aggressive approach this merger will have in intermodal transportation makes a lot of sense.

Respectfully,


R.E. Johnson
President

REJ/da

**ENVIRONMENTAL
DOCUMENT**

October 17, 1997

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

RE: Finance Docket No. 33388

Dear Mr. Secretary:

I am Jerome L. Blankenship, Vice President-Transportation for Kimberly-Clark Corporation, Knoxville, Tennessee. Kimberly-Clark is a major consumer products and forest products company which moves substantial traffic through the Chicago Switching District.

We have previously written a letter supporting the acquisition of Conrail by CSXT and Norfolk Southern based on our belief that rail competition will be increased in the northeastern United States.

We do have a concern, however, about the present plan with regard to the Chicago Switching District.

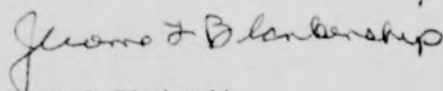
My understanding of the situation in the Chicago Switching District, should the current plan be approved by the STB, is that CSXT will dispatch and manage the IHB. CSXT already owns the BOCT and will be the largest shareholder of the Belt Railway Company with about 1/3 ownership. This concentration of power by CSXT in Chicago requires close scrutiny by the STB to prevent a situation whereby the current neutral switching services provided by the IHB are replaced by a service dedicated primarily to satisfying the needs of CSXT.

We understand the Wisconsin Central Ltd. has proposed acquiring and operating a portion of BOCT trackage that, if approved, would mitigate the impact of CSXT domination of switching and serve to preserve and increase vital rail capacity in and through the Chicago Switching District.

We respectfully request that the STB review this issue carefully and make decisions that will enhance the ability of shippers and receivers to move traffic through the Chicago Switching District.

Thank you for your consideration.

Sincerely,



Jerome L. Blankenship
Vice President, Corporate Transportation

jlr

cc: Mr. Nick Cicinelli
Manager Marketing
Wisconsin Central, Ltd.

STB FD

33388

10-24-97

K

CITIES



NIAGARA COUNTY
INDUSTRIAL DEVELOPMENT
AGENCY

ENVIRONMENTAL
DOCUMENT

John R. Simon
Executive Director

October 14, 1997

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



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

Dear Secretary Williams:

My name is John R. Simon and I am the Executive Director of the Niagara County Industrial Development Agency. My business address is 2055 Niagara Falls Boulevard, Suite One, Niagara Falls, New York 14304.

The purpose of this letter is to support the position advanced by the Erie-Niagara Rail Steering Committee in the above proceeding. The Niagara County Industrial Development Agency is a not-for-profit public benefit corporation whose primary goal is to encourage industrial growth and expansion in Niagara County. Our county has a population of approximately 220,000 and is bordered by Lake Ontario to the north and the Niagara River to the west. Niagara County has historically had a heavy industrial based economy, which has relied upon rail shipping for its economic viability.

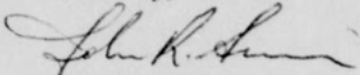
The proposal of CSX and Norfolk Southern to acquire Conrail will harm shippers dependent upon rail service in the greater Buffalo/Niagara region and should not be approved as currently proposed. Shippers in this area will only have access to a single rail carrier, while their competitors in Detroit, Philadelphia and Northern New Jersey are proposed to obtain access to more than one carrier. This puts our shippers in the greater Buffalo and Niagara area at a disadvantage because they will not be able to obtain reasonable and competitive transportation rates, while their competitors will.

The STB has a duty to protect the interest of shippers located in Western New York. Our Agency strongly urges the Board to grant the relief requested by the Erie-Niagara Rail Steering Committee.

Hon. Vernon A. Williams
Page 2
October 14, 1997

I, John R. Simon, declare under penalty of perjury that the foregoing is true and correct and that I am qualified and authorized to file this letter on behalf of the Niagara County Industrial Development Agency. Executed on this 14th day of October, 1997.

Sincerely,



John R. Simon
Executive Director

Cc: Dr. Ron Coan, Executive Director, ECIDA
Samuel Ferraro, Director, Planning, Development and Tourism
Scott Whitbeck, Niagara Business Alliance

STB FD

33388

10-22-97

K

CITIES



WARREN COUNTY BOARD OF COMMISSIONERS

LORIA D. WILLIAMS, COUNTY MANAGER
P.O. BOX 619
WARRENTON, NORTH CAROLINA 27589

ENVIRONMENTAL DOCUMENT

October 9, 1997

James D. Holloway, Chairman
Harry M. Williams, III, V-Chairman
Clinton G. Alston
James W. Byrd
Glen A. Richardson

Gloria M. Edmonds,
Clerk to the Board
Telephone: (919) 257-3115
Fax: (919) 257-5971

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

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

Subject: Environmental Impact Statement--Northern Southern/CSX/CONRAIL

The County Commissioners of Warren County, North Carolina, appreciate the opportunity to have an input to the subject study.

For some time we have heard from informal sources that CSX might soon consider the rebuilding of their line in our county from the Town of Norlina northward to Richmond. Justification for their consideration seemingly is the overcrowded conditions on their existing lines. In effect, an accident just waiting to happen.

While we realize that CSX's acquisition of a part of the CONRAIL system may relieve some of the overcrowding, the acquisition will also mean more trains running on existing lines. This new structure will give CSX greater opportunity to connect with Great Lakes/Midwest regions and possibly affords the Baltimore/Washington area of being a hub through which additional shipping will be made south through North Carolina along the Atlantic Coast.

This acquisition process does nothing to relieve the already recognized overcrowding of the existing CSX line. In fact as we note, it may exacerbate the existing situation. Thus as your analysis examines the existing line between South Richmond and Weldon, NC, we would request that you look at the rebuilding of the Norlina to Richmond line as a way to provide relief to the one existing north-south line through eastern North Carolina and the direct route it provides between the northern hubs and the growing economy of the Southeast.

Sincerely,

A handwritten signature in cursive script that reads "James D. Holloway".
James D. Holloway
Chairman

JDH/ak



STB

FD

33388

10-20-97

K

CITIES



The Greater Cleveland
Regional Transit Authority

1240 West 6th Street
Cleveland, Ohio 44113-1331
Phone 216 566-5100

ENVIRONMENTAL DOCUMENT

October 17, 1997



Mrs. Elaine K. Kaiser
Environmental Project Director
Environmental Filing
Office of the Secretary
Case Control Unit
Finance Docket #33388
1925 K. Street, N. W.
Washington, D.C. 20423-0001

Dear Mrs. Kaiser:

The Greater Cleveland Regional Transit Authority (GCRTA) wishes to comment on Impacts in response to STB Finance Docket 33388 Control and Operating Leases/Agreements with Conrail.

The GCRTA believes that the implementation of commuter rail services in the Northeast Ohio Region can have important environmental, transportation, and other benefits. The GCRTA Long-Range Plan, in fact, identifies five potential routes of interest.

The GCRTA has attempted to work with all three existing major railroads to plan and consider such services. For example, GCRTA and the State of Ohio, collaborated with Norfolk Southern (NS) in 1985 on a 6-week commuter rail demonstration between Cleveland, Euclid, and Mentor, Ohio, which carried passengers daily over NS main trackage. For several reasons, permanent service has not yet been implemented, but the GCRTA wishes to preserve this future ability. The proposed control and operation of Conrail trackage by NS and CSX will involve significant re-routing of rail traffic in Northeast Ohio. This will have major impacts on this ability to provide commuter rail service.

In conjunction with numerous local public entities, GCRTA and Metro Regional Transit Authority are involved in a continuing detailed consideration of the development of commuter rail service between Canton, Akron, Hudson, and Cleveland. A key segment of this route is between Cleveland and Hudson, Ohio, and a Federal earmark of \$2.0 million has been granted to Ohio for further study of this corridor.



Elaine K. Kaiser
October 17, 1997
Page 2

The GCRTA hereby requests that the approval of the joint application be contingent on NS and CSX negotiation in good faith as this planning effort proceeds.

More specifically, the GCRTA supports Metro Regional Transit Authority's request for conditional operating rights on main trackage now owned by Conrail between Cleveland and Hudson, Ohio.

Sincerely,

A handwritten signature in dark ink, appearing to read "Ron Tober", is written over the typed name.

Ronald J. Tober
General Manager
Secretary-Treasurer

RJT:dy

STB

FD

33388

8-21-97

K

STATES



North Carolina General Assembly
House of Representatives
State Legislative Building
Raleigh 27601-1096



REPRESENTATIVE CHARLES BUCHANAN
46TH DISTRICT

OFFICE ADDRESS: LEGISLATIVE OFFICE BUILDING, RM. 536
RALEIGH, NC 27601-1096
TELEPHONE: (919) 733-5825
(919) 715-7586 FAX

HOME ADDRESS: ROUTE 1, BOX 273
GREEN MOUNTAIN, NC 28740

August 15, 1997

TRANSPORTATION, CHAIRMAN
AGRICULTURE
FINANCE
SUBCOMMITTEE ON LOCAL FINANCE
LOCAL & REGIONAL GOVERNMENT
STATE GOVERNMENT
SUB. MILITARY VETERANS AND
INDIAN AFFAIRS

OFFICE OF THE SECRETARY
Case Control Unit
FINANCE DOCKET NO. 33388
Surface Transportation Board
1925 K Street, NW
Washington, DC 20423-0001

ENVIRONMENTAL
DOCUMENT

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

Dear Mrs. Kaiser:

Thank you for the opportunity to offer input into the proposed acquisition of Conrail by CSX and Norfolk-Southern Railroads. CSX and Norfolk-Southern move a tremendous amount of freight across North Carolina every day, including thousands of tons of hazardous materials. Any aspect of this merger that has an impact on the overall safety of the operations of CSX and Norfolk-Southern will have a significant effect on our environment.

I consider it appropriate that in this merger, as in others, approval should be conditioned on various safety-oriented conditions as well as on compliance with all applicable FRA rules and regulations in conducting rail operations on the merged system. Preliminary findings from the UP/SP transaction raise concerns about the difficulties inherent in ensuring high levels of safety as operations the size of Norfolk-Southern, CSX and Conrail are combined.

In any consolidation, once the requisite approval has been granted, the applicants understandably wish to realize the efficiencies projected in their operating plan as soon as possible. However, this goal cannot be reached at the expense of maintaining a safe railroad, particularly when the transaction covers three rail systems as extensive as those



Page Two
August 15, 1997

of CSX, Norfolk-Southern, and Conrail. It is imperative that there be a fundamental commitment to safety throughout these new entities, with unified safety plans and programs over these systems. Integration of operations and services should proceed only when management is confident that safe and uniform operating practices have been implemented.

This merger in particular presents additional safety challenges because of three major railroads involved instead of the typical two. Full integration of so much trackage into the new systems must be accompanied by consistent and well-understood safety practices and programs in the interest of an accident-free environment.

With respect to hours-of-service for train crews, excessive work hours and/or the continuous loss of rest for crews in their off-duty periods can profoundly affect their performance and judgment, with attendant safety risks. Although the directional traffic flows promoted by applicants do seem to promise real efficiencies, the manner in which they are implemented may affect safety. For example, on crew districts without initial or final release points, crews can be required to "commute" significant distances from one point to another, which can contribute significantly to employee fatigue and jeopardize safe operations. This raises serious concerns about safety.

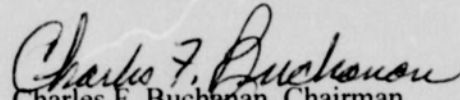
We also have a concern about the sanitation system used in the operations of Norfolk-Southern. It is my understanding that Norfolk-Southern requires its operating crews to use a "Dry-Hopper" system for a toilet. This causes human waste to be deposited in a plastic bag. These bags of human waste have been discarded along the right-of-way of Norfolk-Southern all over North Carolina and the southeast. I would hope that any approval of this transaction would be contingent on correction of this major environmental concern.

The need for a safe system should increase the intensity of review within the merging carriers. The safety of operations on the new railroads is of paramount concern. Troubling incidents have occurred on UP/SP that warrant an investigation in order to determine the full extent of possible problems associated with the transaction.

Page Three
August 15, 1997

Please call on me if I may offer additional information. We appreciate the opportunity to participate.

Sincerely yours,

A handwritten signature in cursive script, reading "Charles F. Buchanan".

Charles F. Buchanan, Chairman
House Transportation Committee

CFB:sp

CC: Sen. Larry Shaw, Chairman
Senate Transportation Committee
605 LOB

Sen. Luther Jordan, Chairman
Sen. Approp. - Transportation Committee
407 LOB

STB

FD

33388

8-19-97

K

CITIES



BOROUGH OF MONACA

928 PENNSYLVANIA AVENUE
MONACA, PENNSYLVANIA 15061

BEAVER COUNTY

OFFICE OF THE
BOROUGH MANAGER
THOMAS A. STONER
775-9600

ENVIRONMENTAL DOCUMENT



August 14, 1997

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

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

Dear Ms. Kaiser:

I am in receipt of your letter dated July 28, 1997, in reference to the proposed acquisition of Conrail Inc. by CSX and Norfolk Southern Railway.

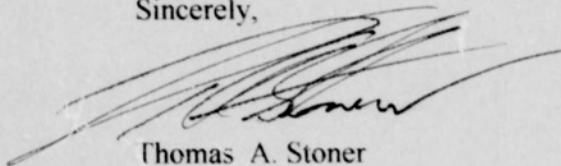
This letter is being written on behalf of the Borough of Monaca, located in Beaver County, Pennsylvania. Our concerns regarding the proposed merger, centers basically around the potential of increased rail traffic through our Community. We presently have (1) one crossing consisting of a (3) three rail spur that is located directly through the center of our Community. We have experienced traffic congestion in this area over the years and also continued deterioration of the crossing. The crossing is a major artery, between downtown Monaca and what is referred to as Monaca Heights. It should be noted that the majority of the population of Monaca Borough, is located within the Heights area, while emergency response vehicles are located in the Downtown area. Thus, any increase in rail traffic through this area, will result in the potential for unnecessary delays in response times by emergency vehicles.

Page 2

I respectfully ask, that our concerns and comments, be made part of your review process and that they be given serious consideration.

Should additional information be required, please contact me at your convenience.

Sincerely,

A handwritten signature in dark ink, appearing to read 'Thomas A. Stoner', with a long, sweeping horizontal line extending to the left.

Thomas A. Stoner
Borough Manager

STB

FD

33388

8-18-97

K

FEDS



DEPARTMENT OF THE ARMY

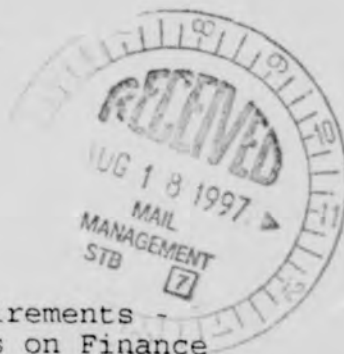
VICKSBURG DISTRICT, CORPS OF ENGINEERS
4155 CLAY STREET
VICKSBURG, MISSISSIPPI 39180-3435

REPLY TO
ATTENTION OF:

August 11, 1997

Operations Division
Regulatory

SUBJECT: Department of the Army Regulatory Requirements
Environmental Impact Statement (EIS) and Comments on Finance
Docket No. 33388



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

**ENVIRONMENTAL
DOCUMENT**

Dear Ms. Kaiser:

I refer to your letter requesting our review and comments concerning the subject Docket.

We have reviewed the project for possible regulatory requirements pursuant to Section 10 of the Rivers and Harbors Act and Section 404 of the Clean Water Act. Based upon the information provided, we have determined that a Department of the Army Section 10/404 permit will not be required for the proposal, since there will be no impacts or changes along the rail line segment located within the geographical boundaries of the Vicksburg District Corps of Engineers (Pearl River Basin in Mississippi). We have noted however that the existing rail line crosses at least two navigable rivers (Pearl River and Bogue Chitto River) and numerous other streams. These streams and their adjacent wetlands are subject to regulation under the provisions of one or both of the Federal laws cited above. Any future modifications to the existing line or new construction involving the deposition of dredged for fill material in wetlands or other waters of the United States should be coordinated with this office for a determination of Department of the Army regulatory requirements prior to beginning work.

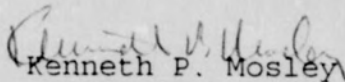
This determination of permit requirements is applicable for a period not to exceed 5 years from the date of this letter unless superseded by law or regulation. If the proposed work is not completed by this time, you should contact this office for a reevaluation of permit requirements and reference No. LNH-970010190 when submitting the information.



This determination of Department of the Army regulatory requirements does not convey any property rights, either in real estate or material or any exclusive privileges, and does not authorize any injury to property or invasion of rights or local laws or regulations, or obviate the requirement to obtain State or local assent required by law for the activity discussed herein.

Thank you for advising us of your plans. If we may be of any further assistance in this matter, please contact Mr. Larry Harper, telephone (601) 631-5290, fax (601) 631-5459 or e-mail address: regulatory@mvk01.usace.army.mil.

Sincerely,


Kenneth P. Mosley
Chief, Enforcement Section
Regulatory Branch