

STB

FD

33388

10-1-97

K

MOCH

3/26

1 process and the decision-making process we need to  
2 quantify the direct threat to life, limb, safety  
3 of collisions at crossings and also the threat to  
4 children walking the tracks.

5 Clearly they're going to increase by at  
6 least three times. It will probably be more than  
7 that because of traffic volume that the trains  
8 will intercept will be greater at rush hour  
9 evening and morning. Evening and morning or late  
10 afternoon will be when the children will be  
11 walking to school, crossing the tracks and walking  
12 alone.

13 Statistics, no doubt, are available. We  
14 need to crunch the numbers, do the numbers, find  
15 out what the results will be and then from a  
16 public policy point of view ask ourselves what's  
17 the magic number? How many have to die? I  
18 submit one is too many, and that goes for both of  
19 these instances.

20 I will say as a footnote, on my way here my  
21 pass was blocked by a train.

22 MS. DOUGHERTY: Administrator  
23 Molitoris and members of the panel, I am Olga  
24 Betty Dougherty. I live at 14300 Detroit Avenue,  
25 Lakewood, Ohio. I am a citizen living in the

1       westerly near the train tracks.

2               Two of my neighbors, Joanne Jelepiss and  
3       Joan Dorner, and I have made several observations  
4       about the trains as they currently operate.

5               Our observations include the time period  
6       between August 16 through September 18, 1997.  
7       This is not a scientific study but a survey by  
8       three concerned citizens.

9               The following are some of our findings:  
10       In any given 24-hour period we have seen up to 18  
11       trains. This does not include times when we were  
12       not on duty counting the trains such as when we  
13       were sleeping or bathing, eating or shopping.

14               Two, on one day, September 15th, 1997 we  
15       counted 225 children crossing the tracks on  
16       Nicholson Avenue between 2:45 and 4:07 p.m.

17               184 children crossed the track from north  
18       to south and 41 children crossed the tracks from  
19       south to north.

20               During that time one train passed by at  
21       3:57 going eastbound. It finished passing at  
22       3:59. It was going fast, and the flashers did not  
23       start up until the train was one block away.

24               On one day, September 18, 1997, we counted  
25       456 automobiles crossing the tracks at Bunts

1 Avenue, both north and south in the one hour  
2 between 5:45 and 6:45.

3 Our conclusion is that to triple the train  
4 traffic will cause potential problems and dangers  
5 to the drivers, pedestrians and especially the  
6 children of our community.

7 Thank you so much.

8 MR. FLANNERY: Brian Flannery,  
9 councilman at large for the City of Lakewood.

10 Stop, look, listen. That's the railroad's  
11 motto for safety. We all have heard that. With  
12 the proposal for increased freight train traffic  
13 with the deafening blow of train horns, with the  
14 threat of Lakewood's overall safety the new motto  
15 should be stop, put your vehicle in park, close  
16 your eyes and cover your ears.

17 Residents will most certainly be forced to  
18 stop three times more with the increase in time it  
19 takes for a train to pass through Lakewood.  
20 Vehicles will need to place their cars in park to  
21 conserve gas. Residents will need to close their  
22 eyes because of the increase in accidents that are  
23 sure to happen amongst the 27 crossings here in  
24 Lakewood, and with some engines blasting horns to  
25 a level where the safety of our hearing is



1       jeopardized residents will be forced to plug their  
2       ears.

3               The issue is safety, physical safety,  
4       economic safety and spiritual safety.

5               Lakewood is a vibrant community that has  
6       the best record of response time for police, fire  
7       and EMS.

8               Lakewood is known for its neighborhood  
9       schools where approximately 9,000 children walk  
10      and in most cases have to cross the railroad  
11      tracks.

12              Our city budget is very tight, and we rely  
13      heavily on income taxes and property taxes. With  
14      the stalling of our safety forces, with the  
15      increased traffic our home values are sure to  
16      decline followed by our tax base, followed by our  
17      city's budget, followed by a suburb abandoned.  
18      With that, hope for Lakewood will be gone, and the  
19      spiritual safety we have worked so hard to  
20      preserve will be lost.

21              With the safety of Lakewood at stake, I  
22      hope you'll stop, look and most importantly listen  
23      to the safety concerns of our proud citizens and  
24      use the authority that you have to halt this idea  
25      of tripling train traffic.

Karen E. Fisher, RMR  
MORSE, GANTVERG & HODGE

1           And I have a message from over 60,000  
2 residents as the timer is passing on to me from  
3 the 60,000 residents of the City of Lakewood to  
4 the messengers of the railroads, send this  
5 message: Stop.

6           Thank you. Thank you.

7           MR. CIRK: My name is Edward Cirk.  
8 I live at 12506 Edgewater, and I'm up here, who  
9 will address the concerns of the deaf mute? Mark  
10 my word, after a few years you're going to have a  
11 lot of deaf mutes.

12           What value do you put on your sanity and  
13 your sleep?

14           Now, I had a brother like this who was in  
15 the Navy for 18 years working on the radio with  
16 earphones during the war. Then he had a stroke.  
17 He lived in California. Two guys beat him up, two  
18 young guys. They got two dollars off of him.  
19 They took him to the hospital. They treated him  
20 little bit, then they discharged him. He had an  
21 operation and he couldn't talk. He couldn't  
22 explain anything so they put him in jail for a  
23 week to sleep it off. They can't understand him.  
24 If you can't talk, what are you going to do? Of  
25 course you die.

1           At the end of the week he had a tumor in  
2           his head the size of a fist. He had no one  
3           there. He's by himself. So I'm sorry, but  
4           whatever. You're going to make the people insane  
5           and everything else after a few years. I'm sorry  
6           about that.

7                       MR. PHILLIPS: My name is Vearl  
8           Phillips, and I live at 1617 Catalpa Road in  
9           Cleveland, Ohio on the very east side of  
10          Cleveland.

11                I'm going to address a subject that has not  
12           been spoken about. It's the speed of these  
13           trains.

14                Now, the speed of these trains in Cleveland  
15           used to be 35 miles an hour, and for some reason  
16           or other the people from the Norfolk and Southern  
17           Railroad, they got permission from the Federal  
18           Railroad Board to speed the trains up to any speed  
19           they want.

20                Now, my councilman, I asked him about this,  
21           and he said he contacted the Norfolk and Southern  
22           Railroad, and they told him that they could go any  
23           speed they want up to 90 miles an hour.

24                Now, you know and I know if you increase  
25           the speed of the train, you increase the danger of

1 that train and the faster it goes, if it has an  
2 accident, the more serious it is, and I think this  
3 is not right.

4 Thank you very much.

5 MR. SEIKEL: My name is George  
6 Seikel, and I live at 1241 Elmwood in Rocky River.

7 I'm a little bit unprepared today because I  
8 didn't write a speech, and I'm not sure how this  
9 is going to go, but I want everybody to try to  
10 imagine. I went on a walk this morning about a  
11 block from my parents' house where I grew up and  
12 about two blocks from my current house, and  
13 there's a gorgeous tree there that today was  
14 colored somewhat dark purple as fall arrives, and  
15 apparently it's a spathe beach because that's what  
16 it says on the bottom of this.

17 The stories about several hundred children,  
18 as many people in this room at least, and in 1972  
19 they all gathered around a little hole and put  
20 this tree in and this plaque next to it.

21 The story is not from Cincinnati or Chicago  
22 or something. It actually is in visual distance  
23 of the tracks which are in question, and as I grew  
24 up in 1972 I was about six years younger than my  
25 sister's friend, and as the story goes the trains

1 at that time went both directions, which I'm sure  
2 most of you know, and there were no guardrails  
3 that came down in front of the train tracks which  
4 shortly thereafter they put.

5 A little girl, approximately 12-years old  
6 at the time was waiting for her train to go past,  
7 and when it went past she started riding her  
8 bicycle across the tracks, and unfortunately  
9 another train was coming in the other direction,  
10 and she had no way of knowing because she was 12.

11 Since that time there's obviously been a  
12 big change in how training has been and corporate  
13 business has been, and I'm a little bit down on  
14 super conglomerations in regards to how they think  
15 of the individual people.

16 I have questions how even a group as large  
17 as this can stand up against such a large  
18 organization, but in memory of my sister's friend  
19 and my friend, in memory of the tracks that go  
20 past our house, not some foreign land or some  
21 foreign state but right through Rocky River, I  
22 would like to make sure the trains don't go more  
23 than they currently are and if possible go less.

24 Thank you.

25 MS. DORNER: My name is Joan Dorner,



1 and I live at 14612 Detroit Avenue.

2 My concern is the noise. I don't need an  
3 alarm clock in my house. At 5:00 in the morning I  
4 don't know who the man is that's running that  
5 train. He blasts it and wakes all of us up.

6 I'm sure something could be done about this  
7 because there's some trains that go beep. I know  
8 they have to honk and they go beep, beep, beep,  
9 and it's not annoying, and then there's some that  
10 he just lays it on and it is really -- so I don't  
11 feel we're asking too much if we ask if you would  
12 talk to some of your engineers and kind of, the  
13 noise level, monitor it a little bit.

14 And the thing that really got me the most  
15 was a little boy that lives in Marble. There's  
16 children right next to that railroad track, and as  
17 soon as they hear the train coming their mother  
18 must have instructed them to just block their ears  
19 because it is a very hard.

20 Thank you. That is all I have.

21 MR. ADAMCIK: My name is Mark  
22 Adamcik. I live presently in Parma, however, I do  
23 have a strong Lakewood connection. When my  
24 grandparents immigrated from Slovakia they settled  
25 over here in Lakewood.



1 I'm a long-time observer of the railroad  
2 industry, railroad hobbyist, rail advocate.  
3 However, this plan that Norfolk Southern has for  
4 increasing freight train traffic through a very  
5 densely populated residential neighborhood is  
6 rather strange.

7 I mean, after all you don't want to put  
8 heavy truck or automobile traffic down a  
9 residential street, but this is almost as bad.

10 But I think I might have a solution that  
11 might solve this problem and free up the line to  
12 be used for commuter rail service and suburban  
13 rail service which the panel behind me has spoken  
14 of rather highly.

15 On the near west side of Cleveland the  
16 nickel plate, the X nickel plate line crosses an  
17 under-utilized rail line owned by Conrail, former  
18 Cleveland union terminal right-of-way down by  
19 Fulton Road.

20 There is an existing track connection and  
21 connecting ramp between the two rail lines, and  
22 that line could then be upgraded through Linndale  
23 over to Berea to reroute the freight traffic away  
24 from Lakewood.

25 The line through Linndale happens to be all

1       hundred percent grade separated and goes through  
2       an industrial neighborhood. Then that would solve  
3       out the problem of heavy freight traffic through  
4       Lakewood.

5               West of Cleveland where the present Norfolk  
6       Southern line crosses the present Conrail ex-New  
7       York central package over in Vermilion, another  
8       track connection could be put there, and that  
9       would allow freight trains to access the Norfolk  
10      Southern main areas over on Bellview. I'm  
11      surprised nobody has brought up about that.

12             One thing I do want to let everyone know  
13      about is that the best way to improve safety also  
14      is, first of all, it's an individual  
15      responsibility; secondly, it's education,  
16      Operation Life Safer, which is the program between  
17      the railroad industry, the unions and the state  
18      departments of transportation.

19             That, unfortunately, as some members of the  
20      news media here in Cleveland, one person in  
21      particular referred to it as a publicity ploy,  
22      which it isn't. It's a bona fide program that has  
23      done much to improve rail safety.

24             But I would like the panel to consider the  
25      use of the former Cleveland union terminal line as

1 a way of using that for trains in order to bypass  
2 Lakewood and the West Shore suburbs with the only  
3 other freight traffic being allowed just to serve  
4 local industries west of here.

5 Thank you.

6 MR. KELLEY: Thank you. I want to  
7 thank the distinguished panel behind me and the  
8 visitors from the railroad company.

9 I'm a visitor here also. My mother lives  
10 on Granger Avenue in Lakewood. I was born and  
11 raised there, but I don't live there anymore. I  
12 live 23 hundred miles west of here in Phoenix,  
13 Arizona.

14 I don't hear them whistles, but I can hear  
15 the cries of concerns from my mother over the  
16 phone about the safety, about the increased number  
17 of trains and whatever.

18 I've heard a lot of things this afternoon  
19 about residences, memories on the hallowed grounds  
20 of those homes that have met their maker.

21 I lived on Granger too, and that was my  
22 neighbor if it was the same one that got hit on a  
23 Sunday afternoon coming back from mass, an elderly  
24 woman who was hard of hearing coming back from St.  
25 James, and there goes Mrs. Kelley 120 feet,

1 wearing a yellow dress, and I remember the blood  
2 spattered dress. I remember that. I try to  
3 forget it, but I try to pray to her.

4 There's a lot of things here that's going  
5 on here. This is a business deal. There's a lot  
6 of money to be made on this. Who's going to pay  
7 for it?

8 I came a long way just to sort of listen,  
9 but I kept getting enraged standing over there so  
10 I figured I have something to say. I've made the  
11 trip, and I think you're all making the same  
12 trip. So I wish you luck, and I'll be in touch  
13 with you.

14 MR. JOSLIN: Good afternoon, ladies  
15 and gentlemen. I am a resident of Lakewood. I  
16 was born here in Lakewood, and my name is Shawn  
17 Joslin. I live at 1485 Lakewood Avenue.

18 I've lived by the tracks for about a year  
19 and a half, and kids put things on the tracks and  
20 rocks and stuff and try to get them smashed. One  
21 time I had to dodge a rock that was smashed by an  
22 oncoming train. If I wouldn't have dodged that, I  
23 probably would have been rushed to the hospital,  
24 and I was on the north side of the tracks when  
25 this happened coming back from a friend's house.

1 I don't like the trains. I'm hired for  
2 Mr. Kucinich on this campaign to try to keep the  
3 minimum of trains we got coming through here  
4 stopped.

5 We got to keep a certain amount of trains  
6 in Lakewood and not increase them. If we increase.  
7 that amount of trains, we're going to have a ton  
8 more accidents, more cars, more rocks put on the  
9 tracks, more people injured, hopefully not on the  
10 north side because if an ambulance has come  
11 through it's going to be very impossible. So  
12 let's try to keep that to a minimum.

13 Thank you.

14 UNIDENTIFIED SPEAKER: My question  
15 has really only come up in listening so I haven't  
16 prepared a question in advance.

17 It sounds from the original presentation by  
18 the gentlemen from the railroad that says they're  
19 kind of willing to ameliorate, but they're in a  
20 competitive situation and not willing to abandon  
21 that.

22 Is this a situation right now from --  
23 sounds to me like either the merger gets approved  
24 and we get three times as many trains as we have  
25 now or it doesn't get approved. I didn't hear any



1 discussion from them about a middle ground on  
2 that. Is there? Is that the only possibility of  
3 no merger or if there is a merger we have three  
4 times as many trains? Is that the choices at this  
5 stage? I'd like clarification of that.

6 MAYOR JELEPIS: As I mentioned  
7 earlier, unfortunately Miss Molitoris is not able  
8 to answer any questions directly, but I can tell  
9 you we have a Steering Committee which is growing  
10 daily, and we divided into numerous subcommittees.

11 I know discussions are taking place with  
12 Norfolk and Southern from members of our Steering  
13 Committee so hopefully we'll reach a resolution  
14 before June. If we don't, we're prepared to go  
15 all the way with this, but hopefully there will be  
16 a resolution.

17 MR. KUCINICH: If I can add to that,  
18 Mayor, the Surface Transportation Board has the  
19 opportunity to impose certain conditions on the  
20 merger, and one of the things that we, of course,  
21 would hope for is that there would be conditions  
22 imposed that would keep the train traffic here to  
23 no more than it already is.

24 I could say this as a representative of  
25 this area and speaking only for myself, not for



1 which they moved out here to get.

2 Thank you.

3 ADMINISTRATOR MOLITORIS: Sir, I  
4 would like to just comment and clarify a couple of  
5 things.

6 The Department of Transportation will be a  
7 party of record to the Surface Transportation  
8 Board.

9 The Federal Railroad Administration in  
10 partnership with the policy office of the  
11 secretary will be the organizations that prepare  
12 the secretary's submission.

13 That submission will put us on record in  
14 terms of this acquisition and what we believe are  
15 the transportation concerns that we have  
16 developed.

17 The reason we're here today is because the  
18 concerns of individuals, the real people who will  
19 be living this consolidation need to be heard.

20 If there were no opportunities to develop  
21 other -- I think one of the gentlemen used the  
22 term win-win solution. That's a term I happen to  
23 like very much, and I will say to you that I think  
24 that there are people very concerned here. There  
25 are people of goodwill, your leadership and the

1 two gentlemen who are still here from the  
2 railroad, I think it is a hard day for them.

3 We are committed to taking the concerns  
4 here, consolidating them and reflecting these  
5 concerns in the submission of the secretary so  
6 that's why we're here. These are very important  
7 listening posts, and everything that everybody  
8 says is very important.

9 MAYOR JELEPIS: Thank you very much.  
10 Before we take questions from the audience, we're  
11 going to through this list because people have sat  
12 patiently for this.

13 Let me mention one thing. Administrator  
14 Molitoris has to leave at 5:30. If you're here to  
15 testify and be on record and you have heard your  
16 concerns, please bypass and after she leaves then  
17 you can come up, we'll have the stenographer stay,  
18 and you can go on record, but we want to hear  
19 everybody's concern that has not been addressed at  
20 this point and then if there's time we'll  
21 addressed questions from the audience.

22 MR. ENGLE: My name is Harrison  
23 Engle. I live at 1333 Westlake. I live three  
24 houses from the track, and the trains come by  
25 right now and they just vibrate the house. At

1 night you don't get a good sleep because of the  
2 trains going through.

3 I'd like to know what about the EPA. I  
4 work for a company, we're always being hassled by  
5 these people, but the railroads seem to be exempt.  
6 They can do anything, and there's no environmental  
7 impact being done for us. Now, I want a good  
8 night sleep.

9 DR. CULLEN: Dr. Craig Cullen,  
10 resident of Lakewood at 14604 Clifton north of the  
11 tracks near Bell.

12 I share all the other concerns that have  
13 been mentioned. Mainly most of the issues I'm  
14 concerned about have been covered, just one or two  
15 more.

16 One is as a professional physician in the  
17 community I do live north of the tracks and with a  
18 practice that extends to the Fairview Hospital  
19 area, I would be concerned about some of us  
20 professionals being able to access routes in a  
21 timely manner in any hour of the day or night.

22 Number two, I have a concern. Is the issue  
23 here one of the child has already been fed a good  
24 meal and does the child, meaning the railroad,  
25 have to have a little extra dessert here.

1           What's really going on? Is it because  
2           they have a desire for increased profits is  
3           motivating this or is there some real national  
4           security or national emergency issue here? I  
5           have failed to hear anything on that side of the  
6           issue that would convince me that there's any  
7           urgency other than some additional profits or  
8           competitive advantage that is being offered here.

9           In addition to that, the third point is  
10          this country was founded when a group of  
11          individuals in this country became concerned about  
12          the distant body that governed them and the  
13          attitude of non-responsiveness, and it seems to me  
14          that this same type of attitude has been  
15          demonstrated here by either the lack of the  
16          railroad seeking advice or concern from local  
17          governmental leaders throughout the country when  
18          the areas affected are really seeming to attempt  
19          to take any kind of proactive action here.

20          For one I would propose, in fact, a  
21          proactive solution, and I think the railroad line  
22          should be converted to an RTA use exclusively for  
23          the west side community, Cleveland, and the rail  
24          lines should be rerouted to non-urban areas so  
25          that the real highest use of that line be used

1 which in our community would be the safety -- safe  
2 transportation which already is a burden in our  
3 community.

4 Bus traffic is increasing tremendously on  
5 my street. The buses are overloaded. We need  
6 additional mass transit, and I believe those lines  
7 should be rerouted and reused to higher uses, and  
8 that is public transportation.

9 Thank you.

10 MS. BOCCHICCHIO: My name is Alice  
11 Bocchicchio. I live at 1325 Cook. I'm right next  
12 to the tracks. I'm a nurse. I've seen everything  
13 from minor fender benders to fatalities,  
14 Mr. Kuzma's son being one.

15 As the trains are going more and slower  
16 now, which they are, we're seeing adolescents  
17 hanging onto the trains. It's a mess out there  
18 right now with the amount of trains we have now.

19 We have spectacular safety forces here. I  
20 love them. I heard one thing that wasn't  
21 addressed, and that's every time a train hits  
22 somebody, whether it's just a fender bender or a  
23 fatality, that train stops and it just sits there.  
24 They check the tracks. People from the railroad  
25 have to come, safety forces. So in addition to



1 the extra trains, because there will be more  
2 accidents by having more trains, there's going to  
3 be more trains just sitting there.

4 Thank you.

5 MR. LUSTEK: James Lustek, 631  
6 Dwight Drive in Bay Village.

7 I'm about 50 yards from the railroad  
8 tracks, and I have written down a number of  
9 comments that have been heard here today.

10 The trains do travel very fast. We had to  
11 have our house re-nailed actually because the  
12 nails actually moved out, and we had to have  
13 siding replaced and nailed back. Windows vibrate,  
14 and we're in a stretch that is between Bassett and  
15 Cahoon or Dover Center, and the trains constantly  
16 stop there, slow down, and it takes a long time  
17 for them to restart.

18 My concern is hazardous waste. I ran for  
19 city council about five years ago, and I could not  
20 get an answer of what is being transported on  
21 those trains at that time.

22 It's a major concern considering that I-90  
23 or Route 2 that travels through all our  
24 communities prohibits the movement of hazardous  
25 waste. Why is that allowed to continue on the



1 tracks when it's not allowed on I-90? I don't  
2 understand that at all.

3 This is my wife Shirley.

4 MRS. LUSTEK: I'm Shirley Lustek. I  
5 live at 631 Dwight Drive in Bay Village.

6 As many of you would say, why did these  
7 people buy houses on the tracks? And it would be  
8 a good question.

9 We were told by the realtors that there  
10 were five trains a day. I guess that's where that  
11 buyer beware thing comes in. They say now that  
12 there's 11 or 12 a day, and I'm really wondering  
13 who's counting that.

14 Someone will say in their testimony that  
15 the trains come by once every 37 minutes, but yet  
16 I can't talk on the phone for five minutes because  
17 there have been two trains.

18 Trains are good things, but at the time --  
19 and I'm not old enough to remember when they put  
20 that track through there. I'm sure that there  
21 were different needs of the towns and the  
22 communities, and I do think we can make it win-win  
23 when we try to work out some other alternatives.

24 For those of you who don't live really  
25 close to the tracks, we get a lot of coal dust

1     that blows off the top of the cars that are going  
2     by so if you actually would take a walk up there,  
3     you'd find that it's black looking up there. We  
4     wash that off the house. Some of it was buyer  
5     beware, but I think there's some very real  
6     things.

7             And we were actually told when my husband  
8     ran for office in Bay Village that the railroad  
9     would have no part of allowing us ever to know  
10    what was on those tracks. They did not want us to  
11    know.

12            We have been told that speed was monitored  
13    by computers and that there is no way that a train  
14    engineer can go too fast or too slow because they  
15    would then be reprimanded because it's on a  
16    computer printout sheet.

17            When the weather is cold the trains can  
18    travel faster. That also means in the summertime  
19    they travel faster at night. They go slower in  
20    the daytime because a train engineer told me it's  
21    because a train will jump the rails faster if the  
22    rails are hot so they have to go slow in order to  
23    move stuff. They move it faster when the sun goes  
24    down.

25            There's just so much here. It's not just

1 one issue. It's a big issue.

2 MR. LUSTEK: One real quick question  
3 to the railroad. There were two lines that were  
4 taken up a few years ago. You reconditioned them,  
5 replaced ties and everything.

6 One of the things I did not understand is  
7 you removed the south side track, not the north  
8 side, which might sound kind of strange, but if  
9 you live there that would have been another 20  
10 feet away from my home.

11 All of Westlake where I grew up is  
12 basically industrial on the south side, and  
13 there's nothing through Avon Lake basically on  
14 that side as well.

15 I don't understand why you wouldn't leave  
16 the southbound and remove the northbound kind of  
17 as a safety issue a little further away from  
18 residential areas.

19 Thank you.

20 MS. WALKER: My name is Sarah  
21 Walker, and I live at 1345 Marlowe. I'm right  
22 next to the tracks, and I am the one that has my  
23 kids cover their ears.

24 I go to Conrail yards, and I watch these  
25 guys with their little headsets on their ears to

1 keep away the noise.

2 If you sit in my house, my house shakes. I  
3 wake up every night at 3:00 in the morning. I  
4 have yet had a night sleep since I moved into this  
5 house.

6 I've lived in Lakewood for 13 years. I  
7 lived closer to the Detroit. I am now closer to  
8 the tracks. I understand your trains. Okay. I  
9 understand that you have to go through.

10 You have a conductor that goes through at  
11 3:00 in the morning that lays on that thing five  
12 minutes. I listen to him every night. I drive  
13 for a living. I have to have my sleep.

14 Okay. I can move out of Lakewood, but I'm  
15 still going to hear your trains.

16 I sat there two nights ago and watched  
17 people dare the train, and I understand that you  
18 have this problem too.

19 I can't get out of my driveway when traffic  
20 is backed up. I'm scared to death that your  
21 trains are going to come off the tracks and hit my  
22 house.

23 These people fly through Lakewood. They go  
24 through Lakewood with no speed control. I'm  
25 sorry, but they go through there late at night

1 flying. Some of these trains sound like airplanes  
2 coming through my house.

3 Okay. You say it's not a concern. If it  
4 was not a concern, people would not be here. I  
5 didn't come here to testify. I came here to  
6 listen, but I'm tired of being woken up.

7 You want to increase the train traffic,  
8 then you buy me earplugs or you do something for  
9 my hearing. You do something for the kids that  
10 live on that street. I watch these kids go across  
11 the train tracks.

12 My own kids, who are now older, at one  
13 point when the trains were stuck on the tracks  
14 actually had high school students help them climb  
15 over the train in between the train tracks because  
16 the train sat there for so long that these kids  
17 had no idea, and that was when we had two tracks  
18 going through Lakewood. I've been here long  
19 enough to see all of that.

20 But I'm tired of my pictures falling off  
21 the walls. I'm tired of the rattling of the  
22 windows.

23 I can move, like I said, but I think part  
24 of the problem can be decreased in noise. You can  
25 find some way that these ambulances that are going



1 down Marlowe can get by if there's a problem.

2 I don't want to be on the other side of  
3 that track if I have a heart attack or if I have a  
4 problem or an accident or anything else.

5 These people's lives are in danger, and you  
6 guys need to find some kind of compromise for all  
7 of us. It's enough and if you don't believe me,  
8 come to my house and try to have a conversation.  
9 Come and talk on the telephone. I'm angry. I'm  
10 sorry. Thank you.

11 MS. MACNEAL: I'm glad to address  
12 you this afternoon. My name is Pat MacNeal. I  
13 live within about a thousand feet of the railroad  
14 tracks. I live in Westlake, Ohio. I'm also  
15 running for Mayor.

16 The Mayor in the city does not really have  
17 your safety at heart or else he'd be here. I  
18 really believe that because I have been fighting  
19 the safety aspects of the Norfolk Southern  
20 Railroad for many years, and it's fallen on deaf  
21 ears until Dennis Kucinich got elected congressman  
22 and thank God for that.

23 Now, when they say they are all together in  
24 the West Shore Coalition against the railroad,  
25 let's have a little bit of a reservation about



1       that and see who's hoodwinking who.

2               We don't want to be told something and have  
3 something going on in the back rooms that we don't  
4 know about. Let's make sure we know who all is  
5 really on the line against the railroad doing all  
6 these trains, 31 or 39 or 40 or whatever the true  
7 number is. We don't want it.

8                       MAYOR JELEPIS: Thank you very  
9 much.

10               I just want to reiterate my earlier  
11 comments that Mayor Clough did submit written  
12 testimony as well as a resolution from City  
13 Council, and he is a member of our Steering  
14 Committee so thank you for your comments though.

15                       MR. HUBER: Thank you for this  
16 opportunity to speak. My name is Dick Huber. I'm  
17 a member of the Northeast Ohio Railroad Merger  
18 Impact Committee which was recently formed, and  
19 our goal is to try to educate the public, the  
20 political arena and also members of the railroad  
21 as to what goes on in these mergers.

22               I'm a railroad employee at this time, and I  
23 started out on the New York Central along with a  
24 bunch of people on the Pennsylvania Railroad.

25               We went through the Penn Central merger,

1       which was a merger of somewhat need. We went  
2       through the Conrail merger, which was a merger of  
3       need, a bunch of bankrupt railroads put together  
4       under government control.

5               Now, this merger that's about to take place  
6       is not a merger of need. This is a merger of  
7       greed. They're out to make money.

8               And as all of you have echoed today, there  
9       are some serious safety concerns here. We're  
10      concerned about those safety concerns also, and  
11      whether you're aware of it or not -- you know,  
12      you're talking about these horns and whistles,  
13      bells and all that kind of stuff.

14              By law if these trains are going through  
15      communities and those horns, bells, whistles and  
16      the new device they call telemetry are not  
17      working, they can go through without headlights,  
18      bells, horns, whistles, telemetries at a  
19      restricted speed. They don't even have to have  
20      these things on there as a safety device at a  
21      restricted speed.

22              Also, another point to be concerned with is  
23      by federal law if they're traveling from point A  
24      to point B to point C, if they develop a federal  
25      defect somewhere between point A and B and there's

1 not a major repair facility there, they can go on  
2 to point C without having that federal defect  
3 corrected, and I don't know if you're aware of  
4 that or not, but that's a real serious problem.

5 The other thing that we're really concerned  
6 with is Congress did away with the ICC and formed  
7 the STB, and I get the impression that this STB  
8 stands alone.

9 We've talked to those people down there,  
10 and it seems like the decisions they make are  
11 final.

12 One thing I just found out from Trains  
13 magazine, October issue, there were some  
14 communities out in Washington that were protesting  
15 increase in traffic, and they took it to the STB,  
16 and the STB rule said that the federal law  
17 preempts local communities so they were faced with  
18 the same issue that you're faced with here and the  
19 STB ruled.

20 Now, what you need to do here and one thing  
21 that has to be done here is the STB is going to  
22 vote on April 14th. They're going to vote on  
23 April 14th, and their decision would be made on  
24 that date.

25 I talked to Pat Schultz down at the STB.

1 She said, What are you worried about, the decision  
2 is not going to be made until June. I said, No,  
3 the decision will be made in April. And she said,  
4 Yeah, we do that. And I said, What gives you the  
5 right to do that? Well, we make our own rules.  
6 We're going to vote on April 14th, and she says  
7 we've done this on other mergers, but we put  
8 stipulations on there, and I said that's great.  
9 Who oversees these stipulations? Who makes sure  
10 that these stipulations are done and if they're  
11 not carried out, what is done about them? She  
12 really couldn't answer that question.

13 So what you need to do here is you need --  
14 if these railroads care, CSX and Norfolk Southern,  
15 you need to delay this merger because every day  
16 that you delay this merger costs them money, and  
17 that's what they understand. Big business  
18 understands money. To delay the merger you'll get  
19 some satisfaction out of this.

20 Thank you.

21 MR. KOPECHEK: My name is Frank  
22 Kopechek. I live at 1337 Ethel Avenue in  
23 Lakewood, four houses from the tracks.

24 The one good thing about the tracks is that  
25 it easy to give directions on where you live on

1 the street. You say four houses from the tracks.

2 I want to thank the railroad for putting in  
3 a single line with the long, continuous rails.  
4 That did help, and I think it helped save some  
5 lives.

6 Within one block of my house -- I've lived  
7 there 30 years -- three people have been killed in  
8 the 30 years.

9 One boy was middle school, tried to climb  
10 on the train while it was moving slowly through  
11 Lakewood, slipped off, hit his head and died.

12 The other boy, it was two tracks then,  
13 didn't hear the other train coming, was walking in  
14 the middle of the other track, and his mother  
15 waved at him because they lived right at the house  
16 on the end of Ethel to try to get his attention  
17 that the train was coming, and he thought she was  
18 waving at him and she saw him get hit, and it was  
19 not a pretty site.

20 And then just recently within the last  
21 couple months another individual was killed.

22 My concern, of course, and all our concerns  
23 is to save the lives of the people that I think is  
24 a natural by-product -- the hazard is a natural  
25 by-product of having a railroad in a residential



1 area.

2 If there's any way at all to lessen or, if  
3 it were up to me, eliminate that line through  
4 Lakewood, sell the property, develop the property  
5 back into houses and take that money and reroute a  
6 total new line away from Lakewood. Please do it.

7 That property is valuable. It will enlarge  
8 our tax base. It will totally increase the safety  
9 of the neighborhood.

10 When that right-of-way was put in, Lakewood  
11 was all farms. It's no longer farms. It's been  
12 developed. It's time to change.

13 It might be cheaper to, if at all possible,  
14 reroute the total line through Lakewood somewhere  
15 else. I challenge you to look at that.

16 Thank you very much.

17 MR. EZZIE: My name is Norm Ezzie.  
18 I live at 24133 East Oakland, Bay Village, and I  
19 happen to be the most sacred man in America.

20 Three words, We The People. That says it  
21 all.

22 These people came out, mergers, corporate  
23 greed, corporate profits, what I call the Asian  
24 invasion.

25 I'm kind of well connected with things. I

1 host my own radio program and I'll be 25 seconds.

2 This is part of the world trade  
3 organization shipping God knows what on your rail  
4 cars, chemicals, nuclear waste, things from  
5 Russia, things from China.

6 You're coming through my neighborhood.  
7 That's my Mayor. I'm going to back him up all the  
8 way on this. I don't know where your hearts are  
9 at, but by the grace of God do the right thing in  
10 the community that we live in because this is a  
11 nightmare waiting to happen.

12 Thank you.

13 MS. FITZGERALD: My name is Virginia  
14 Fitzgerald. I live at 13026 Hazelwood Avenue, and  
15 my backyard and the Norfolk Southern Railroad  
16 share a common boundary.

17 I bought my property in 1951, and I have  
18 always loved living here. I also love the  
19 trains. I felt they were a good neighbor. I  
20 enjoyed watching them go by. I much preferred the  
21 trains that went by my back yard to trucks going  
22 by on Detroit Avenue. Actually, the trucks, when  
23 there are a lot of them, make more noise than the  
24 train.

25 So I have looked forward to spending my

1 retirement years in relative peace and security.

2 Now I have a question for the gentlemen  
3 from Norfolk and Southern to take back to their  
4 people and see if they can give me an answer.

5 If, as the representative from the  
6 Brotherhood of Locomotive Engineers suggests that  
7 the directors of the Surface Transportation Board  
8 merely rubber stamp what the railroads ask for,  
9 does the railroad have a plan to keep me happy in  
10 my home, to make it safe and comfortable and  
11 enjoyable for me to live there after 46 years of  
12 comfort and enjoyment?

13 You know when the people in the City of  
14 Cleveland objected to increased air traffic over  
15 their neighborhoods close to the airport when they  
16 wanted to expand the runways and increase the  
17 traffic and the noise was increased also, a plan  
18 was put in place whereby the people most severely  
19 affected had double or triple strength windows  
20 replaced on their homes. They had new doors  
21 replaced. New furnaces or central air  
22 conditioning was installed because they could no  
23 longer open their windows in the summertime, the  
24 noise. Well, everything was just an aggravation,  
25 and that program is still going on. Those people

Karen E. Fisher, RMR  
MORSE, GANTVERG & HODGE

1 are getting their homes made comfortable and  
2 livable at no cost to them.

3 Does Norfolk and Southern have something in  
4 progress or in the works that would make it  
5 possible for the citizens of Lakewood to continue  
6 enjoying the property that they own that is  
7 affected by Norfolk and Southern?

8 Thank you.

9 MS. RAYEL: My name is Janice Rayel,  
10 and I live at 1297 Granger Avenue. I am five  
11 houses from the tracks, and I have a business that  
12 I run out of my home full time.

13 I have a travel business so I need to spend  
14 a lot of time on the telephone, and I spend a lot  
15 of time explaining now to tour companies and  
16 airlines and things why I have a train coming  
17 through my office. They cannot believe the noise.  
18 They absolutely cannot fathom it, and it takes  
19 time out of my business day.

20 I am a small business person, and I  
21 understand the corporate business as well. I used  
22 to have another retail business prior to this. So  
23 I'm well aware of the businesses, and I know that  
24 you have to make some money but so do we who live  
25 nearby, and I'm sure it affects a lot of

1 businesses on Detroit as well. It's just that I'm  
2 a little bit closer.

3 I've also lived there for 15 years, and I  
4 know that over that time period the train traffic  
5 has increased and also the noise. In the last  
6 year alone I would say it is just very much  
7 increased. I don't know why. I can't figure it  
8 out.

9 I know that you have a problem with people  
10 driving over the tracks when they're not supposed  
11 to, and I know that that's a big problem, but I  
12 cannot understand why you cannot stop the trains  
13 from making as much noise as they do.

14 I'm very concerned with the safety issue  
15 and, in fact, I did have a son who was probably  
16 about nine years old and was one of the children  
17 that jumped on the train because it was stopped  
18 and he needed to get to his school. Fortunately,  
19 he was not hurt. Nothing occurred because of it,  
20 but I am well aware that these things do occur.

21 The noise is a big issue for me. Safety is  
22 also, but I wish there was some way you could tell  
23 them to stop blowing their horns.

24 Also, we were in Florida I believe a year  
25 ago, and we saw a sign that said that the trains



1 did not blow their horns after ten p.m. So that  
2 would really help us sleep at night as well.

3 Thank you.

4 MS. SCHNEIDER: My name is Lisa  
5 Schneider. I live at 26927 Nickerbocker. The  
6 tracks are like you look at that painting right  
7 there, there they are right in my backyard.

8 I grew up there. My neighbor's here. I  
9 went to college. My husband and I purchased the  
10 home from my father one year ago.

11 The trains were fine as I was growing up,  
12 but now that I have two children of my own, two  
13 years old and a month -- I just gave birth to a  
14 little boy nine weeks ago -- I worry about their  
15 safety in the future.

16 My husband and I are planning to build  
17 shrubs and a fence along the tracks, but that's  
18 not going to protect us in case of a derailment.

19 Also, if we're expected to keep up the  
20 maintenance of our home, like my husband and I  
21 have put thousands and thousands of dollars in  
22 fixing this home, it's completely different than  
23 before, why aren't the railroad companies expected  
24 to keep up the maintenance of their railroads?

25 It's a disaster behind my home where

1       there's a skimpy little fence between the railroad  
2       tracks and mine where I'm sure there's rats living  
3       there, there's junk and garbage back there, twigs,  
4       trees. It's very dangerous.

5               I know when I was younger, myself, younger  
6       kids my age then, we would play on the tracks,  
7       thought it was pretty cool, skip rocks there and  
8       everything. You don't think about that when  
9       you're 10 years old, 12 years old, and I'm scared  
10      to death.

11             My daughter before, we were in the front  
12      yard playing and the train before came by so loud  
13      she was so scared. She came crying to me.

14             My husband and I, yes, we knew about the  
15      trains, but we were not anticipating 36 trains to  
16      come by that yard. How the heck are we ever going  
17      to sell that home in the future if we want to?

18             Bay Village is a wonderful community. I  
19      love it. I want to stay in it if possible. My  
20      husband and I would like to add on to our home if  
21      possible to stay living there, but can't if those  
22      trains are there.

23             Are you going to give me the money back I'm  
24      going to lose on that home that we have invested  
25      in that? You tell that to the children.

1 MS. JAMES: My name is Bernadette  
2 James. I live at 1484 Winton Avenue in Lakewood.

3 I have granddaughter who has a one-year old  
4 son living north of the railroad tracks, and she's  
5 very concerned, as I am, about emergency vehicles  
6 being delayed waiting for trains to pass.

7 But my question to the Norfolk Southern is  
8 if you don't have this merger, are you going to go  
9 broke? You're still going to have your business,  
10 and so I think it's outrageous to put these  
11 communities to so much risk for the sake of one  
12 business deal. I just think it's very  
13 unwarranted.

14 MS REID: My name is Paula Reid, and  
15 I live at 1208 Manor Park in Lakewood.

16 I'm here to speak on behalf of the realtors  
17 because I have the answer to the question of why  
18 would anybody buy a house on the railroad tracks.  
19 The answer is because it's the only place they can  
20 get a house for 20 to 30 percent less than they  
21 could other places.

22 I have seen the response of the buyers to  
23 this announcement. I had an offer written on the  
24 Wednesday night on a house in Lakewood before the  
25 Sun Newspapers announced the increase in the train

1 traffic.

2 The next day the first call I got that  
3 morning was from the buyers withdrawing their  
4 offer because they no longer wanted to proceed  
5 with the purchase considering this news.

6 This is going to have a drastic effect on  
7 all communities involved, in particularly Lakewood  
8 because of the density of the community so I just  
9 wanted to speak on behalf of the real estate  
10 values.

11 MR. ROSE: Peter Rose, 17870 Lake  
12 Road.

13 My grandmother and now mother live right on  
14 the track, and they've always lived next to the  
15 tracks. The trains, it's mostly a commuter train,  
16 but the trains have never presented a problem.  
17 They don't honk the horns all night.

18 But I want to go on the record saying that  
19 I'm very disappointed with you people that have  
20 come from the railroad because you talked about  
21 football games so you really have no interest in  
22 anything other than trying to change the subject,  
23 and you're just like the foot person who was put  
24 here.

25 The multimillionaire and billionaires that

1 are home in their communities are going to make  
2 the money from this merger really deserve some  
3 major onslaught from the people of this community.

4 I've been very upset about hearing about  
5 all these traumas, and much has been said about  
6 the health and safety issues of this railroad  
7 merger.

8 A number of comments have been made about  
9 the due process of how this should be conducted.  
10 I'm very disappointed if this due process would  
11 not come to a correct resolution, and I personally  
12 think when one would look at the death of number  
13 of community people, children, 245 kids live  
14 across the tracks, the lesser of the two evils in  
15 my mind is we should just blow the bridge of Rocky  
16 River.

17 Thank you.

18 MR. HENSHAW: My name is Theodore  
19 Henshaw, and I live at 1597 Grace Avenue here in  
20 Lakewood.

21 My wife would probably tell you if you cut  
22 me I would bleed Conrail blue. I am a rail fan,  
23 and I understand about railroads, and I understand  
24 as being a lifelong resident of this community the  
25 safety issue.



1           I would ask you why a railroad would want  
2           to run their trains through Lakewood when the  
3           major railroad yard that they would get in this  
4           deal is the railroad yard out by the airport,  
5           which is on the route to Berea.

6           They will have to run their trains through  
7           here much cheaper -- or much slower and at a  
8           higher cost.

9           If you read the Sun Post articles that they  
10          have, I would say that the railroad has another  
11          intent in mind, and this was written by the writer  
12          in the Sun Post, and that is that they want us to  
13          do what the one gentleman suggested earlier about  
14          making connections. They want us to pay for that.

15          There are places where they already want to  
16          make connections in Vermilion where their tracks  
17          are very close. It would make much more sense if  
18          they had triple track through Berea and an  
19          overpass or an underpass.

20          I may sound cynical, but all the rail fans  
21          that I know can't figure out why they would run  
22          trains through here at a slower speed where it's  
23          more congested and have to continue to maintain 27  
24          railroad crossings which they already told us they  
25          wanted to get rid of a number of years ago. that

1       they wanted to sell the tracks to RTA.

2               I would be concerned that they want us to  
3       be concerned about safety so that we'll pick up  
4       the cost of making the improvements that they  
5       don't want have to do on their own.

6                       MR. WILSON: My name is Charles  
7       Wilson, 550 East Pleasant Valley Road, Seven Hills  
8       although I grew up on Shaw Avenue with a train  
9       right in my backyard.

10               It seems to me to almost take the opposite  
11       side but at least to get some mitigation. Avon  
12       Lake and Bay Village, you've got the community on  
13       one side of the rail tracks and the hospital on  
14       the other.

15               It isn't a matter of the railroad trying to  
16       make people die because they're in the way of the  
17       EMS vans. The EMS vans are out in the middle of  
18       the residential area. 95 percent of the people  
19       are north of the tracks, and they got the EMS vans  
20       always starting out south of the tracks. All that  
21       it seems to do is they need to rent one parking  
22       spot.

23               Now, for Lakewood the same thing could be  
24       done. But there would be an expense involved  
25       because you probably have to have a second EMS van

1 north of the tracks, but that might not be as  
2 difficult to mitigate as some people tend to  
3 think, particularly for Avon Lake and Bay  
4 Village. We're simply changing the spot where the  
5 EMS van parks in between calls.

6 Overall, the reason why these things often  
7 go through is going to be the reverse of what  
8 someone said. Freeways never caused anyone to  
9 die. Gosh, on freeways the accident rate is  
10 enormously higher than on trains so overall the  
11 people making these decisions are going to say  
12 this is just not in my backyard, but Lakewood is a  
13 different situation because it is so dense.

14 Normally the country as a whole is going to  
15 be benefited if more traffic goes by rail than by  
16 truck because there's going to be less hazardous  
17 spills, but Lakewood is so against.

18 MS. UCHAKER: My name is Mary Lou  
19 Uchaker. I live at 1348 Granger Avenue and have  
20 lived there for 20 years.

21 I am here to also address the fact of the  
22 realty values, but I have a safety incident that  
23 happened last night.

24 Last night Channel 3 News was at Granger  
25 Avenue crossing. He was starting to ask me a

1 question, and the cameraman was there and all of a  
2 sudden a train went through.

3 Now, if you're not familiar with Lakewood  
4 and you're not familiar with Granger Avenue, we  
5 have a curve about two hundred feet away from  
6 Granger Avenue right after the bridge.

7 Train was coming eastbound. He goes  
8 through, no problem. Good timing but no problem.  
9 All of a sudden I panic, Obie Sheldon panics.  
10 There is a child with his head on the rail about a  
11 hundred feet away from us.

12 Now, I don't care about any kind of  
13 education. I don't care about anything. Children  
14 think they're immortal. This child was facing the  
15 train that was going away. The train was headed  
16 eastbound. His head was eastbound. His ear was  
17 on the rail. He was listening to the vibrations.  
18 I have done that as a child myself in  
19 Pennsylvania. It's a very nice sport.

20 However, if there had been another train  
21 coming around the curve at the same time, he would  
22 not be able to distinguish the vibrations of  
23 oncoming as well as the exiting train. His head  
24 would have been crushed because the engineer, for  
25 all their wonderful safety aspects, would not be



1     able to stop that train that fast coming around  
2     that curve.

3             Now, I work for NASA, and I'll coin a  
4     phrase. It doesn't take a rocket scientist to  
5     understand if you're going to put 40 trains on the  
6     track that's a single track, the trains going  
7     westbound have to stop somewhere and wait until  
8     the eastbound trains come through. So what are  
9     those engineers going to do? They're going to  
10    make up time. They're going to speed through.  
11    They're not going to follow the safety issues, and  
12    we're going to have more kids with smashed heads  
13    on our tracks.

14            MS. MOONY: My name is Mary Moony,  
15    and I live at 17437 Edgewater Drive in the dreaded  
16    north section of Lakewood.

17            First, I would like to address one of the  
18    things that the other gentleman said a few  
19    speakers before me. It doesn't matter how quickly  
20    -- well, it does matter how quickly EMS service  
21    gets to you. If they can't get you to the  
22    hospital, you do not clot bust therapy if you have  
23    a stroke, if you have myocardial infarction. You  
24    have dead brain. You have dead myocardium.  
25    Nothing will bring it back.



1           So renting a parking spot is a nice idea,  
2           but what we need are underpasses. We need a way  
3           to get over or under the tracks.

4           Now, I would like to say that I thought it  
5           was ironic that the people of Norfolk Southern  
6           brought up their safety record because every time  
7           a city official here in Lakewood has brought up  
8           the idea of crossing gates we have been told that  
9           it is unfeasible, too expensive, we don't really  
10          need them. Tell that to the survivors of the  
11          victims.

12          This would not be allowed to happen if this  
13          was an airline. We have such strict safety  
14          requirements. Accidents will happen. No one can  
15          guarantee that there will not be a derailment. No  
16          matter how strict safety is, accidents happen.

17          What about Lakewood Hospital? How far is  
18          it from the tracks? If there were a derailment  
19          and a hazardous spill, is this community set with  
20          an evacuation plan for that hospital? I  
21          seriously doubt it. I seriously doubt it.

22          Sometimes I wonder when we have the Revco  
23          Marathon what is the safety plan to get people  
24          north of Lake over. We don't have that kind of  
25          safety plan for evacuating a hospital, let alone

1 all of the schools that are within close proximity  
2 to the tracks.

3 I would also like to say that we need  
4 liability for the railroad, that if we had  
5 liability and if they were legally liable for the  
6 problems they caused, we would have an end to this  
7 problem.

8 MS. KLASSBACH: Good afternoon. My  
9 name is Joyce Klassbach. I live at 1284 Virginia  
10 Avenue.

11 I'm seven houses from the railroad tracks.  
12 I've been a resident of Lakewood all my life.  
13 Twenty-one of those years were south of the  
14 tracks, and since 1974 I'm north of the tracks.

15 I would like to share a personal  
16 experience. I am a registered nurse, and three  
17 times now my family and I have actually gone to  
18 the aid of cars and victims that have been hit by  
19 a train.

20 A couple years ago -- I know everybody is  
21 concerned about children, but I had one guy that  
22 got hit by a train because he was trying to get  
23 down to his baseball game at Lakewood Hospital on  
24 a Sunday.

25 He was fortunate. The train did hit his

1 car, but he walked out of it, walked away from the  
2 car but collapsed, and I beat my husband and my  
3 kids to the victim thinking, oh, dear God, just  
4 don't let him be a mess. He was okay. We laid  
5 him down. The problem was when he was laying  
6 there, the train did stop and EMS could not get to  
7 him.

8 Myself and another person who was also a  
9 nurse gave him emergency first aid. He was able  
10 to talk, and when I asked him what the big hurry  
11 was, he says he was afraid he was going to be late  
12 for his baseball game.

13 So it's not the kids that you have to worry  
14 about only. It's also mature grown adults.

15 And, Congressman Kucinich, I am real upset  
16 about this STB Committee and these few people that  
17 have such enormous power. Who's placing them? I  
18 think Congress needs to look into them.

19 Thank you.

20 MR. JONES: My name is Owen Jones.  
21 I live in Olmsted Falls. I am not bothered by the  
22 noise problems you have here, but I sure as hell  
23 get plenty of it from 80 other trains.

24 I'm a retired railroad conductor, and I  
25 think there's some things that you should be aware

1 of with the makeup of these trains.

2 For many years I operated on trains between  
3 Collinwood and Indianapolis and Cincinnati. Those  
4 trains coming out of the east out of New York City  
5 were never disturbed any place in the City of  
6 Cleveland as far as the makeup of those trains.  
7 They neither added or took cars off those trains.  
8 They were through trains. The only reason they  
9 ran them into Cleveland was direct route, fuel  
10 facilities at Collinwood and ran them right on out  
11 of town. There was no need for them to be routed  
12 this way in the first place.

13 These people want to route their cars,  
14 their trains out of New York City to Chicago, they  
15 have many, many alternative routes.

16 Out of the City of Cleveland alone there is  
17 approximately seven or eight different routes that  
18 they can come out of Collinwood yards.

19 Their original plan was to operate these  
20 trains south through Wellington, New London, down  
21 to Greenwich, Ohio and over the old B&O tracks out  
22 of Wellington. I don't know what's happened to  
23 that plan. Somebody should find out about it.

24 I think you have to go back in the history  
25 of this railroad track here in Lakewood. I was

1       born here. Trains were steam powered. They had  
2       40 foot boxcars. Tank cars were 25 feet long.

3               The steam power is gone. They hook up  
4       these diesel engines in multiples of eight, ten,  
5       twelve. Boxcars are now 90 feet long. You have  
6       tank cars that are a hundred feet long. Under the  
7       old standard 80 cars is one mile of train. With  
8       the 90 foot cars they could say, well, we've got  
9       80 cars. Well, now they got a length of 160 cars,  
10      the normal size cars, the old size cars. I don't  
11      know whether you guys know that or not but that's  
12      a fact.

13             These cars are very dangerous. Parts can  
14      fall off of these cars. I've seen doors come  
15      off. I've seen nuts and bolts come off. I've  
16      seen them imbedded into telegraph poles.

17             There are many, many things that can break  
18      on these cars. Air hoses, an air hose can break,  
19      a draw bar, a knuckle. Any of that stuff can come  
20      apart so when you say they tie up the crossing for  
21      five minutes, that's not true. That's at the  
22      best. If anything happens to that train, they can  
23      be on that crossing for 45 minutes or an hour.

24             They've down-sized the size of the crew  
25      from five men to three.



1 MR. MACRON: Nick Macron, 1437  
2 Alameda here in Lakewood.

3 It wasn't too many months ago that we were  
4 sitting in this room after a council meeting  
5 hearing about how RTA was going to have a shot at  
6 having these tracks, and we were trying to figure  
7 out how to put a coalition together so we could  
8 pull the suburbs together to not make the same  
9 mistakes that have been made by the rail companies  
10 and the rail industry.

11 This is not 1900. We're going towards the  
12 21st century. Whether we have mass transit or  
13 trains, it's going to be individuals competing for  
14 the same space.

15 It is about time for the U.S. Government  
16 and the industry and the citizenry to realize that  
17 planning for the past and planning for today  
18 causes the problems that we have right now. You  
19 have to plan for the future.

20 If you look towards monorails, if you look  
21 at win-win situations, if you look at a rail  
22 industry who over the last hundred years has  
23 developed a reputation for being greedy,  
24 unconscionable and not caring of any human being,  
25 whether they be the worker or the residents, by

1     caring very much for the profit dollar, you know  
2     where you have to hit them.

3             You take them to court in the smallest way  
4     over and over again. You find ways to make them  
5     liable, and you find ways to make them have to sit  
6     in that chair and realize you're doing a good job  
7     just like the tobacco industry did.

8             You're aggravating people to the point that  
9     they will find ways to fight you. We are not  
10    going to pay your bills for you so you can get  
11    your additional switches or your additional  
12    systems someplace else.

13            Whether you con politicians or you beat  
14    administrations or you deal with boards,  
15    eventually the public will understand and will  
16    understand that when you are dealing with profit  
17    for greed and you are not taking us into  
18    consideration, some day you're going to kill a  
19    politician's kids or a rich person's kid that is  
20    so rich and so powerful that he says no more.

21            What is it that you're trying to prove  
22    here? That you can take and disrupt more lives?  
23    Are you trying to make your situation more  
24    profitable for yourself? It's a lot more  
25    profitable. How many of your trains carry semi

1 trucks? I watch them. You move a lot of  
2 merchandise. You are not direct dropping very  
3 much of it.

4 MR. HARPER: My name is Tom Harper.  
5 I live at 20679 Stratford Avenue in Rocky River.

6 I bought my house back in 1977. I've  
7 always had an affection for trains. I would say  
8 the horns on those trains are the loudest that  
9 they have been since I've lived in Rocky River,  
10 and it's very, very noisy.

11 I have gone out particularly on Friday and  
12 Saturday nights not recently to watch the trains  
13 go through heading west, and my guess is that they  
14 were doing well over 50 miles an hour, and I  
15 believe the speed limit in Rocky River is 35, but  
16 that concerns me because of the curve down by  
17 Elmwood.

18 Other safety concerns I have -- this wasn't  
19 brought up -- we have a major power line that runs  
20 from the Avon Lake plant, goes right down the  
21 tracks into Lakewood and into Cleveland I believe,  
22 and there are some stations along the way that  
23 pull the power off.

24 What would happen if a train derailed and  
25 took one of those poles out? I've been told by

1       somebody who fought the issue of having the power  
2       lines put in that it could throw an active line  
3       two blocks over, and if it landed on a house it  
4       would burn right through a house.

5               So I think that's another safety concern in  
6       increasing safety.

7               As far as toxic chemicals, I go out and  
8       watch these trains go through, and I'll see five  
9       or six cars, white cars of sulfuric acid. What  
10      would happen if we had a derailment and that tank  
11      on that car ruptured? I think it would be a  
12      very, very dangerous result, and I've seen a lot  
13      of chlorine tank cars go through.

14              Some years back I hosted a picnic for some  
15      friends of my partners from Winterthur,  
16      Switzerland, and I mentioned to them that we had  
17      trains that ran through our backyard and he was  
18      visibly shaken. He said in Switzerland trains are  
19      not allowed to go through towns. They have to  
20      stay outside of towns for obvious reasons.

21              So it makes me think. I can tolerate the  
22      trains because I bought the house knowing the  
23      trains were there, but they want to triple traffic  
24      with sulfuric acid tank cars going through,  
25      chlorine tank cars going through such a high

1 density of population. To me it's not acceptable,  
2 and I hope the towns of Lakewood, Rocky River,  
3 Westlake, Bay Village, Cleveland, we got to get  
4 people out to fight this thing. This is very,  
5 very dangerous in my own mind.

6 Thank you.

7 MAYOR JELEPIS: Thank you very  
8 much. This brings us to the conclusion.  
9 Mrs. Molitoris would like to say a few words, and  
10 we'll close it up.

11 ADMINISTRATOR MOLITORIS: I would  
12 like very much to thank the people who came here  
13 today, all the people, but very specially those  
14 who decided to stay with us all this time.

15 I've taken a lot of notes. I know we'll  
16 have the record of the court reporter. We'll have  
17 all the testimony that those of you who have  
18 written out your testimony made.

19 I'm very grateful for this. It is very  
20 useful. It's useful for us in our role in  
21 advising Secretary Slater, but I think it's also  
22 very useful in terms of the railroad companies'  
23 representatives.

24 One of the reasons I wanted to be here is  
25 that if you had all just written it out, I would



1 have read it but I couldn't have seen your faces,  
2 heard your voices, understood the implications in  
3 the same way that I have.

4 I appreciate all the time you've given, all  
5 the energy that you have given, are giving and  
6 will continue to give, and I know that our advice  
7 to the secretary will be much better because you  
8 have come here and talked to us.

9 Thank you very much.

10 MR. KUCINICH: First of all, I want  
11 to thank the Lakewood City Hall staff as well as  
12 my own staff for the work which they did in  
13 setting this up. It's an enormous amount of work  
14 at went into putting this together, and I would  
15 ask all of you to join with me and I know Mayor  
16 Cain as well to show our appreciation for the work  
17 that's been done by the people who set this up.  
18 Thank you very much.

19 This could not have been done without the  
20 help of Mayor Cain herself and, Mayor, your  
21 cooperation in making Lakewood City Hall available  
22 and your staff and all of the personnel who have  
23 made this possible, we are really in debt to you  
24 for your caring and your concern because you've  
25 shown real leadership in this community in helping

1 to bring together the resources that are necessary  
2 in order to give the public an opportunity to be  
3 heard; to Mayor Jelepiss for his chairmanship of  
4 our Committee of Mayors and other public  
5 officials, thank you for the effort, the  
6 earnestness, your ability and willingness to  
7 organize, fellow mayors and for your willingness  
8 to take on the responsibilities that you have.

9 All of us know that each and every mayor is  
10 a very busy person, and to take on these added  
11 responsibilities are greatly appreciated by all of  
12 us.

13 I would to thank Congressman Steve  
14 LaTourette who was here at the beginning of the  
15 hearing and the representatives of Congressman  
16 Stokes and Congressman Sherrod Brown.

17 It is no small matter that you have four  
18 members of Congress represented here today. That  
19 tells you how seriously this issue is taken by our  
20 congressional delegation, and for the members who  
21 are represented here I can tell you that there are  
22 many more members who have expressed a concern not  
23 only from this state but from other states as  
24 well.

25 So part of my job as a member of Congress

1 representing you is to continue to build support  
2 within the Congress so that we can give us the  
3 best opportunity to be heard.

4 The presence of Jolene Molitoris, as we  
5 stated at the beginning, as the Federal Railroad  
6 Administrator is without precedent. It is so  
7 important that she has been here.

8 Now we're looking at about four hours of  
9 testimony that she has heard plus an hour that we  
10 began before when we all met at Summit Avenue by  
11 the railroad tracks for her to get a close view of  
12 the proximity of houses to the tracks, of the  
13 traffic going over, the children crossing the  
14 tracks. These are all things she saw firsthand so  
15 we started about 1:00 so we have about five hours  
16 here of steady involvement.

17 So your leadership in this is so important,  
18 and I have to tell you that I have met many  
19 federal administrators but none who showed as much  
20 caring as you have to come right to the community  
21 to listen, and I know that you've heard a volume  
22 of testimony here which will I'm sure be very  
23 important as you make your recommendation.

24 And I think we also have to thank the  
25 representatives of Norfolk and Southern. We know

1       how difficult it is for you, and you know how  
2       difficult it is for the people, but we need your  
3       help in fashioning a solution where you can  
4       recapture the good will which you've spent so many  
5       years trying to build up.

6               We understand that you're very concerned  
7       about a merger, and you understand we're very  
8       concerned about a community. We really don't want  
9       to stop your merger, but we have to protect our  
10      community here. That's our first claim and our  
11      first concern.

12             This is our community. This is our home  
13      and our lives. We feel our lives are at stake  
14      here.

15             Years ago you remember the words, Our  
16      lives, our fortunes, our sacred honor. This means  
17      something to people in this community and this  
18      country. This is we. We're talking about we the  
19      people, and we the people have a right to speak  
20      out, and we have a right to be heard, and as we do  
21      I think we will prevail.

22             The community interest is at stake and  
23      families' interests are at stake and individual  
24      ones are at stake.

25             I want to thank all of you for showing how

1 much we care, for the hundreds and hundreds of  
2 people who jammed this city council chambers right  
3 at the beginning. Thank you so much for coming.  
4 Thank you for showing.

5 Each one of you can make a difference.  
6 Each one of you came here today and testified or  
7 just simply by your presence is making a  
8 difference in this issue to helping to rally all  
9 these communities, and I can't thank you enough.

10 I can't tell you how proud I am as a member  
11 of Congress to represent a district where people  
12 have this willingness to close ranks in the name  
13 of community.

14 Thank you for coming. Thank you for your  
15 participation. We have only begun to fight.  
16 Thank you.

17 - - - - -  
18  
19  
20  
21  
22  
23  
24  
25



## 1 CERTIFICATE

2 I, Karen E. Fisher, do hereby certify that  
3 as such Reporter I took down in Stenotypy all of  
4 the proceedings had in the foregoing transcript;  
5 that I have transcribed my said Stenotype notes  
6 into typewritten form as appears in the foregoing  
7 transcript; that said transcript is the complete  
8 form of the proceedings had in said cause and  
9 constitutes a true and correct transcript therein.

10  
11  
12 *Karen E. Fisher*  
13 \_\_\_\_\_

14 Karen E. Fisher, Notary Public  
15 within and for the State of Ohio  
16

17 My commission expires August 29, 1999.  
18  
19  
20  
21  
22  
23  
24  
25

# Appendix 3

# BAY VILLAGE SCHOOLS

377 Dover Center Road  
Bay Village, Ohio 44140  
(216) 871-2322  
FAX 899-5880

**Dennis C. Woods**  
Superintendent

**Thomas E. Carr**  
Assistant Superintendent

**John J. Cavalier, Jr.**  
Treasurer

#### Board of Education

**Nancy M. Rodgers**  
**Lawrence G. Filmore**  
**Catherine H. Gilchrist**  
**Karen A. Liska**  
**Carol S. Penness**

September 26, 1997

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

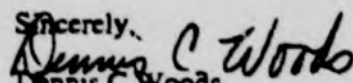
Dear U.S. Surface Transportation Board:

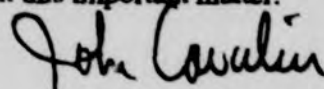
This letter is to convey our serious concern regarding a pending Norfolk Southern/CSX merger and the subsequent increase in rail traffic anticipated in Bay Village, Ohio. Currently the track in Bay Village averages 13 trains per day. It is our understanding that this average could increase to more than 30 trains daily after the merger. An increase of this magnitude will have a serious impact on our regular student transportation program and could create a life threatening condition for students who require emergency medical treatment.

We currently transport a significant number of students to public and parochial schools outside Bay Village. Because the railroad tracks form the southern boundary of the city and there are railroad crossings at five of the six roads into the community, most, if not all, of these trips require crossing the tracks. St. Raphael's parochial school is also located in Bay Village. More than 100 students who attend St. Raphael's come from the south side of the railway. Doubling or tripling rail traffic would regularly and seriously jeopardize the timely arrival of students to their respective schools. Depriving children of educational time or increasing substantially their time on a school bus certainly does not contribute to student learning.

Beyond the negative daily effect on the educational program, the district is also responsible for the physical well being of approximately 3,300 public and parochial students. It is not uncommon in any given week to have one or more emergency vehicles called to one of our schools for trauma assistance. Medical care is usually provided by St. John West Shore Hospital located on the south side of the railway. It is our concern that increasing the rail traffic to more than 30 trains per day could have a life threatening impact on any student requiring emergency assistance.

In summary, we respectfully request that the Transportation Board give serious deliberation to this issue. This is not to suggest that the merger be abandoned because of the safety and environmental concerns of people in the Cleveland Westshore area. Rather, we implore you to explore alternative solutions to reduce the negative health and safety impact on these communities. Thank you for your consideration in this important matter.

Sincerely,  
  
Dennis C. Woods  
Superintendent

  
John Cavalier  
Treasurer/Director of Business  
& Fiscal Services

*Education For A Lifetime Of Learning*

STB

FD

33388

10-1-97

K

MOCH

4/26

# Appendix 4



### Hazardous Material Flows at the Cuyahoga County Line

Current Railroad	Location of County Line Crossing looking from Cleveland <sup>1/</sup>	Former RR	Post CR Acquisition RR	Amtrak Line	Revenue Tons of Hazmat <sup>2/</sup> (000)
CR	Northeast	NYC	CSXT	Yes	3667
NS	Northeast	NW	No change	No	477
WE	Southeast	NW	No change	No	36
CR	Southeast	PRR	NS	Yes	2200
NS	West	NW	No change	No	676
CR	West (to Chicago)	NYC	NS	Yes	2778
CR	Southwest (to Col.)	NYC	CSXT	No	1406
CSXT	Southwest	BO	No Change	No	59

<sup>1/</sup> If a line/location is not shown, there was no hazmat flow in 1995.

<sup>2/</sup> Source: FRA analysis of the 1995 Carload Waybill Sample

# Appendix 5

---

July 1997

# RAIL TRANSPORTATION

## Federal Railroad Administration's New Approach to Railroad Safety





United States  
General Accounting Office  
Washington, D.C. 20548

**Resources, Community, and  
Economic Development Division**

B-275984

July 23, 1997

The Honorable James L. Oberstar  
Ranking Democratic Member  
Committee on Transportation and  
Infrastructure

The Honorable Robert E. Wise, Jr.  
Ranking Democratic Member  
Subcommittee on Railroads  
Committee on Transportation and  
Infrastructure

The Honorable Bruce F. Vento  
House of Representatives

In response to your request, this report provides information on operational and safety trends in the railroad industry, and describes how the Federal Railroad Administration (FRA) has responded to these trends by developing a new partnering approach for improving safety on the nation's rail lines.

As arranged with your offices, unless you publicly announce its contents earlier, we plan no further distribution of this report until 30 days after the date of this letter. At that time, we will send copies of this report to interested congressional committees, the Secretary of Transportation, and the Administrator of FRA. We will also make copies available to others upon request.

If you or your staffs have any questions, I can be reached at (202) 512-2834. Major contributors to this report are listed in appendix V.

A handwritten signature in cursive script that reads 'John H. Anderson, Jr.'.

John H. Anderson, Jr.  
Director, Transportation Issues

# Executive Summary

---

## Purpose

In 1980, the Congress passed the Staggers Rail Act, which fostered substantial changes in the railroad industry. By 1995, fewer large freight railroads accounted for most of the industry's revenue and train miles. At the same time, these freight railroads substantially reduced their workforce and track networks. In response, the Congress and railroad labor have raised concerns that these changes in the industry could compromise safety.

The Ranking Democratic Member of the House Committee on Transportation and Infrastructure, the Ranking Democratic Member of that Committee's Subcommittee on Railroads, and Representative Bruce F. Vento asked GAO to describe (1) relationships that existed between operational and safety trends in the railroad industry from 1976 to 1995 and (2) the Federal Railroad Administration's (FRA) approach to improving safety on the nation's rail system. GAO was not able to identify any direct relationships between operational and safety trends because of limitations in the data that were available for the 1976 to 1995 period. Therefore, this report provides information on safety trends for the entire railroad industry and describes how FRA has responded to both operational and safety trends to develop a new partnering approach to improving safety on the nation's rail lines. In addition, chapter 1 provides information on operational trends in the freight industry.

---

## Background

In 1995, the railroad industry consisted of Amtrak (the nation's largest passenger railroad), 14 large freight railroads—collectively known as class I railroads—as well as over 600 regional and smaller railroads. The industry had changed significantly since the Staggers Rail Act made it federal policy that railroads would rely, where possible, on competition and the demand for services, rather than on regulation to establish reasonable rates. Prior to the act, several of the largest freight railroads were earning a negative rate of return on investment and at least three were bankrupt. The deregulation contributed to changes in the composition and operation of the rail industry. From 1976 through 1995, the nation's largest freight railroads cut costs; increased the tonnage each train carried and the distance this tonnage was carried; downsized their workforce; and eliminated, sold, or abandoned thousands of miles of unprofitable or little-used track.

Since 1970, FRA has been responsible for regulating all aspects of passenger and freight railroad safety under the Federal Railroad Safety Act



of 1970, as amended.<sup>1</sup> In that capacity, FRA prescribes regulations and issues orders that relate to railroad equipment, track, signal systems, operating practices, and those aspects of railroad workplace safety that pertain primarily to the movement of trains. The Occupational Health and Safety Administration (OSHA) regulates those aspects of railroad workplace safety that are typical of any industrial workplace. FRA also enforces the Hazardous Materials Transportation Act as it pertains to the transportation of hazardous materials by rail.

## Results in Brief

Railroad safety has improved significantly over the past 20 years. Reported accident and injury rates are down 70 and 74 percent, respectively, from 1976 levels. Railroad industry representatives attribute the reductions to improvements made to the railroads' plant and equipment. However, labor representatives expressed concern that, despite this progress, heavier loads and increased traffic may adversely affect rail safety in the future. Rail safety data indicate that the progress in reducing accidents has slowed in recent years. While preliminary data for 1996 show improvements in key safety statistics, about 1,000 people die each year as a result of grade-crossing accidents and trespassing, 11,000 railroad employees are injured, and thousands of people are evacuated from their homes as a result of the hazardous materials that are released during train accidents.

FRA instituted an important shift in its safety program in 1993 to address safety problems in the rail industry. Rather than using violations and civil penalties as the primary means to obtain compliance with railroad safety regulations, FRA has emphasized cooperative partnerships with other federal agencies, railroad management, labor unions, and the states. The partnering efforts generally focus on the nation's larger railroads and have resulted in FRA inspectors' conducting fewer site-specific inspections of the railroad industry overall. While the preliminary data for 1996 show improvements, it is too early to determine if FRA's new approach will sustain a long-term decline in accidents and fatalities. In addition, FRA has allocated fewer resources to responding to concerns about the level of workplace injuries for railroad employees and railroad bridge safety.

<sup>1</sup>In 1994, the Federal Railroad Safety Act of 1970, and other federal railroad safety statutes, were repealed, codified, and reenacted as chapters 201-213 of title 49, United States Code.

---

## Principal Findings

### Safety on the Nation's Railroads Has Generally Improved

Safety on the nation's railroads has improved since 1976, although the most rapid decrease in accidents occurred before 1987. FRA and industry officials attribute these improvements to advancements in technology, increased investment focused on a downsized infrastructure, and a more scientific approach toward reducing injuries. However, class I freight railroads, which account for most of the industry's revenue and train-miles, are now using fewer people, locomotives, and cars to haul more tonnage over fewer miles of track. Labor officials believe that these changes in operations could lead to more rail collisions and accidents as a result of greater congestion and fewer qualified employees to perform essential maintenance. While current safety trends are positive, it is uncertain how further advancements in technology or reductions in employment will affect safety in the future.

Nonetheless, further improvements in safety are needed, since more than 1,000 people die each year as a result of fatal collisions between cars and trains or as a result of trespassers on railroad property being struck by trains. Hazardous materials releases resulting from train accidents showed no clear trends between 1978 and 1995. About 261,000 people were evacuated across the United States because of rail-related hazardous materials releases occurring over these years. Concerns remain about evacuations because the volume of chemical traffic increased by over one-third from 1976 to 1995.

### FRA's New Safety Strategy Involves Partnerships

Beginning in 1993, FRA reassessed its safety program to leverage the agency's resources and established a cooperative approach that focused on results to improve railroad safety. With rail traffic expected to grow through the remainder of the 1990s and beyond, FRA anticipated the need for new approaches to enhance site-specific inspections. As a result, FRA formalized this shift with the establishment of three new initiatives. First, in 1994, FRA took the lead responsibility for coordinating the Department of Transportation's multiagency plans to reduce fatalities at rail-highway crossings. Second, in 1995, FRA formally established the Safety Assurance and Compliance Program through which the agency works cooperatively with railroad labor and management to identify and solve the root causes of systemic problems facing the railroads. Third, in 1996, FRA established the Railroad Safety Advisory Committee to develop recommendations for

the agency's more complex or contentious rulemakings by seeking consensus among the parties affected by the rulemakings.

It is too early to determine if FRA's collaborative efforts will produce a sustained decline in rail accidents and fatalities. FRA credits its grade-crossing plan with contributing to a 19-percent drop in fatalities in 1996. Whether the plan contributed to the decline is uncertain: Past trends indicate that the total number of railroad fatalities declined by 34 percent from 1976 to 1983 (from 1,630 to 1,073) but then fluctuated within a range of 1,036 and 1,324 deaths between 1983 and 1995. FRA has implemented its Safety Assurance and Compliance Program with 33 railroads. This method has improved the safety on many large railroads, but Norfolk Southern Corporation has refused to participate until FRA substantiates safety problems at the railroad. With regards to the Advisory Committee, the FRA Administrator has referred seven major rulemaking tasks to it. While the committee has developed proposed regulations on track safety and radio communications standards, efforts to develop freight power brake regulations have encountered problems in the negotiations among FRA, railroad labor, and railroad management.

To accommodate the new initiatives, FRA has shifted some of its resources away from site-specific inspections, which have historically served as FRA's primary means of ensuring compliance with safety regulations. The 53,113 inspections conducted in 1995 were 23 percent below the 68,715 inspections conducted in 1994. As a result, a greater number of railroads are not receiving inspections, and inspectors are conducting fewer reviews of the railroads' own inspection efforts.

In addition, there are two important areas of railroad safety that FRA's collaborative approach does not systematically address: workplace safety for railroad employees and the structural integrity of railroad bridges. While a 1978 policy statement by FRA provides guidance on which workplace safety issues FRA and OSHA should cover, the two agencies' inspection presence on railroad property varies greatly. FRA routinely inspects the railroads' track, equipment, and operating practices. In contrast, OSHA inspectors visit railroad property only in response to an employee or union complaint about working conditions or when investigating a workplace accident. In January 1997, FRA revised its injury reporting requirements to capture additional information on workplace injuries, including where an injury occurred, what activity was being performed at the time, and what was the probable cause of the injury. According to FRA, the new information will provide better data for future

rulemakings. Because these requirements only recently became effective, FRA has yet to accumulate sufficient data for analysis. Once sufficient data are collected, the agency will be able to determine the causes of the most frequent and serious injuries and focus efforts on corrective actions.

FRA does not have regulations governing the structural integrity of the 100,700 railroad bridges in the nation. Instead, a 1995 Statement of Agency Policy provides guidelines for railroads to use for the formulation of their own bridge management programs. FRA inspectors do not cite specific defects for bridge conditions, nor do they recommend violations, as they do for track, signal, or equipment problems. Instead, FRA inspectors call conditions to the attention of railroad bridge maintenance and engineering officials. According to FRA, inspectors normally use informal procedures to advise railroad personnel of bridge problems. If a bridge condition presents a hazard of death or personal injury, and the bridge owner does not correct the condition, FRA exercises its emergency authority to restrict or prohibit train operation over the bridge. The railroad industry agrees with FRA's policy that regulations are not needed to address issues related to structural conditions of bridges. Railroad labor officials disagree and note that bridge safety is equally as important as track safety, for which FRA has regulations.

---

## Recommendations

GAO recommends that the Secretary of Transportation direct the FRA Administrator to, in cooperation with the industry, where appropriate, (1) analyze injury data collected under the revised reporting requirements to determine the workplace safety issues that lead to the most numerous or the most serious injuries; (2) in areas where efforts to obtain voluntary corrective action do not address the causes of these injuries, consider developing regulations; and (3) use appropriate mechanisms, including the Safety Assurance and Compliance Program, to ensure that a finding of potential structural problems on a bridge is properly addressed by the bridge owner.

---

## Agency Comments and GAO's Response

GAO provided a draft of this report to the Department of Transportation (DOT) for its review and comment. GAO met with departmental officials, including the FRA Administrator, Deputy Administrator and Associate Administrator for Safety. The officials indicated that they agreed with many portions of the draft report's historical perspective but said that the report did not adequately reflect the more recent accomplishments and potential of the Safety Assurance and Compliance Program. The officials



said that this program represents a fundamentally new approach to working with railroads to ensure regulatory compliance and accelerate safety improvements. The officials explained that although old methods of encouraging regulatory compliance contributed to a substantial reduction in railroad accidents between 1978 and 1986, the agency had determined that further progress would require new approaches.

FRA officials maintained that the Safety Assurance and Compliance Program provides the tools to leverage its limited resources while achieving continued safety improvements. The approach was based on President Clinton's directive to federal regulatory agencies that inspection and enforcement programs be designed to achieve results, not punishment. The officials indicated that the program establishes a framework for FRA to work cooperatively with railroad management and labor to identify and solve key safety issues. The officials indicated that while the program provides new tools to further enhance railroad safety, FRA will continue to make full use of all the enforcement options at its disposal as necessary and has begun to focus on enforcement where it is most likely to reduce accidents, injuries, and hazardous materials releases. FRA officials produced statistics that they maintain demonstrate the program's substantial accomplishments during the 3 years since its initial implementation. Finally, while agreeing with two of GAO's three recommendations, FRA commented on GAO's recommendation that the agency consider developing regulations to address the issues that continue to cause the most numerous or serious workplace injuries. FRA officials said that the agency would limit its consideration of regulations to those areas that are related to train operations.

In response to FRA's comments, GAO included additional information on the accomplishments the agency's new rail safety program has achieved by highlighting safety statistics for 1993 through 1996 and providing detailed information on the successes with the Safety Assurance and Compliance Program. GAO also included FRA's performance goals for improving rail safety that illustrate how rail safety has improved since 1993. However, reaching conclusions on FRA's new safety program by isolating safety improvements over the most recent 3-year period ignores past trends in railroad safety. Over the past 20 years, noteworthy reductions in railroad accidents, fatalities, and injuries were often followed by periods in which railroad safety subsequently worsened. As GAO concluded, it is too early to tell if FRA's efforts will sustain improvements in railroad safety over an extended period of time. Finally, GAO disagrees with FRA's contention that the agency should limit its consideration of regulations to those areas that



said that this program represents a fundamentally new approach to working with railroads to ensure regulatory compliance and accelerate safety improvements. The officials explained that although old methods of encouraging regulatory compliance contributed to a substantial reduction in railroad accidents between 1978 and 1986, the agency had determined that further progress would require new approaches.

FRA officials maintained that the Safety Assurance and Compliance Program provides the tools to leverage its limited resources while achieving continued safety improvements. The approach was based on President Clinton's directive to federal regulatory agencies that inspection and enforcement programs be designed to achieve results, not punishment. The officials indicated that the program establishes a framework for FRA to work cooperatively with railroad management and labor to identify and solve key safety issues. The officials indicated that while the program provides new tools to further enhance railroad safety, FRA will continue to make full use of all the enforcement options at its disposal as necessary and has begun to focus on enforcement where it is most likely to reduce accidents, injuries, and hazardous materials releases. FRA officials produced statistics that they maintain demonstrate the program's substantial accomplishments during the 3 years since its initial implementation. Finally, while agreeing with two of GAO's three recommendations, FRA commented on GAO's recommendation that the agency consider developing regulations to address the issues that continue to cause the most numerous or serious workplace injuries. FRA officials said that the agency would limit its consideration of regulations to those areas that are related to train operations.

In response to FRA's comments, GAO included additional information on the accomplishments the agency's new rail safety program has achieved by highlighting safety statistics for 1993 through 1996 and providing detailed information on the successes with the Safety Assurance and Compliance Program. GAO also included FRA's performance goals for improving rail safety that illustrate how rail safety has improved since 1993. However, reaching conclusions on FRA's new safety program by isolating safety improvements over the most recent 3-year period ignores past trends in railroad safety. Over the past 20 years, noteworthy reductions in railroad accidents, fatalities, and injuries were often followed by periods in which railroad safety subsequently worsened. As GAO concluded, it is too early to tell if FRA's efforts will sustain improvements in railroad safety over an extended period of time. Finally, GAO disagrees with FRA's contention that the agency should limit its consideration of regulations to those areas that

---

are related to train operations. FRA would have matters related to non-train operations under the purview of OSHA. But should FRA's analysis of workplace safety data show a preponderance of non-train-related injuries, the agency should not foreclose the need to consider regulations covering such injuries. Additional agency comments are included in chapter 3. FRA officials had additional technical and clarifying comments that GAO incorporated throughout the report, where appropriate.

# Appendix 6

LBJ vs. RFK: How the Feud Began

# The Washington Monthly

OCTOBER  
1997  
\$3.95  
CAN. \$4.95

Tony Lukas's  
Final Chapter  
Undeserving  
Victims

Streisand Does  
Block Island?

The Supreme Court's  
*Dolce Vita*

**Trucks, Trains, and  
Toxic Cargo:**

What You Don't  
Know Could Kill You

Money & Politics:

Why Mitch McConnell  
Should Know Better





# The Case for More Regulation

*If you thought ValuJet's deadly cargo was poorly regulated, wait till you hear what the trucks and trains are getting away with*

BY NURITH C. AIZENMAN

**I**N MARCH OF 1996, ALL 1,700 RESIDENTS OF Weyauwega, Wisconsin skipped town for three weeks—involuntarily. The reason for their impromptu spring break: an 81-car train carrying propane and sodium hydroxide derailed and exploded just outside the city center, creating a toxic fire so dangerous the entire community had to be evacuated while authorities struggled to contain it. But the Weyauwegans should consider themselves lucky. In Chicago this past August, 19 people were treated for chemical exposure at area hospitals after the hose on a truck pumping sulfur trioxide into a holding tank broke and released a 50 foot high lethal cloud. And in California several years earlier, 700 people fell ill after a tanker-car full of metam sodium plunged into the Sacramento River, killing all water life within 40 miles and contaminating California's largest reservoir.

These events point to a disturbing trend: serious accidents involving the transport of hazardous materials, or "hazmats," on trucks and trains have become an almost daily occurrence. In 1995 alone, there were 12,712 incidents involving hazardous materials released from trucks and 1,330 from rail cars. But what's really remarkable about these cases is that they were not more disastrous. Considering the recent massive increase in the volume of hazardous materials streaming across our nation's highways and railroads, combined with the industry's cavalier attitude towards safety and the government's cross-your-fingers-and-hope-for-the-best approach to regulation, it's a wonder we haven't witnessed a truly devastating catastrophe. Environmentalists warn it's only a matter of time before we're treated to a tragedy on the scale of the 1984 accident in Bhopal,

India—where 3,500 people were suffocated in their sleep by a 20-ton cloud of methyl isocyanate seeping from a Union Carbide plant.

That's not to say there haven't been lots of close calls. Last December, the Department of Transportation's Federal Railroad Administration (FRA) discovered that despite the fact that military bombs being carried aboard a Union Pacific train had broken through their containers and were protruding onto the floor of a flat car, the company had allowed the train to travel from Oklahoma to California through several major terminals without taking any corrective action. As one FRA official noted in an internal memo: "[Union Pacific] needs a big time wake up call. ... The way we see it, if they can't take care of class A explosives, makes you wonder what they are doing with other HM [hazardous materials]."

And there are plenty of other hazardous materials to wonder about. Between 1990 and 1995, hazmat transport by rail increased 27 percent to almost 18 million cars a year, each one carrying a payload that makes the lethal cargo aboard ValuJet flight 592 look like a shipment of fire-retardant blankets. Pick your poison: there are toxic-by-inhalation chemicals like chlorine and hydrogen fluoride, which can roll across miles of countryside in ground-hugging clouds that burn your body tissue, fill your lungs with fluid and cause you to literally drown in your own juices. There are explosives like ammonium nitrate—mix that with a little fuel and it's Oklahoma City time. Then, of course, there are your run-of-the-mill flammables, like liquefied petroleum gas, or propane, which comprises the bulk of the roughly four billion tons of hazardous materials hauled across our highways every year, and which, when released, vaporizes into a volatile



gas that can ignite into a jet flame if so much as a spark comes near. And finally, there's the mother of all hazmats, nuclear waste, which could become a lot more familiar if the government goes ahead with plans to open a temporary nuclear materials repository in Nevada. By as early as 1999, up to 100,000 shipments of highly radioactive spent fuel from reactors across the country could begin the long journey to the storage site by rail and truck—in containers whose crash worthiness has been tested almost exclusively through computer simulations. With all these goodies making their way from sea to shining sea, perhaps it's not surprising that even some chemical company executives are reaching for their gas masks. "It scares the living daylights out of me," confides one former DuPont official.

### Dying for a Job

The ugly reality of our industrial advances and booming economy is that we need—or at least want—more and more products made from dangerous substances. Unless we drastically change our consumption habits, one way or another these hazardous materials are going to have to be lugged around the country. But surely our government and industries have taken steps to ensure that the vehicles hauling these toxins are piloted by specially trained experts—crack professionals, alert and ready for the worst, right? Try zombified novices, bleary-eyed and poorly prepared.

To start with, hazardous material transporters are dangerously overworked. At the railroads, the rise in hazardous shipments has been accompanied by large scale downsizing. According to a study by an environmental group called The Good Neighbor Project, between 1985 and 1995, Union Pacific, by far the nation's largest hazmat rail carrier, doubled the ratio of its car shipments to workers from 85:1 to 170:1. Freight trains once served by teams of 5 or 6 people are now left in the hands of one engineer and a conductor. This duo is expected to work for up to 12 hours, take 8 hours off (for eating, sleeping, bill paying, etc.), then come back for more. The length of their shifts is bad enough: It's hard to imagine staying focused on your favorite TV show for 12 hours straight, let alone an endless stretch of railroad track—especially as viewed from an overheated, deafeningly loud engine cabin. But to make matters worse, rail workers are generally scheduled without regard to the basic requirements of a normal sleep cycle. Thus an engineer who is happily tucked in bed at 3 a.m. on one morning, is just as likely to find himself at the head of a 70-car train at 3 a.m. on the next—having received no more than two hours advance notice. "I've been forced to go out when I was so exhausted I hallucinated," recalls one

Norfolk Southern engineer; "I've seen things that weren't there, almost gone past signals I thought were one color when they were another."

Maybe that's what happened to the engineer of a Union Pacific train who was killed in July after he sped past a rail stop sign near Rossville, Kansas, and collided with an oncoming train. Hazardous materials aboard his train were burned in the crash, and Rossville's residents had to be evacuated. The collision was one of three fatal Union Pacific accidents since June that finally prompted the Federal Railroad Administration to launch an 80-man inspection of the rail company—the most extensive investigation in the agency's history. After a week of probing, the FRA declared itself shocked, shocked, to discover that everyone from dispatchers, to engineers, to yard workers, were being "worked to the bone." Yet for years rail workers' unions have complained about such problems; last spring the Brotherhood of Locomotive Engineers even tried to shut Union Pacific down with a strike over safety, but they were halted by a court order. Still, according to the FRA's spokesman Jim Gower, the FRA "wasn't really aware of the vastness of the problem."

But this was only the tip of the iceberg. The FRA also found that Union Pacific routinely violates the already onerous 12-hour work limit—often keeping workers on duty for up to 17 hours at a stretch. Topping it all off, the agency determined that the training many workers receive is grossly inadequate and in some cases nonexistent—with some employees ordered to operate sophisticated equipment they've never been taught to use.

Among the things a good training program might emphasize would be the importance of watching for smaller problems that could be the harbinger of bigger ones. But even if they were taught to do so, rail workers might be disinclined to report any trouble they find. Many rail companies reward managers with a cash bonus tied the safety record of the track under the manager's jurisdiction. CSX Transportation, for instance, has awarded a total of \$4.5 million in company stock since 1995 under its "Take Stock in Safety" program. Sounds like a great incentive system, but the result, according to United Transportation Union's legislative director, J.M. Brunkenhoefer, is that many middle managers strongly discourage the rail workers they supervise from reporting accidents—threatening potential whistle blowers with either layoffs or "investigations" into the whistle blower's responsibility.

Of course, the railroads sometimes run into pesky FRA rules requiring that certain types of accidents be reported, for instance those in which a rail worker is injured seriously. No problem—the companies simply send workers to the doctor with a special note, like one

from CSX that asks that "whenever possible, use of equally prudent NON-REPORTABLE treatment is encouraged in order to minimize reporting of less significant minor injuries to the Federal Railroad Administration." Among the "reportable" treatments doctors are urged to avoid: "issuing a prescription, injections, closing a wound with sutures, butterfly, staple or strip, application of immobilizing cast, sling or splint, ... [and] restriction of employee's work activity." To be sure, the letter assures doctors that "appropriate treatment should be based upon your professional medical judgment;" but the message from CSX management to the doctor and, more importantly, to its employees couldn't be more blunt: Don't Rock the Boat.

That message was apparently heard loud and clear by the team aboard a CSX train that sideswiped an Amtrak passenger car and caused a derailment near Arlington, Va., this past July. Twice during the train's two-hour journey, crews on passing trains radioed the CSX crew with the warning that one of its flatcars was leaning precariously. Nonetheless, the crew ignored the warning and continued forward because a CSX supervisor had already inspected the car and insisted there was no danger.

### Highway to Hell

But intimidated, badly trained and dog-tired as they may be, rail workers are still the envy of truckers. That's because while truckers can only be legally required to drive a mere 10 hours a day, trucking companies routinely—and knowingly—put them on schedules that make a mockery of the law. Consider the timetable of 23-year-old Peter Conway, the driver of a semitrailer loaded with 9,200 gallons of propane headed east on I-287 through New York state in July of 1994. Some time earlier, Conway's truck had been side-lined by a breakdown for 10 hours. Like most truckers, he was being paid by the mile as opposed to the hour; so after his rig was fixed, Conway faced a Hobson's choice: make up the lost time or take a financial hit. He opted to press on. On July 27, Conway's truck drifted off the left shoulder of the highway near White Plains and struck the column of an overpass. The propane leaking from his truck's damaged tank ignited—propelling the container 300 feet through the air onto a nearby house, which was quickly engulfed in flames. Conway was killed, and 23 others were injured. Although Conway had falsified the log book in which he was legally required to enter his work time, federal investigators were able to determine that he had been driving almost continuously for over 35 hours. Their unsurprising conclusion: Conway had dozed off at the wheel.

He's certainly not the first, nor the last, to have done

so. A recent government study found that up to 40 percent of truck crashes were probably caused by fatigue. Another study determined that at least 58 percent of truckers had violated hours-of-service rules. In fact, log books are so routinely doctored that truckers have taken to calling them "comic books."

But even if he's awake, there's no guarantee the driver of that monster hazmat truck roaring up behind you on the highway is even marginally competent—or that his rig is remotely safe. Take the case of Willis Curry, a Washington D.C. trucker who, since 1988, has managed to amass 31 citations for such traffic violations as speeding, carrying overweight loads, disobeying red lights and ignoring railroad cross warnings. Back in January, the Department of Transportation's Federal Highway Administration (FHWA) informed Curry's employer of his record and he was promptly fired. But the FHWA waited until April to alert D.C. authorities that his license should be revoked. Two months later Curry, still the proud bearer of a D.C. license and now a driver for a local dump truck company, collided with the car of a young mother and her one-year-old son.

Police determined that the brakes on Curry's dump had failed. This should not have come as a surprise. Curry's vehicle gave a whole new meaning to the term "dump" truck. It had been cited for 28 mechanical safety violations in two random inspections last year. And during the first inspection the truck's wiring was so defective that when the brake pedal was pushed the windshield wipers started going. On both occasions the truck had been ordered off the road for repairs.

But the story doesn't end there. After Curry's accident, no action was taken to investigate the dump's owner, or to revoke Curry's license. It wasn't until ten days later, when Curry made a routine request for a duplicate license, that a city clerk happened to notice his record and confiscated his license. And Curry quickly managed to win it back, with the proviso that he only drive between 4 a.m. and noon on weekdays. At 2 p.m. the very next week, Curry was once again behind the wheel when the brakes on his dump failed a second time, causing the 30-ton truck to veer out of control and roll over onto a car driven by a teenage honor student. The boy was killed instantly. It is small consolation that Curry's truck wasn't carrying anything more dangerous than sand. Next time we may not be so lucky.

It's hard to say which was the greater menace to society, Curry or his truck. And that's not unusual. On the rare occasions when the Department of Transportation does random roadside inspections, nearly one out of every three rigs they pull over is found to be either unsafe, driven by an unsafe trucker, or both.

## Danger Zone

Defective equipment is a problem with which rail workers are also all too familiar. A 1995 surprise inspection of a Union Pacific rail yard in Fort Worth, Texas, found that 37 percent of the rail cars there were faulty—over a third of them with brake problems. And according to Union Pacific itself, 12 percent of the 8,000 plus chemical tank cars it inspected last year turned up “exceptions” like poor positioning of the tops on the cars, or mislabeling of their contents. That wasn’t news to rail employees; they say it’s not uncommon to work on a train with up to eight “sleeper cars” whose contents, hazardous or otherwise, are unknown to them.

This is no minor inconvenience. Different hazardous materials pose different risks and, in the event of an accident, it’s essential for emergency responders to know what they’re dealing with. For instance, if an unsuspecting fireman unleashed a fire hose on an accident involving metam sodium, rather than dousing any flames, there’s a good chance the water would react with the chemical to form a nasty mustard gas-like compound. Similarly, if an emergency crew allowed a small amount of water to drip over a spill of hydrogen peroxide, the heat generated by the subsequent chemical reaction could cause nearby fuel to erupt into a major inferno.

Just as frightening as the trains themselves are the tracks on which they travel. About 85 percent of rail transport occurs over “dark” areas where there is no automated signaling. Instead, engineers must rely on dispatchers to talk them through their journey. Yet, as the FRA recently “discovered,” dispatchers are often unfamiliar with the tracks through which they are expected to guide a train—in many cases they haven’t even traveled the route once. So perhaps it’s not surprising that a June FRA inspection of Union Pacific found that 80 percent of dispatcher orders contained at least one error.

And even when there are signals along the track, they are not necessarily configured to maximize safety. In a 1993 overhaul of a stretch of railroad whose users include a Maryland commuter service line, the railroad’s owner, CSX, did away with a large number of warning signals along the track. Under the new system, yellow “slow down” signals indicating that a red “stop” signal is soon to follow are now placed *before* some train stations even if the “stop” sign they are referring to lies way beyond the station. So engineers driving trains that make station stops must somehow remember to pull out of the station at a slow speed; the intermediate signals that would have reminded them about the abrupt stop signal coming up after the station are no longer there. It’s hard to conceive of a more accident-prone system. Yet neither CSX nor the FRA so much as paused to consider

the safety implications before installing it.

Three years after CSX put in the new system, the inevitable occurred. On a snowy night in February of 1996, the engineer of a Maryland commuter train forgot (or didn’t notice) the yellow signal before the Kensington, Md., station and pulled out of the station at 60 miles an hour. By the time he saw the stop sign and slammed on the brakes it was too late. Moments later he smashed into the fuel tank of an oncoming Amtrak. Eleven people were killed in the crash and subsequent conflagration. Still, despite instituting some other safety changes, CSX has kept the risky signal system in place.

## A Free Ride

But how does the industry get away with it? Where are all those government regulators conservatives are so fond of disparaging? Turns out they’re not nearly as meddlesome as the GOP would have you think. A July study by the General Accounting Office (GAO)—which monitors federal agencies for Congress—found that in just one year, the number of safety inspections conducted by the FRA decreased by 23 percent. And between 1992 and 1995 the percentage of railroads inspected for hazardous materials safety by the FRA fell from 34 percent to 21 percent.

That’s hardly surprising considering how depleted the FRA’s forces are. “You’ve got 380 inspectors for over 1 million cars and 300,000 miles of track,” notes the United Transportation Union’s Brunkenhoefer. Compare that with the Federal Aviation Administration’s 3,028 inspectors—132 for hazardous materials alone—and it’s tough not to agree with Brunkenhoefer that “the FRA is stretched too thin.” Last year, Representative James Oberstar, the ranking minority member of the House Transportation Committee, introduced a bill that would have doubled the number of inspectors. But the Republican leadership didn’t even allow a hearing on it.

Oberstar plans to reintroduce his bill this fall. But he’s unlikely to get much thanks from the FRA. The agency has long been criticized for failing to stand up to the railroads, but the current climate in Washington has the FRA positively cowed. Discussing the FRA’s role with agency officials is an almost eerie experience—the party line they spout couldn’t be more anti-regulatory if it had been drafted by Newt Gingrich: The lack of inspectors? “Not an issue,” FRA spokesman Jim Gower hastens to assure; “We’ve streamlined and are able to do more with less.” How? “By making use of the inspectors the railroads employ.” The GAO is underwhelmed by the FRA’s new approach. In its July report, the GAO expressed concern that the FRA leaves almost all oversight of bridge safety in the hands of railroad companies.



But the FRA maintains there's no cause for alarm; it's all part of a new "cooperative" way of doing business that began under the Clinton administration. The idea is to move away from using violations and civil penalties as the primary means of obtaining compliance with the regulations. Instead, the agency relies on "partnerships" with the railroad companies. If you're wondering what that means, take a look at the way the FRA has responded to the results of its—admittedly laudable—massive investigation of Union Pacific. You might expect that the agency's discovery that rail employees are being dangerously overworked would prompt it to change the rules governing their schedule. How retro! "New regulations are not the answer," the FRA's Gower patiently explains. Instead, the FRA will simply ask Union Pacific to mend its ways: "After all, it's in their own interest." Union Pacific officials agree—pointing out that they're hiring an additional 2,600 employees this year. But just how much relief will those new hires be able to provide for the company's exhausted 54,000-strong work force? Officials like Barry Sweedler at the National Transportation Safety Board (NTSB)—the independent agency responsible for investigating accidents and making recommendations to transportation regulators—think the FRA is being naive. "What you have today is an industry that's willing to accept a certain number of collisions every year," observes Sweedler.

To be sure, over the years the FRA has introduced some important technical requirements that have made rail transport safer. For instance, it recently decreed that all train cars must be linked with special couplers to help prevent them from separating during derailments. For added protection, tanks carrying hazmats are required to be fitted with steel head shields, coated in thermal insulation, and equipped with special devices to keep their bottom outlets from being sheared off in the event of an accident. Unfortunately, the railroads don't have to fully comply with all these new regs until 2006.

Even many of the FRA-mandated innovations that are actually in use were required by the FRA only after fatal foot-dragging. That was the case with a backup braking system called a "two-way end-of-train device" that allows an engineer to use a radio signal to apply brakes from the back of his train if his locomotive brakes fail. The FRA did not mandate use of the devices on all trains traveling through mountainous terrain until February of 1996—seven years after the NTSB first recommended them, and only after a runaway train had derailed at the bottom of the steep Cajon Pass in California not once, but *twice*. Similarly, while the FRA has (after over a decade of urging by the NTSB) finally conceded the considerable potential of using satellite-based

proximity warning systems to alert engineers, and even apply the brakes, when one train is speeding or about to collide with another, the agency is now merely helping the rail companies run pilot projects—rather than insisting that they install it on a timetable.

And there are still plenty of cheap and life-saving innovations out there that the FRA continues to ignore. Take the laser systems that could be used to alert trains when the track over vulnerable areas like bridges has been misaligned. Such misalignments have been the cause of some of the most horrific accidents in recent memory—like the 1993 Alabama derailment in which 47 people perished. Yet though cheap models of this system have been put forward, the FRA has no plans to require them. Heck, they still don't even mandate that engine cabins be equipped with radios!

The Department of Transportation's record on hazmat trucking is just as deplorable. As you may have gathered from the case of dump truck driver Willis Curry, enforcement of the law by the Department's Federal Highway Administration is laughable. A March study by the Department's Inspector General—a sort of in-house independent watchdog—found that in 1995, only 25 percent of trucking companies were reviewed by the Federal Highway Administration (FHWA) to see if they complied with safety rules. What's more, about two-thirds of the nation's interstate carriers have *never* been rated for safety. Most alarming, the Inspector General determined that 22 percent of trucking companies with high rates of on-the-road violations and accidents had never been rated for safety, and 42 percent had not been rated in the past two years.

What's going on? Part of the problem is that the 529 federal and state inspectors available to the FHWA are simply incapable of covering all 345,000 interstate trucking companies. But the Inspector General also found that FHWA inspectors were spending far too much time on less urgent activities like educational outreach. Furthermore, while the Department of Transportation does maintain a national database of driver and vehicle violations that it uses to identify high-risk targets for inspection, the criteria for determining who is high-risk puts too much weight on factors like how many passengers a vehicle carries, instead of how many times it has been pulled off the road for being unsafe. To make matters worse, violations of state and local traffic laws are often never entered into the database. Why? Because states are not actually required by the FHWA to transmit the information. Of course, states *are* required to pass on the result of federally-funded safety compliance reviews and random roadside inspections, but they usually fail to do so quickly. Even when they do, the FHWA

takes its own sweet time—often waiting for over a year before entering the data into the system.

When the FHWA bothers to conduct inspections, it tends to favor the velvet-fist-in-the-velvet glove approach. According to the Inspector General, FHWA inspectors consistently underreport violations, and low-ball fines. For instance, the penalties for 81 carriers surveyed did not include over half of the major violations found during their inspection. But the FHWA had a ready explanation for this dismal performance: 'we're a regulatory agency, not an enforcement agency.'

The trucking companies clearly share that impression. To get a sense of how little they fear the FHWA, you need only consider that in the Inspector General's survey, over a third of the companies deemed unsatisfactory by FHWA inspectors had to be inspected and scolded two more times before they cleaned up their act. Moreover—and this is the clincher—most of these delinquent companies were allowed to keep their trucks on the road even while they continued to fail one inspection after another. To cite just one example, a Missouri hazardous materials carrier continued to operate without interruption despite the fact that it had failed two general inspections—and despite the fact that one out of every two of its trucks had to be pulled out of service when stopped for random inspections along the road. It's enough to drive longtime highway safety advocate Gerald Donaldson to distraction. "Words fail me on the extent of the FHWA's ineptness," he sighs.

Officials at the National Transportation Safety Board are just as infuriated. Apart from imploring the FHWA to enforce existing regulations, the board continues to urge the agency, and the Department of Transportation in general, to come up with better rules: like getting trucking companies to pay employees by the hour, lowering the maximum number of allowable consecutive driving hours, and introducing simple monitoring devices on trucks to ensure that the law is followed. Yet not only has the FHWA turned a deaf ear to these suggestions, the agency is actually contemplating the trucking industry's request to *raise* the limit on hours.

Among the other possible improvements that could make hazardous materials trucks safer that the Department of Transportation has chosen to ignore: anti-lock brakes, a better internal compartment system to prevent the liquid in tankers from violently sloshing around and causing the truck to roll over; technology to keep the top and bottom ports of tankers from springing a leak when such rollovers do occur; and steel head shields like those used to such great effect on train tank cars. Many of these changes have long been advocated by the NTSB based on its investigation of serious accidents. But, once

again, the Department of Transportation simply buries its head in the sand.

## Regulation Redeemed

If your blood pressure is rising at the thought of all this incompetence, just think of how the NTSB's Barry Sweedler must feel after 27 years of observing it. Sweedler gets a slight catch in his voice as he describes the downside of his job: "When we respond to a tragedy where people have lost their lives, and we invest a lot of time trying to figure out what needs to be done to see that it doesn't happen again, and then we make our recommendation, and nothing happens, and then we see the same accident happen over again—and over, and over again. That's what frustrates me the most."

However frustration is not going to save us from the ever-increasing volume of hazardous materials flowing through our communities. It's time to re-think the conventional wisdom that regulation is a bad word. In recent years, conservatives have largely succeeded in convincing us that regulators are our number one enemy, strangling businesses with yards of expensive and impractical red tape. And the conservative cause has actually been helped by many liberals—who are quick to defend whatever regulation exists, without bothering to check how well it's working. Meanwhile, the Department of Transportation has all too readily absorbed the mood in Washington, speaking proudly of its new "partnership" with trucking and rail companies, as if having good relations with those industries were the primary goal. It's not. The government's duty is to protect the public—and it is falling seriously short.

Of course, it's not hard to understand why the regulators have lost sight of their mission: Like most of us, they don't enjoy hearing complaints from the people they work with, and no one howls louder than the industries being regulated. But both the government and the public need to start greeting those protests with a hefty grain of salt. From the dangerous overworking of employees, to the appalling condition of their vehicles, to the lack of inspections and penalties for safety violations, to the failure to install new life-saving technologies, the troubles plaguing the transport of hazardous materials by train and truck provide a dramatic illustration of how the real problem can be not too *much* government regulation, but far too *little*. If you think this lesson only applies to trucks and trains, just consider what smarter and tougher regulation could have done for the folks aboard ValuJet flight 592. And by the way, how do you feel about that hamburger in your freezer? ●

*Research assistance provided by Samuel Seidel.*



# Appendix 7



## Testimony

Before the Subcommittee on Railroads,  
Committee on Transportation and Infrastructure,  
House of Representatives

Hearing held on  
March 5, 1996  
Statement Submitted on  
April 1, 1996

# RAILROAD SAFETY

## DOT Faces Challenges in Improving Grade Crossing Safety, Track Inspection Standards, and Passenger Car Safety

Statement for the Record by  
Phyllis F. Scheinberg, Associate Director,  
Transportation and Telecommunications Issues,  
Resources, Community, and Economic  
Development Division



Madam Chairman and Members of the Subcommittee:

We appreciate the opportunity to provide this statement for the record on several issues affecting safety on the nation's rail lines. Recent rail accidents at Cajon Pass, California; Silver Spring, Maryland; and Weyauwega, Wisconsin, have heightened concern about the safety of passenger and freight lines in the United States. Since 1987, GAO has issued many reports describing safety problems on the nation's rail lines. This statement is based on recent GAO reviews of safety at highway railroad crossings, the adequacy of track safety inspections and enforcement, and the safety of passenger cars operated by commuter railroads and Amtrak. In summary, we found the following:

- Accidents at railroad crossings are the leading cause of deaths associated with the railroad industry; almost half of all rail-related deaths in the United States are caused by collisions of trains and vehicles at public railroad crossings. In 1994, these collisions killed 501 people and injured 1,764 others. Strategies to improve safety at railroad crossings include targeting funds to high-risk areas through revisions in the Department of Transportation's (DOT) formula for distributing railroad improvement funds to the states; closing more railroad crossings; installing new technologies, such as four-quadrant gates, at the most dangerous crossings; and developing education and enforcement programs that increase the public's awareness of the dangers of railroad crossings. Although DOT has an action plan incorporating these strategies, the plan will be costly to implement and will require DOT to seek congressional approval to implement key proposals.
- The Federal Railroad Administration (FRA) has developed an overall strategy for inspecting and enforcing track safety standards. As we recommended in our 1994 report,<sup>1</sup> to further strengthen the rail safety program, FRA needs to include site-specific data on volumes of passenger and hazardous materials traffic in its inspection plan and improve the reliability of its accident and injury data. Information on the numbers of passengers and amounts of hazardous materials transported is important, since train routes carrying these types of traffic must be adequately maintained to prevent accidents that will injure passengers or expose populated areas to chemical risks. Accurate and complete information on the numbers of accidents and injuries is equally important in identifying high-risk routes. However, FRA's database, derived from the industry's reports to FRA, is inaccurate and incomplete. Without reliable information

<sup>1</sup>Railroad Safety: Continued Emphasis Needed for an Effective Track Safety Inspection Program, (GAO/RCED-94-56, Apr. 22, 1994).

on passenger and hazardous materials traffic, accidents, and injuries, FRA and its inspectors do not have the means to direct inspectors to the routes that have the highest potential for accidents.

- Although Amtrak and commuter railroads transport over 20 and 330 million passengers, respectively, each year, FRA has established few regulations concerning passenger car safety. FRA does not have minimum safety standards for mechanical components on passenger cars, as it does for freight cars and locomotives. In 1984, FRA informed the Congress that it planned to study the need for standards governing the condition of safety-critical passenger car components. The Congress subsequently directed FRA, in the Swift Rail Development Act of 1994, to complete rulemaking governing passenger car safety by 1999.

---

## Improving Railroad Crossing Safety

On October 25, 1995, Americans were reminded of the dangers that drivers/passengers often face when they travel over railroad crossings in the United States. On that day, in Fox River Grove, Illinois, seven high school students were killed when a commuter train hit a school bus.

The potential for tragedies like the one at Fox River Grove is significant—the United States has over 168,000 public highway-railroad intersections. The types of warning for motorists at these crossings range from no visible devices to active devices, such as lights and gates. About 60 percent of all public crossings in the United States have only passive warning devices—typically, highway signs known as crossbucks. In 1994, this exposure resulted in motor vehicle accidents at crossings that killed 501 people and injured 1,764 others. Many of these deaths should have been avoided, since nearly one-half occurred at crossings where flashing lights and descended gates had warned motorists of the approaching danger.

In August 1995, we issued a comprehensive report on safety at railroad crossings.<sup>2</sup> We reported that the federal investment in improving railroad crossing safety had noticeably reduced the number of deaths and injuries. Since the Rail-Highway Crossing Program—also known as the section 130 program—was established in 1974, the federal government has distributed about \$5.5 billion (in 1996 constant dollars) to the states for railroad crossing improvements. This two-decade investment, combined with a reduction in the total number of crossings since 1974, has significantly lowered the accident and fatality rates—by 61 percent and 34 percent,

---

<sup>2</sup>Railroad Safety: Status of Efforts to Improve Railroad Crossing Safety, (GAO/RCED-95-191, Aug. 3, 1995).



respectively. However, most of this progress occurred during the first decade, and since 1985, the number of deaths has fluctuated between 466 and 682 each year (see app. 1). Since 1977, the federal funding for railroad crossing improvements has also declined in real terms. Consequently, the question for future railroad crossing safety initiatives will be how best to target available resources to the most cost-effective approaches.

Our report discussed several strategies for targeting limited resources to address railroad crossing safety problems. The first strategy is to review DOT's current method of apportioning section 130 funds to the states. Our analysis of the 1995 section 130 apportionments found anomalies among the states in terms of how much funding they received in proportion to three key risk factors: accidents, fatalities, and total crossings. For example, California received 6.9 percent of the section 130 funds in 1995, but it had only 4.8 percent of the nation's railroad crossings, 5.3 percent of the fatalities, and 3.9 percent of the accidents. Senators Lugar and Coats have proposed legislation to change the formula for allocating section 130 funds by linking the amounts of funding directly to the numbers of railroad crossings, fatalities, and accidents. Currently, section 130 funds are apportioned to each state as a 10-percent set-aside of its Surface Transportation Program funds.

The second means of targeting railroad crossing safety resources is to focus the available dollars on the strategies that have proved most effective in preventing accidents. These strategies include closing more crossings, using innovative technologies at dangerous crossings, and emphasizing education and enforcement. Clearly, the most effective way to improve railroad crossing safety is to close more crossings. The Secretary of Transportation has restated FRA's goal of closing 25 percent of the nation's railroad crossings, since many are unnecessary or redundant. For example, in 1994, the American Association of State Highway and Transportation Officials found that the nation had two railroad crossings for every mile of track and that in heavily congested areas, the average approached 10 crossings for every mile. However, local opposition and localities' unwillingness to provide a required 10-percent match in funds have made it difficult for the states to close as many crossings as they would like. When closing is not possible, the next alternative is to install traditional lights and gates. However, lights and gates provide only a warning, not positive protection at a crossing. Hence, new technologies such as four-quadrant gates with vehicle detectors, although costing about \$1 million per crossing, may be justified when



accidents persist at signalled crossings. The Congress has funded research to develop innovative technologies for improving railroad crossing safety.

Although installing lights and gates can help to prevent accidents and fatalities, it will not preclude motorists from disregarding warning signals and driving around descended gates. Many states, particularly those with many railroad crossings, face a dilemma. While 35 percent of the railroad crossings in the United States have active warning devices, 50 percent of all crossing fatalities occurred at these locations. To modify drivers' behavior, DOT and the states are developing education and enforcement strategies. For example, Ohio—a state with an active education and enforcement program—cut the number of accidents at crossings with active warning devices from 377 in 1978 to 93 in 1993—a 75-percent reduction. Ohio has used mock train crashes as educational tools and has aggressively issued tickets to motorists going around descended crossing gates. In addition, DOT has inaugurated a safety campaign entitled "Always Expect a Train," while Operation Lifesaver, Inc., provides support and referral services for state safety programs.<sup>3</sup>

DOT's educational initiatives are part of a larger plan to improve railroad crossing safety. In June 1994, DOT issued a Grade Crossing Action Plan, and in October 1995, it established a Grade Crossing Safety Task Force. The action plan set a national goal of reducing the number of accidents and fatalities by 50 percent from 1994 to 2004. As we noted in our report, whether DOT attains the plan's goal will depend, in large part, on how well it coordinates the efforts of the states and railroads, whose contributions to implementing many of the proposals are critical. DOT does not have the authority to direct the states to implement many of the plan's proposals, regardless of how important they are to achieving DOT's goal. Therefore, DOT must rely on either persuading the states that implementation is in their best interests or providing them with incentives for implementation. In addition, the success of five of the plan's proposals depends on whether DOT can obtain the required congressional approval to use existing funds in ways that are not allowable under current law. The five proposals would (1) change the method used to apportion section 130 funds to the states, (2) use Surface Transportation Program funds to pay local governments a bonus to close crossings, (3) eliminate the requirement for localities to match a portion of the costs associated with closing crossings, (4) establish a \$15 million program to encourage the states to improve rail

<sup>3</sup>Operation Lifesaver is a private, not-for-profit organization supported by federal and railroad funds and dedicated to improving safety through education and improved law enforcement. Operation Lifesaver programs are currently operated in 49 states.

corridors, and (5) use Surface Transportation Program funds to increase federal funding for Operation Lifesaver.

Finally, the action plan's proposals will cost more money. Secretary Pena has announced a long-term goal of eliminating 2,250 crossings where the National Highway System intersects Principal Rail Lines. Both systems are vital to the nation's interstate commerce, and closing these crossings is generally not feasible. The alternative is to construct a grade separation—an overpass or underpass. This initiative alone could cost between \$4.5 billion and \$11.3 billion—a major infrastructure investment.

DOT established the Grade Crossing Safety Task Force in the aftermath of the Fox River Grove accident, intending to conduct a comprehensive national review of highway-railroad crossing design and construction measures. On March 1, 1996, the task force reported to the Secretary that "improved highway-rail grade crossing safety depends upon better cooperation, communication, and education among responsible parties if accidents and fatalities are to be reduced significantly." The report provided 24 proposals for five problem areas it reviewed: (1) highway traffic signals that are supposed to be triggered by oncoming trains; (2) roadways where insufficient space is allotted for vehicles to stop between a road intersection and nearby railroad tracks; (3) junctions where railroad tracks are elevated above the surface of the roadway, exposing vehicles to the risk of getting hung on the tracks; (4) light rail transit crossings without standards for their design, warning devices, or traffic control measures; and (5) intersections where slowly moving vehicles, such as farm equipment, frequently cross the tracks.

---

## Improving Track Safety

Under the Federal Railroad Safety Act of 1970, as amended, FRA is responsible for regulating all aspects of railroad safety. FRA's safety mission includes 1) establishing federal rail safety rules and standards; 2) inspecting railroads' track, signals, equipment, and operating practices; and 3) enforcing federal safety rules and standards. The railroads are primarily responsible for inspecting their own equipment and facilities to ensure compliance with federal safety regulations, while FRA monitors the railroads' actions.

We have issued many reports identifying weaknesses in FRA's railroad safety inspection and enforcement programs. For example, in July 1990, we reported on FRA's progress in meeting the requirements, set forth in the Federal Railroad Safety Authorization Act of 1980, that FRA submit to

the Congress a system safety plan to carry out railroad safety laws.<sup>4</sup> The act directed FRA to (1) develop an inspection methodology that considered carriers' safety records, the location of population centers, and the volume and type of traffic using the track and (2) give priority to inspections of track and equipment used to transport passengers and hazardous materials. The House report accompanying the 1980 act stated that FRA should target safety inspections to high-risk track—track with a high incidence of accidents and injuries, located in populous urban areas, carrying passengers, or transporting hazardous materials. In our 1990 report, we found that the inspection plan that FRA had developed did not include data on passenger and hazardous materials routes—two important risk factors. In an earlier report, issued in April 1989, we noted problems with another risk factor—accidents and injuries.<sup>5</sup> We found that the railroads had substantially underreported and inaccurately reported the number of accidents and injuries and their associated costs. As a result, FRA could not integrate inspection, accident, and injury data in its inspection plan to target high-risk locations.

In our 1994 report on FRA's track safety inspection program, we found that FRA had improved its track inspection program and that its strategy for correcting the weaknesses we had previously identified was sound. However, we pointed out that FRA still faced challenges stemming from these weaknesses. First, it had not obtained and incorporated into its inspection plan site-specific data on two critical risk factors—the volume of passenger and hazardous materials traffic. Second, it had not improved the reliability of another critical risk factor—the rail carriers' reporting of accidents and injuries nationwide. FRA published a notice of proposed rulemaking in August 1994 on methods to improve rail carriers' reporting. In February 1996, FRA reported that it intended to issue a final rule in June 1996.

To overcome these problems, we recommended that FRA focus on improving and gathering reliable data to establish rail safety goals. We specifically recommended that FRA establish a pilot program in one FRA region to gather data on the volume of passenger and hazardous materials traffic and correct the deficiencies in its accident/injury database. We recommended a pilot program in one FRA region, rather than a nationwide program, because FRA had expressed concern that a nationwide program would be too expensive. The House and Senate Appropriations

---

<sup>4</sup>Railroad Safety: New Approach Needed for Effective FRA Safety Inspection Program (GAO/RCED-90-194, July 31, 1990).

<sup>5</sup>Railroad Safety: FRA Needs to Correct Deficiencies in Reporting Injuries and Accidents (GAO/RCED-89-109, Apr. 5, 1989).

Conference Committee echoed our concerns in its fiscal year 1995 report and directed the agency to report to the Committees by March 1995 on how it intended to implement our recommendations. In its August 1995 response to the Committees, FRA indicated that the pilot program was not necessary, but it was taking actions to correct the deficiencies in the railroad accident/injury database. For example, FRA had allowed the railroads to update the database using magnetic media and audited the reporting procedures of all the large railroads.

We also identified in our 1994 report an emerging traffic safety problem—the industry's excessive labeling of track as exempt from federal safety standards. Since 1982, federal track safety standards have not applied to about 12,000 miles of track designated by the industry as "excepted;" travel on such track is limited to 10 miles per hour, no passenger service is allowed, and no train may carry more than five cars containing hazardous materials. We found in our 1994 report that the number of accidents on excepted track had increased from 22 in 1988 to 65 in 1992—a 195-percent increase. Similarly, the number of track defects cited in FRA inspections increased from 3,229 in 1988 to 6,057 in 1992. However, with few exceptions, FRA cannot compel railroads to correct these defects. According to FRA, the railroads have applied the excepted track provision far more extensively than envisioned. For example, railroads have transported hazardous materials through residential areas on excepted track or intentionally designated track as excepted to avoid having to comply with minimum safety regulations. In November 1992, FRA announced a review of the excepted track provision with the intent of making changes. FRA viewed the regulations as inadequate because its inspectors could not write violations for excepted track and railroads were not required to correct defects on excepted track.

FRA stated that changes to the excepted track provision would occur as part of its rulemaking revising all track safety standards. In February 1996, FRA reported that the task of revising track safety regulations would be taken up by FRA's Railroad Safety Advisory Committee. FRA noted that this committee would begin its work in April 1996 but did not specify a date for completing the final rulemaking. The Congress had originally directed FRA to complete its rulemaking revising track safety standards by September 1994.

---

## Improving Passenger Car Safety

In September 1993, we issued a report examining whether Amtrak had effective procedures for inspecting, repairing, and maintaining its



passenger cars to ensure their safe operation and whether FRA had provided adequate oversight to ensure the safety of passenger cars.<sup>6</sup> We found that Amtrak had not consistently implemented its inspection and preventive maintenance programs and did not have clear criteria for determining when a passenger car should be removed from service for safety reasons. In addition, we found that Amtrak had disregarded some standards when parts were not available or there was insufficient time for repairs. For example, we observed that cars were routinely released for service without emergency equipment, such as fire extinguishers. As we recommended, Amtrak established a safety standard that identified a minimum threshold below which a passenger car may not be operated, and it implemented procedures to ensure that a car will not be operated unless it meets this safety standard.

In reviewing FRA's oversight of passenger car safety (for both Amtrak and commuter rail), we found that FRA had established few applicable regulations. As a result, its inspectors provided little oversight in this important safety area. For more than 20 years, the National Transportation Safety Board has recommended on numerous occasions that FRA expand its regulations for passenger cars, but FRA has not done so. As far back as 1984, FRA told the Congress that it planned to study the need for standards governing the condition of safety-critical passenger car components.

Between 1990 and 1994, train accidents on passenger rail lines ranged between 127 and 179 accidents each year (see app. 2). In our 1993 report, we maintained that FRA's approach to overseeing passenger car safety was not adequate to ensure the safety of the over 330 million passengers who ride commuter railroads annually. We recommended that the Secretary of Transportation direct the FRA Administrator to study the need for establishing minimum criteria for the condition of safety-critical components on passenger cars. We noted that the Secretary should direct the FRA Administrator to establish any regulations for passenger car components that the study shows to be advisable, taking into account any internal safety standards developed by Amtrak or others that pertain to passenger car components. However, FRA officials told us at the time that the agency could not initiate the study because of limited resources.

Subsequently, the Swift Rail Development Act of 1994 required FRA to issue initial passenger safety standards within 3 years of the act's

---

<sup>6</sup>Amtrak Safety: Amtrak Should Implement Minimum Safety Standards for Passenger Cars (GAO/RCED-93-196, Sept. 22, 1993).

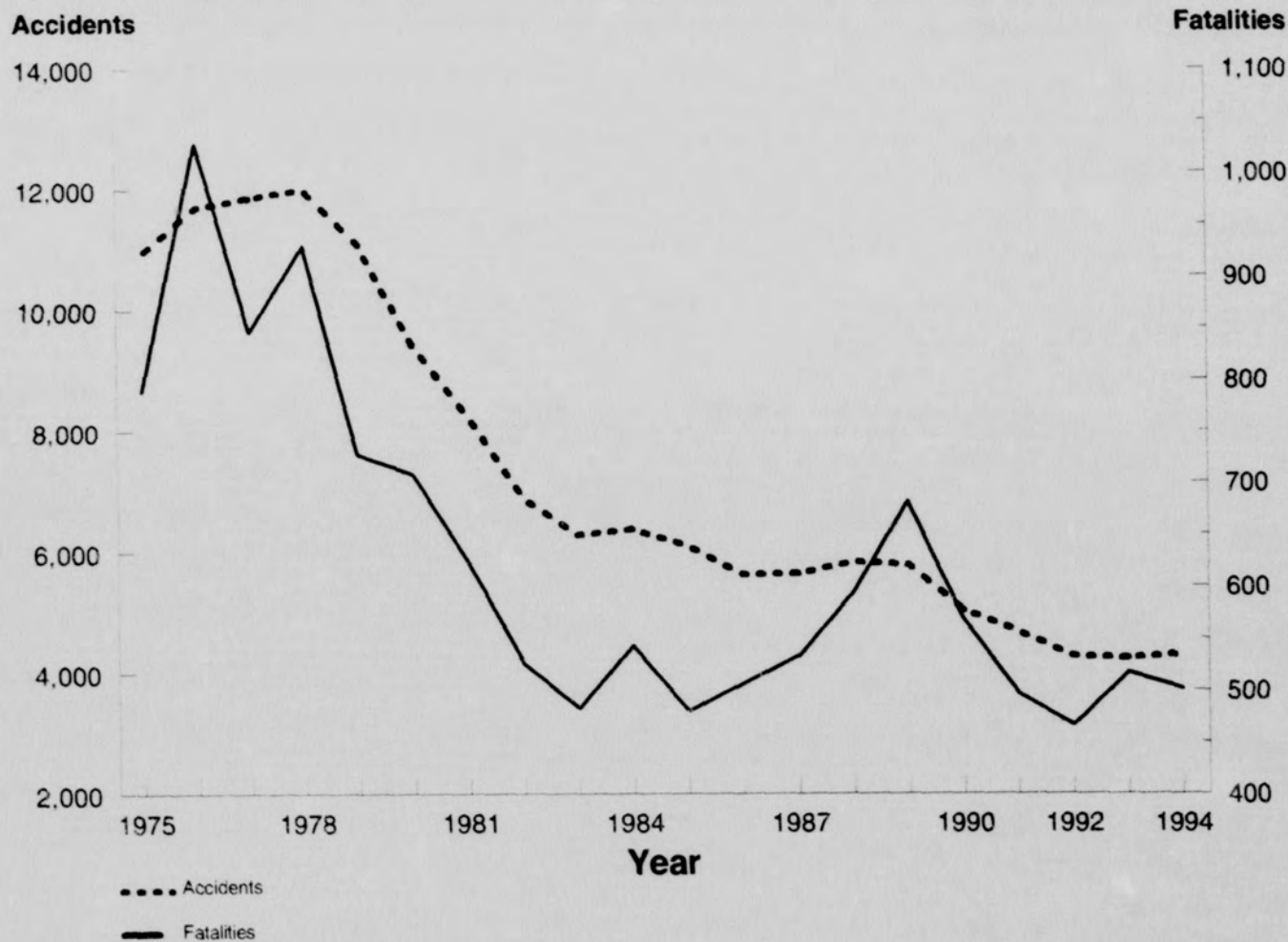
---

enactment and complete standards within 5 years. In 1995, FRA referred the issue to its Passenger Equipment Safety Working Group consisting of representatives from passenger railroads, operating employee organizations, mechanical employee organizations, and rail passengers. The working group held its first meeting in June 1995. An advance notice of proposed rulemaking is expected in early 1996, and final regulations are to be issued in November 1999. Given the recent rail accidents, FRA could consider developing standards for such safety-critical components as emergency windows and doors and safety belts as well as the overall crashworthiness of passenger cars.

---

In conclusion, safety at highway-railroad crossings, the adequacy of track safety inspections and enforcement, and the safety of passenger cars operated by commuter railroads and Amtrak will remain important issues for Congress, FRA, the states, and the industry to address as the nation continues its efforts to prevent rail-related accidents and fatalities.

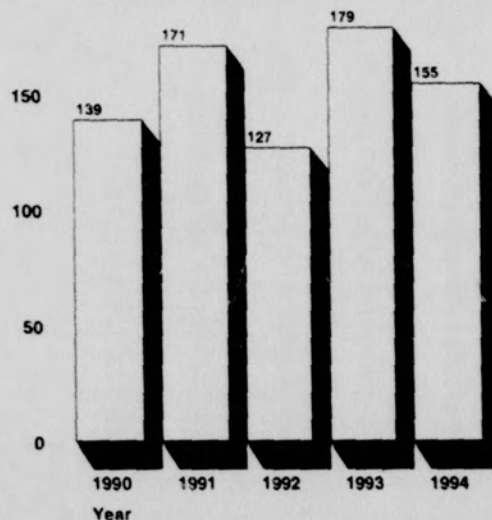
# Accidents and Fatalities at Public Railroad Crossings 1975-94



Source: GAO's analysis of data from FRA.

# Passenger Rail Accidents 1990-94

200 Total Number of Accidents



Note 1: Analysis includes data from Amtrak, Long Island Rail Road, Metra (Chicago), Metro-North (New York), Metrolink (Los Angeles), New Jersey Transit, Northern Indiana, Port Authority Trans-Hudson (New York), Southeastern Pennsylvania Transportation Authority and Tri-Rail (Florida).

Note 2: Data for Amtrak include statistics from several commuter railroads, including Caltrain (California), Conn DOT, Maryland Area Rail Commuter (excluding those operated by CSX), Massachusetts Bay Transportation Authority, and Virginia Railway Express.

Source: GAO's analysis of data from FRA.



# Related GAO Products

Railroad Safety: FRA Needs to Correct Deficiencies in Reporting Injuries and Accidents (GAO/RCED-89-109, Apr. 5, 1989).

Railroad Safety: DOT Should Better Manage Its Hazardous Materials Inspection Program (GAO/RCED-90-43, Nov. 17, 1989).

Railroad Safety: More FRA Oversight Needed to Ensure Rail Safety in Region 2 (GAO/RCED-90-140, Apr. 27, 1990).

Railroad Safety: New Approach Needed for Effective FRA Safety Inspection Program (GAO/RCED-90-194, July 31, 1990).

Financial Management: Internal Control Weaknesses in FRA's Civil Penalty Program (GAO/RCED-91-47, Dec. 26, 1990).

Railroad Safety: Weaknesses Exist in FRA's Enforcement Program (GAO/RCED-91-72, Mar. 22, 1991).

Railroad Safety: Weaknesses in FRA's Safety Program (GAO/T-RCED-91-32, Apr. 11, 1991).

Hazardous Materials: Chemical Spill in the Sacramento River (GAO/T-RCED-91-87, July 31, 1991).

Railroad Competitiveness: Federal Laws and Policies Affect Railroad Competitiveness (GAO/RCED-92-16, Nov. 5, 1991).

Railroad Safety: Accident Trends and FRA Safety Programs (GAO/T-RCED-92-23, Jan. 13, 1992).

Railroad Safety: Engineer Work Shift Length and Schedule Variability (GAO/RCED-92-133, Apr. 20, 1992).

Amtrak Training: Improvements Needed for Employees Who Inspect and Maintain Rail Equipment (GAO/RCED-93-68, Dec. 8, 1992).

Amtrak Safety: Amtrak Should Implement Minimum Safety Standards for Passenger Cars (GAO/RCED-93-196, Sep. 22, 1993).

Railroad Safety: Continued Emphasis Needed for an Effective Track Safety Inspection Program (GAO/RCED-94-56, Apr. 22, 1994).

---

Amtrak's Northeast Corridor: Information on the Status and Cost of  
Needed Improvements (GAO/RCED-95-151BR, Apr. 13, 1995).

Railroad Safety: Status of Efforts to Improve Railroad Crossing Safety  
(GAO/RCED-95-191, Aug. 3, 1995).

The first copy of each GAO report and testimony is free.  
Additional copies are \$2 each. Orders should be sent to the  
following address, accompanied by a check or money order  
made out to the Superintendent of Documents, when  
necessary. VISA and MasterCard credit cards are accepted, also.  
Orders for 100 or more copies to be mailed to a single address  
are discounted 25 percent.

Orders by mail:

U.S. General Accounting Office \*  
P.O. Box 6015  
Gaithersburg, MD 20884-6015

or visit:

Room 1100  
700 4th St. NW (corner of 4th and G Sts. NW)  
U.S. General Accounting Office  
Washington, DC

Orders may also be placed by calling (202) 512-6000  
or by using fax number (301) 258-4066, or TDD (301) 413-0006.

# Appendix 8



Nuclear Information and Resource Service

(202)328-0002 fax (202)462-2183

1424 16th St. NW Suite 601, Washington, DC 20036

## Questions and Answers: High-Level Nuclear Waste Shipments

### What is in a high-level nuclear waste cask?

Irradiated fuel from commercial nuclear utility operation of nuclear power reactors. Three years inside the reactor core makes the fuel over a million times more radioactive than unused fuel. The total—the Department of Energy projects 85,000 metric tonnes by the time the existing reactors close—contains 95% of all of the radioactivity of the Nuclear Age. The shipping program and the Bills in Congress that would authorize it, will transfer the liability for this waste from the nuclear utilities to the US taxpayer. It will take thirty years, or more, of continuous shipping to move the fuel from reactor sites to Nevada. The first year and each year after, more irradiated fuel will move than all the shipments of this material to date. Today, only about 35% of the projected 85,000 metric tonnes has been generated.

### How dangerous is this stuff?

Unshielded, irradiated reactor fuel that has been stored for 10 years will deliver a lethal dose to anyone within a meter in less than three minutes. Radiation, even lethal levels, cannot be detected by human senses. Splitting uranium atoms releases heat that is used to make electricity, it also increases radioactivity. The broken pieces of uranium atoms are lighter elements called fission products. These include strontium-90, cobalt-60 and cesium-137, all sources of intensely penetrating radiation. Cesium is chemically similar to potassium. If released to the environment, it concentrates in the muscle and gonads in the body, as well as in cow's and mother's milk. Cesium can be concentrated by the food chain. Humans, being at the top of the food chain, may receive an ingested dose of cesium thousands of times higher than the concentration in the immediate environment. The intense gamma radiation of fission products is an immediate danger to those exposed in an accident. A large rail cask holds as much cesium as would be released by 200 Hiroshima bombs. The total shipping program will move almost 2 million times more cesium than was released at Hiroshima. Cesium is just a fraction of the radioactivity in the shipping casks and in the bomb that destroyed Hiroshima August 6, 1945.

### What about long term impacts?

Each cask contains radioactive elements like plutonium that will persist if released to the environment for hundreds of thousands of years. An average rail cask will carry about 174 pounds of plutonium. A total of almost 2 million pounds of plutonium will be mobilized on the roads and rails nationally. Plutonium is well-known as a carcinogen. For reference, a single pound of plutonium could cause cancer in every person alive today, if it were divided and deposited in the lung tissue. If instead, all 2 million pounds of plutonium were released to the environment, (lowering the dose), there would be at least 1,500,000 fatal cancers from plutonium 239 alone. There would also be many non-fatal cancers as well as a host of non-cancer effects, genetic effects, sterility and other human suffering. Other species would also be affected. The total plutonium 239 in the shipping campaign is 128 times more than the total released to the environment by below-ground weapons tests, worldwide.

### Is there radiation risk, even if there is no accident in my community?

**Yes.** Federal regulation allows radiation to penetrate the shielding of the transport cask at a rate up to 10 millirems an hour measured 2 meters from the cask. This would be comparable to a chest x-ray for each hour that a worker or a member of the public was close to the cask. Traffic jams or stops for fueling are situations that could lead to repeated or ongoing radiation exposures for individuals living and working along transport routes. Cumulative low-dose radiation exposure impose a measurable impact in a population. Health studies have shown that this type of exposure causes *more* cancer per unit of dose than acute exposures in the higher dose range. If a person is exposed to 10 millirems, once a year, the Nuclear Regulatory Commission assigns a 1 in 2850 chance of fatal cancer from that lifetime exposure.

## What is "Multi-Purpose Canister Base Case?"

A scenario defined by the Department of Energy for projections about the shipping campaign. It assumes the use of the largest containers that are possible at each site (rail preferred over truck). The Multi-Purpose Canister (MPC) would seal huge amounts of waste—the large one holds 21,000 pounds—in a container at the reactor site. This canister is then to be put in a transport overpack for shipping. The large rail MPC holds over 20 times the radioactive waste as the old truck casks. The MPC has not yet been built, tested or licensed. To date, no transport cask has had full-scale physical testing. The Department of Energy has instead relied on computer simulations. The scenario also assumes no new reactors. Current reactor operations are projected to end in 2030.

## What about the Bottom Line—the Economic Factors?

Part of routine transport for this dangerous material is local preparedness. Local emergency responders will in nearly all cases be the first to assess an accident scene. The Nuclear Regulatory Commission (NRC) estimated in 1981 (NUREG/CR-2225) that the price tag for a fully prepared state emergency response system would cost \$5.6 million *annually* (1981 dollars). This does not include infrastructure improvements and maintenance that are likely associated with state efforts to designate alternate routes. Congress is making no direct effort to ensure any level of funding will be available. Other economic impacts include cost of unrecovered health impacts, negative effects on business, tourism, property value and property marketability, and unclear liability for these effects.

NRC also made a 1980 estimate of the costs associated with an accident. Even a small fraction of the radioactivity in a single shipping cask were released in an urban area, the clean up costs would be on the order of \$2 billion dollars. "Clean up" means transferring the radioactivity somewhere else. Though it started as high-level waste, clean-up from contamination would currently be designated "low-level" waste. It is not clear who would pay for the clean-up or disposal from a high-level civilian waste transport accident. In most cases "clean-up" would scar the site or alternately, quite a bit of radioactivity may be left behind as a 'sacrifice zone.'

## Factoids:

Total "Base Case" projected rail casks: 9,421; total truck casks: 6,217. 15,638 casks total.

If Congress lifts the cap on how much waste could go to an "interim storage site" and if instead of the "MPC Base-Case" scenario, only trucks are used, there would be over 60,000 shipments nationwide.

An average rail car carries 174 pounds of plutonium. A truck cask carries 38 pounds of plutonium.

The shipment of 85,000 MTU of high-level waste will also move 1,800,000 pounds of plutonium.

The plutonium 239 alone in these shipments could generate over 1,500,000 cancers if released. This amount of plutonium 239 is more than 120 times greater than the total released to date by below-ground nuclear weapons testing, worldwide.

**The total of 85,000 metric tonnes that is to be shipped contains nearly 2 million times more cesium than the Hiroshima bomb.**

10/17/95

[return to Don't Waste America page](#)

# Appendix 9



GAO

United States General Accounting Office

Report to Congressional Requesters

August 1995

# RAILROAD SAFETY

## Status of Efforts to Improve Railroad Crossing Safety





United States  
General Accounting Office  
Washington, D.C. 20548

**Resources, Community, and  
Economic Development Division**

B-261352

August 3, 1995

The Honorable Richard G. Lugar  
United States Senate

The Honorable Dan Coats  
United States Senate

As requested, we are reporting on federal efforts to improve safety at the nation's railroad crossings. Within the Department of Transportation, the Federal Railroad Administration (FRA), the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), and the National Highway Traffic Safety Administration (NHTSA) have programs and activities that affect railroad crossing safety. This report notes recent efforts by these agencies and contains recommendations to further reduce accidents at railroad crossings.

As arranged with your office, unless you publicly announce its contents earlier, we will make no further distribution of this report until 7 days after the date of this letter. At that time, we will send copies to the appropriate congressional committees; the Secretary of Transportation; and the Administrators of FRA, FHWA, FTA, and NHTSA. We will make copies available to other interested parties upon request.

If you or your staff have any questions, please call me on (202) 512-2834. Other major contributors to this report are listed in appendix II.

A handwritten signature in cursive script, reading "Kenneth M. Mead".

Kenneth M. Mead  
Director, Transportation Issues

# Executive Summary

---

## Purpose

Accidents at railroad crossings are the leading cause of deaths associated with the railroad industry; almost half of all rail-related deaths in the United States are the result of collisions of trains and vehicles at public railroad crossings. In 1993, these collisions killed 517 people and injured 1,677 people.

Concerned about an increase in railroad crossing accidents in Indiana, Senators Richard G. Lugar and Dan Coats requested that GAO examine the status of railroad crossing safety nationally. Specifically, this report (1) analyzes the progress made in reducing accidents and fatalities at crossings; (2) discusses federal and state strategies—for distributing funds, developing technologies, and educating the public—that have the potential for reducing railroad crossing accidents and fatalities; and (3) assesses the Department of Transportation's (DOT) progress in implementing its action plan for improving railroad crossing safety.

---

## Background

The Congress enacted the Highway Safety Act of 1973, which led to the establishment of the Rail-Highway Crossing Program, also known as the section 130 program. The program's goal is to provide federal funds for the states' efforts to reduce the incidence of accidents, injuries and fatalities at public railroad crossings. The program provides the states with railroad crossing funds as part of a 10-percent set-aside of the states' Surface Transportation Program funds. In fiscal year 1994, the Congress appropriated \$149 million for the section 130 program. The states use the funds to build underpasses and overpasses, install passive or active warning devices, and improve pavement surfaces and markings. Between 1974 and 1994, the states completed over 28,000 projects under the program.

DOT oversees rail safety, administers the section 130 program, and funds highway education programs. State and local governments plan, select, and design crossing projects, while the railroads perform much of the actual construction. The railroads also operate and maintain existing warning devices. Operation Lifesaver, a nonprofit, nationwide public information and education organization, also is prominent in rail crossing safety efforts.

---

## Results in Brief

Since 1974, when the Rail-Highway Crossing Program began, the yearly number of accidents and fatalities at public railroad crossings has declined by about 61 percent and 34 percent, respectively. The more significant

---

reductions in railroad crossing accidents and fatalities were achieved during the first 10 years of the program, when the states improved the most dangerous crossings. Since 1985, progress has been limited.

DOT and the states are using a variety of strategies to improve safety at railroad crossings. DOT is developing alternatives to the formula used to distribute section 130 funds that would target funds to those states with the most crossings, fatalities, and accidents. It is also funding the development of advanced technologies that can be used at the most dangerous crossings and encouraging improvements to crossings along specific rail corridors. The states are working to close more crossings and strengthen public education and law enforcement efforts to change motorists' dangerous behavior.

DOT has developed a Rail-Highway Crossing Safety Action Plan that sets a national goal of reducing railroad crossing accidents and fatalities by 50 percent from 1994 to 2004. Whether DOT attains the plan's overall goal will depend, in large part, on how well it coordinates the efforts of the states and railroads, whose contributions to implementing the 55 separate proposals are critical. The success of the plan will also depend on DOT's efforts to determine the plan's costs, arrange for financing, and develop an evaluation component to assess the effect of the actions taken.

---

## Principal Findings

### Significant Reduction in Accidents and Deaths

Since the Rail-Highway Crossing Program began in 1974, the federal government has appropriated nearly \$5 billion (in constant 1994 dollars) to improve safety at railroad crossings. In 1994, DOT estimated that since its inception, the program had saved more than 7,600 lives and prevented about 33,500 nonfatal injuries. The number of accidents and fatalities at public railroad crossings has declined dramatically since 1975 (the year the Federal Railroad Administration began using its current methodology for calculating these statistics). A significant part of this decline occurred between 1975 and 1984, when accidents declined by 42 percent—from 10,925 to 6,370 per year—and fatalities declined by 31 percent—from 788 to 543 per year. DOT officials attributed this decline to improvements at many of the most dangerous crossings early in the program. Since the beginning of 1985, the program's progress has been less pronounced. Deaths at railroad crossings fluctuated between 466 and 682 per



year—with little real decline—while accidents declined by 30 percent—from 6,093 to 4,240 per year. The limited progress in reducing fatalities between 1985 and 1993 was concurrent with two other events: (1) a 16-percent decline in the total number of crossings and (2) an increase in the level of exposure to accidents at the remaining crossings, primarily the result of increased highway traffic.

## Strategies for Improving Railroad Crossing Safety

Maximizing the return from federal funds requires targeting them to the greatest need. GAO's analysis of the 1995 section 130 apportionments found anomalies among the states in terms of the funds they received in proportion to three key factors: accidents, fatalities, and total crossings. For example, while California received 6.9 percent of the section 130 funds, it had only 4.8 percent of the nation's railroad crossings, 5.3 percent of the fatalities, and 3.9 percent of the accidents. DOT is aware of these anomalies, and as part of its action plan, it is assessing alternative formulas that would better target state funds on the basis of these three factors.

The most effective way to improve railroad crossing safety is to close the crossing. In 1992, the Federal Railroad Administrator recommended the closure of 25 percent of the nation's railroad crossings because these crossings were considered to be redundant or unnecessary. However, local opposition and the unwillingness of localities to make a required 10-percent match in funds has made it difficult for the states to close as many crossings as they would like. Where closure is not possible, the states are using a variety of technologies to warn motorists of oncoming trains. Traditional technologies, such as lights and gates, improve safety but are not foolproof, since almost half of all fatalities occur at crossings that use these devices. New technologies that prevent vehicles from entering the crossing when trains approach may be more effective, but they are also more costly and thus are reserved for particularly dangerous crossings. The states are also using the corridor approach, through which they improve a series of crossings along a segment or stretch of a rail corridor. This approach has enabled the states to improve safety while reducing the costs of equipment, procurement, labor, and administration.

Drivers' inappropriate behavior, such as ignoring active warning devices, is a major cause of railroad crossing accidents and fatalities. Consequently, technological solutions alone will not resolve the safety problems at railroad crossings. To augment the effectiveness of technological solutions, some states use public education and law

enforcement efforts. For example, by establishing active law enforcement and educational programs, Ohio has been able to reduce accidents at crossings with active warning devices from 377 in 1978 to 93 in 1993—a 75-percent decline. Despite the benefits of education and enforcement, federal and state funding and program emphasis in these areas have been limited. For example, in fiscal year 1993, DOT's State and Community Highway Safety Grant Program, also known as the section 402 program, provided about \$190,000—about two-tenths of 1 percent of the \$106 million program—for railroad crossing education programs through Operation Lifesaver. Program officials recognized the benefits of education and enforcement but stated that railroad crossing safety has not received more emphasis because other priority areas, such as compliance with seat belt laws and drunk driving educational campaigns, provided greater benefits.

---

Action Plan Significant but  
Needs Cost Information  
and Evaluation Component

In response to railroad crossing accidents, DOT has developed an action plan that specifies 55 actions that federal, state, and local governments and railroads can take to improve crossing safety and sets a goal of reducing yearly accidents and fatalities by 50 percent—to fewer than 2,500 and 300, respectively, by the year 2004. The plan, a significant DOT initiative, elaborates the need for cooperation among government, industry, and private organizations on railroad crossing safety. However the plan does not identify the costs of implementation. For example, the proposal to eliminate railroad crossings on the National Highway System could cost federal and state governments between \$4 billion and \$11 billion to implement—an enormous commitment compared with the current level of federal and industry funds available each year. Also, DOT has not developed an approach to evaluate the safety impact of the plan's initiatives. Without such information, DOT cannot assess the plan's cost and effectiveness.

---

Recommendations

To strengthen the DOT action plan and improve railroad crossing safety, GAO recommends that the Secretary of Transportation, in cooperation with the states,

- develop cost estimates and identify funding sources for action plan proposals and
- evaluate the cost and effectiveness of the action plan as it is implemented.

---

## Agency Comments

GAO provided copies of a draft of this report to the Department of Transportation for its comments. DOT officials—including the Associate Administrator for Safety of the Federal Railroad Administration, the Acting Division Chief of Safety and Management Programs in the Federal Highway Administration's Office of Highway Safety, the Branch Chief for Federal Aid Programs in the Federal Highway Administration's Office of Engineering, and officials from the National Highway Traffic Safety Administration's Office of State and Community Services and the Secretary's Office of Programs and Evaluation—provided oral comments on the draft. These officials generally concurred with the report's findings.

The agency did not comment on GAO's recommendations but provided the following information. The Federal Highway Administration stated that GAO's draft report was an accurate statement of the conduct of the section 130 program. The Federal Highway Administration and Federal Railroad Administration believed that the report should (1) more clearly emphasize the success of the section 130 program, (2) emphasize that the large amount of funds spent in the early years of the program influenced the program's success, and (3) take into account accident exposure trends in assessing the current level of safety. The National Highway Traffic Safety Administration stated that the draft should emphasize the importance of the states' role in selecting priorities under the section 402 program. The Federal Railroad Administration also believed the report should clearly indicate the significant accomplishment that DOT has made in developing and implementing the action plan.

Where appropriate, GAO modified the final report's discussion of the success and funding of the section 130 program, added information on accident trends, and clarified the role of the states under the section 402 program. While GAO agrees that the action plan is a major intermodal departmental initiative, the Department is still in the process of implementing and seeking congressional approval for some initiatives. The value of the plan ultimately lies in its impact on safety, and it is too early to assess the effect of the initiatives in reducing accidents.

# Contents

<b>Executive Summary</b>		2
<b>Chapter 1</b>		10
<b>Introduction</b>	The Rail-Highway Crossing Program Focused Attention on the Problem	10
	Public-Private Involvement in Railroad Crossing Safety	12
	Objectives, Scope, and Methodology	16
<b>Chapter 2</b>		18
<b>Railroad Crossing Accidents and Fatalities Have Declined Significantly, But Problems Still Persist</b>	Early Years of Program Yielded Significant Reductions in Deaths and Accidents	18
	The Decline in Accidents and Fatalities Has Slowed in Recent Years	21
	Railroad Crossing Safety Problems Concentrated in Certain States	23
	Conclusions	24
	Agency Comments	25
<b>Chapter 3</b>		26
<b>Strategies to Improve Railroad Crossing Safety</b>	Funds Not Targeted to Address Risk Factors	26
	Engineering Strategies: Traditional and Innovative Approaches	29
	Engineering Strategies Are Being Applied Using a Corridor Approach	35
	Education and Enforcement Can Change Motorists' Dangerous Behavior	36
	Conclusions	40
	Agency Comments	41
<b>Chapter 4</b>		42
<b>DOT's Action Plan</b>	Action Plan Requires Coordination Among Many Stakeholders	42
	DOT Cannot Independently Implement Several Proposals	43
	Action Plan Needs Cost Data and Evaluation Component	46
	Conclusions	48
	Recommendations	48
	Agency Comments	49
<b>Appendixes</b>	Appendix I: Descriptions of Action Plan Proposals Directed at Railroad Crossing Safety by Lead Agency, and Status as of May 23, 1995	50



Appendix II: Major Contributors to This Report	58
--	----

## Tables

Table 3.1: Comparison of Five States' Apportionments, Public Crossings, Fatalities, and Accidents	27
Table 3.2: Comparison of Fiscal Year 1995 State Apportionments Under Current and Proposed Apportionment Formulas	28
Table 3.3: Cost Comparison of Railroad Crossing Safety Technologies	33

## Figures

Figure 1.1: Railroad Crossings Categorized by Highest Level of Warning Device, October 1994	12
Figure 2.1: Accidents and Fatalities at Public Railroad Crossings, 1975-93	19
Figure 2.2: Rail-Highway Crossing Program Funds Apportioned/Allocated, Fiscal Year 1974-94	21
Figure 2.3: Public Railroad Crossings	23
Figure 2.4: 12 States With the Largest Concentration of Public Highway Railroad Crossings	24
Figure 3.1: Federal-Aid Highway Funds Obligated for Rail-Highway Crossing Improvements, Fiscal Year 1991	30
Figure 3.2: Proportion of Motor Vehicle Accidents in Ohio That Occurred at Crossings With Active Warning Devices, 1978-93	38

## Abbreviations

AAMVA	American Association of Motor Vehicle Administrators
AAR	Association of American Railroads
AASHTO	American Association of State Highway and Transportation Officials
DOT	Department of Transportation
FHWA	Federal Highway Administration
FRA	Federal Railroad Administration
FTA	Federal Transit Administration
FY	fiscal year
GAO	General Accounting Office
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
MUTCD	Manual on Uniform Traffic Control Devices
NHS	National Highway System
NHTSA	National Highway Traffic Safety Administration
PRL	Principal Railroad Line
SMS	Safety Management Systems
STP	Surface Transportation Program

# Introduction

Almost half of all rail-related deaths in the United States are the result of collisions of trains and vehicles at railroad crossings. In 1993, these collisions killed 517 people and injured 1,677 at public railroad crossings. Many of the deaths should have been avoided, since nearly one-half of all railroad crossing deaths occurred at crossings where flashing lights or flashing lights and descending gates warned motorists of the approaching train.

## The Rail-Highway Crossing Program Focused Attention on the Problem

The Highway Safety Act of 1973 proved to be pivotal in rail-highway crossing safety because it led to establishment of the Rail-Highway Crossing Program (also known as the section 130 program). The goal of this program is to provide federal support for the states' efforts to reduce the incidence of accidents, injuries, and fatalities at public railroad crossings.

The potential for railroad crossing problems is significant—the United States has over 168,000 public highway-rail intersections on approximately 160,000 miles of rail rights-of-way.<sup>1</sup> The level of warning provided motorists at these crossings differs widely—from no visible warning devices to active devices such as lights and gates. According to the Department of Transportation (DOT), the very existence of these crossings poses a major challenge to growing rail traffic and higher speeds for both passenger and freight rail operations.

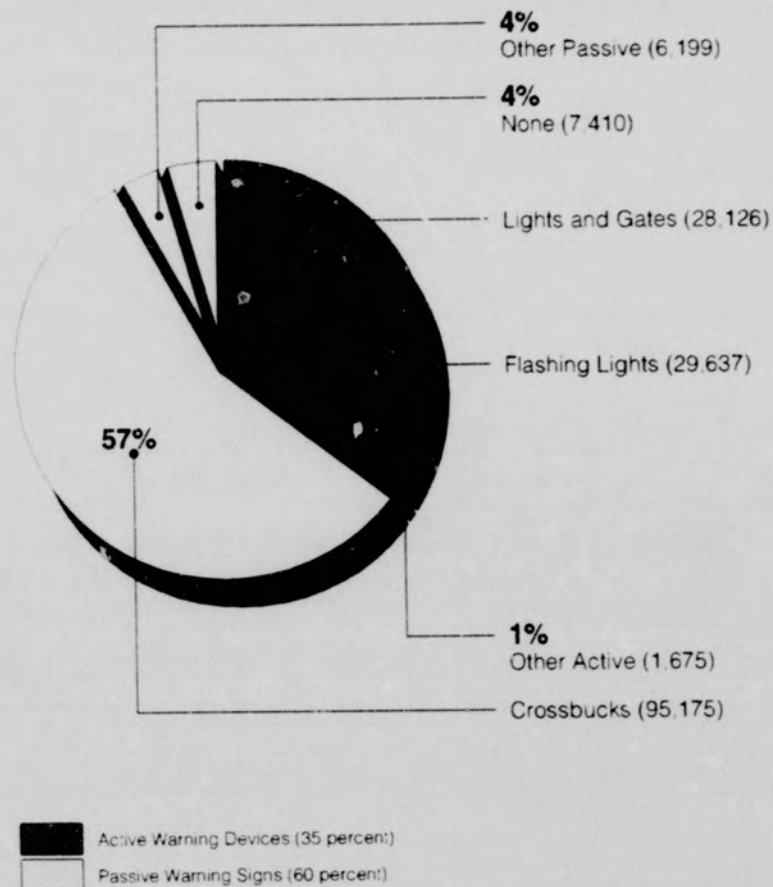
To deal with these problems, the states can use funds they receive under the section 130 program to improve railroad crossings using a variety of methods. They can separate railroad crossings by building overpasses and underpasses, install passive (crossbucks or surface markings) or active (flashing lights and gates) warning devices, or improve the pavement surface. Since the Rail-Highway Crossing Program began, states have undertaken more than 28,600 improvement projects—primarily by installing signs and markings, flashing light signals, and automatic gates and improving crossing surfaces. In addition, there are about 35,000 grade separations—bridges with the roadway above or below the railroad—located on public crossings.

<sup>1</sup>In addition, there are approximately 108,000 private railroad crossings in the nation. These crossings do not involve a public road; access is generally determined by the railroad and the private landowner. Section 130 funds are not used at these locations. Private crossings are predominantly at farm and industrial locations—about 66,000 private crossings are on farms and 25,000 are on industrial property. Relatively fewer accidents and fatalities occur at private crossings than public crossings. In 1993, there were 455 accidents at private crossings, which resulted in 42 fatalities.

---

According to the Federal Railroad Administration (FRA), the basic levels of safety devices in the order of their increasing effectiveness are passive warning devices, automatic flashing lights, automatic flashing lights with gates, and grade separations (underpass/overpass). As shown in figure 1.1, about 60 percent of all public crossings in the United States have only passive warning signs—typically highway signs known as “crossbucks.” Other passive warnings include familiar traffic signs, such as the stop sign. In contrast, about 35 percent of all crossings have active warning signals—flashing lights and gates activated by the approach of a train. National statistics do not fully reflect the variations found across the nation because states can differ widely in the type of warning typically found at crossings. For example, as of October 1994, 63 percent of the crossings in New York had active signals while 79 percent of the crossings in Kansas had passive signs.

**Figure 1.1: Railroad Crossings  
Categorized by Highest Level of  
Warning Device, October 1994 (Total  
Devices)**



Note: Percentages may not add due to rounding.

Source: GAO's Analysis of Federal Railroad Administration's (FRA) data.

## Public-Private Involvement in Railroad Crossing Safety

Railroad crossing safety demands considerable cooperation among federal, state and local agencies; railroads; and private organizations. At the federal level, three DOT agencies are responsible for railroad crossing safety: the Federal Highway Administration (FHWA) administers the section 130 program; FRA is responsible for overseeing railroad safety; and the National Highway Traffic Safety Administration (NHTSA) funds highway education programs designed to influence driving behavior. State and local governments have significant roles in planning, selecting, and engineering



safety projects, while the railroads perform much of the actual construction. In addition, Operation Lifesaver, a private organization made up of 49 state chapters, is a leader in safety education efforts.

Public and private funds support railroad crossing improvements. In 1994, the federal government obligated about \$311 million to construct improvements to railroad crossings. The railroad industry contributed an additional \$146 million for railroad crossing improvements and maintenance.

## The Federal Government Funds Safety and Education

DOT's four surface transportation agencies—FHWA, FRA, NHTSA, and the Federal Transit Administration (FTA)—all have roles in improving railroad crossing safety. FHWA administers the section 130 program—the federal government's primary source of funding for railroad crossing safety. The program provides all states with railroad crossing funds as part of a 10-percent set-aside of their Surface Transportation Program (STP)<sup>2</sup> funds. FHWA also administers funds that the Congress appropriates for specific railroad crossing elimination projects. In 1994, the states obligated a total of about \$311 million from section 130 and other federal aid programs for railroad crossing safety projects.

FRA is not directly involved in funding railroad crossing improvement projects, but it has an important role in maintaining the only nationwide inventory of railroad crossings—an inventory that the states use to plan their section 130 programs. FRA also collects accident data that railroads submit to serve as the basis for assessing the overall level of rail crossing safety nationwide. During 1994, FRA hired a railroad crossing manager in each of its eight regional offices to promote railroad crossings safety, coordinate with federal, state, and local officials; and educate the public on safety issues. These managers expand FRA's traditional role as an agency responsible for regulating the safe operation of the railroads.

NHTSA is involved in rail crossing safety through its State and Community Highway Safety Grant Program (also known as the section 402 program). Begun pursuant to the Highway Safety Act of 1966, the program provides funds to states for innovative programs aimed at reducing highway crashes, injuries, and fatalities. The states apply to NHTSA for grants through their Highway Safety Plans, which identify the states' key highway safety problems and specific approaches to address these problems. The

<sup>2</sup>STP (part of the 1991 Intermodal Surface Transportation Efficiency Act) provides federal funds that can be used by states and localities on any federal aid road.

section 402 program also promotes safety through nine national priority program areas—Occupant Protection, Alcohol and Other Drug Countermeasures, Police Traffic Services, Emergency Medical Services, Traffic Records, Motorcycle Safety, Speed Control, Pedestrian and Bicycle Safety, and Roadway Safety. NHTSA is responsible for six of these priority programs, while FHWA oversees the Roadway Safety program. FHWA and NHTSA jointly oversee the Pedestrian and Bicycle Safety program and the Speed Control program.

FTA, which carries out the federal mandate to improve public mass transportation, is the principal source of federal financial assistance to communities for planning, developing, and improving public transportation systems. FTA's safety program is designed to support state and local agencies in fulfilling their responsibility for the safety and security of urban mass transportation facilities and services. FTA's role in DOT's action plan is to review light rail safety statistics and conduct investigations of warning systems at light rail crossings.

### State and Local Governments Play Critical Roles

The states are key players in making decisions about which railroad crossings to improve and what level of protection is needed. Under the section 130 program, the states are responsible for planning and setting priorities for railroad crossing projects. They also enforce state highway safety laws. FHWA's regulations also require each state to develop a system that ranks each of its public railroad crossings by its potential accident risk. The priorities in the railroad crossing list enable the states to decide how best to spend available railroad crossing improvement dollars.

The states and localities are also important financial contributors to railroad crossing safety. For example, states such as California and Illinois fund crossing improvement projects with state funds alone. While FHWA does not collect annual national statistics on the states' expenditures for railroad crossings improvements, a 1989 FHWA report estimated that the states and localities spend about \$184 million each year for crossing safety. The section 130 program also requires 10 percent in local matching funds when improvements are made at the crossing. However, projects to install active and passive warning devices are eligible for 100 percent federal funding.

### Railroads and Private Groups Promote Railroad Crossing Safety

Railroads and private organizations play an important role in improving railroad crossing safety. The states generally contract with railroads to construct crossing improvements, particularly if the improvement requires

the installation of gates and signals. The lights and gates found at crossings are typically on railroad property, and the maintenance of these highway traffic warning devices is the railroads' responsibility. Based on an estimate from the Association of American Railroads (AAR) and 1993 data from the Interstate Commerce Commission, the major railroads spend about \$146 million annually on railroad crossings—about \$89 million for improvements and \$57 million for operation and maintenance.

Railroad crossing safety is a particular concern of the railroads because highway-rail collisions and trespassing on rail properties are the first and second leading causes of death in the entire railroad industry—surpassing employee or passenger fatalities. In addition, recent court decisions raised the railroads' concerns about their legal liability when people are killed or injured at crossings.

Private efforts raise public awareness of railroad crossing safety through education and safety campaigns. Prominent among these efforts is Operation Lifesaver, Incorporated, a private, not-for-profit organization supported by federal and railroad funds and dedicated to improving safety through education and improved law enforcement. Operation Lifesaver programs are currently operating in 49 states. The organization's Alexandria, Virginia, headquarters functions as a support and referral center and an information clearinghouse for the independent state programs. The Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 authorized \$300,000 for Operation Lifesaver's headquarters for each fiscal year from 1992 to 1997. For fiscal year 1995, the Congress appropriated \$300,000 for Operation Lifesaver. In addition, according to DOT officials, FHWA and FRA provided the organization an additional \$100,000 and \$150,000, respectively. The states' Operation Lifesaver programs are funded separately, either by states or railroads.

In response to continuing problems at railroad crossings, DOT issued a Rail-Highway Crossing Action Plan in June 1994. The plan established a national goal of reducing crossing accidents and fatalities by 50 percent from 1994 to 2004. The plan illustrates that responsibility for railroad crossing safety requires a partnership among federal, state, and local governments as well as with the railroads and private, nonprofit organizations.

## Objectives, Scope, and Methodology

Concerned about the increase in railroad crossing accidents in Indiana, Senators Richard G. Lugar and Dan Coats asked us to examine the status of railroad crossing safety nationwide. This report (1) analyzes the progress made at reducing accidents and fatalities at crossings; (2) discusses federal and state strategies—funds distribution, technologies, and education—that have the potential for reducing railroad crossing accidents and fatalities; and (3) assesses DOT's progress in implementing its action plan for improving railroad crossing safety.

We conducted our review at FHWA, FRA, and NHTSA headquarters and field offices. We reviewed railroad crossing programs in five states—California, Illinois, Indiana, Ohio, and Texas—and met with responsible state transportation and regulatory authorities in these states. The selected states had the highest number of rail crossing fatalities in the United States during 1991 through 1993 and were among the top seven states in the number of accidents during the same period. Together, they accounted for 27 percent of the nation's railroad crossings in 1994. We also interviewed representatives of AAR, who provided us with information on railroad expenditures, and Operation Lifesaver, who provided information on their education and law enforcement expenditures.

To determine federal funding and railroad trends that have affected railroad crossing safety, we analyzed crossing accident and fatality trends, as well as federal funds apportioned to the section 130 program. The FRA accident and fatality statistics used in this report refer only to public railroad crossings because section 130 funds may be used only at public crossings. Furthermore, accident and fatality statistics in this report refer only to motor vehicle accidents at public railroad crossings. FHWA and FRA provided us with data on the section 130 funds apportioned, as well as accident and fatality statistics. We used the Gross Domestic Product Price Deflator to calculate inflation adjustments over time. The results of our analyses are discussed in chapter 2.

To determine what strategies—funds distribution, technologies, and education—DOT and the states are currently using that may contribute to reducing railroad crossing accidents and fatalities, we compared the federal funds apportioned to the states under the Rail-Highway Crossing Program to the total crossings, accidents, and fatalities in each state. Furthermore, to examine engineering strategies, we obtained information from FHWA on the states' obligations of federal funds for various types of improvements. To analyze the closing of railroad crossings, we reviewed information from FRA and the American Association of State Highway and



Transportation Officials (AASHTO). We also obtained data from FRA on the costs associated with four innovative technologies: four quadrant gates, friendly mobile barriers, dragnet arrestor nets, and low-cost grade separations. We also collected information from DOT agencies and state officials on the corridor approach—an innovative approach to targeting railroad crossing improvements that is currently used by the railroads and in some states. The results of our analyses are discussed in chapter 3. We also met with FHWA officials responsible for administering the Rail-Highway Crossing Program as well as officials in the selected states who were responsible for rail crossing improvements.

To determine the extent to which educational and law enforcement strategies have improved safety at crossings, we met with NHTSA officials and state officials responsible for the section 402 program. We reviewed the safety plans to determine the extent to which the grant money was funding the states' efforts to educate the public on the dangers at railroad crossings. We met with Operation Lifesaver officials to document the types of educational programs they supported nationally and in the five states we visited. In assessing the benefits of education and enforcement programs, we reviewed Ohio, a state with active railroad crossing education and enforcement programs and a full-time Operation Lifesaver Coordinator since 1978. The results of this review are presented in chapter 3.

To determine what actions DOT can take to improve its rail crossing safety program, we determined the roles of federal agencies, state agencies, and railroads in improving rail crossings. In addition, we monitored DOT's progress in implementing the six initiatives and 55 proposals included in the Rail-Highway Crossing Safety Action Plan. Our assessment of the DOT action plan is found in chapter 4.

We conducted our review from April 1994 through May 1995 in accordance with generally accepted government auditing standards. We obtained comments on a draft of the report from DOT officials from the Office of the Secretary, FRA, FHWA, and NHTSA. Where appropriate, we incorporated their comments into the report.

# Railroad Crossing Accidents and Fatalities Have Declined Significantly, But Problems Still Persist

Since 1974, when the Rail-Highway Crossing Program began, the number of accidents and fatalities at public railroad crossings has declined by 61 and 34 percent, respectively.<sup>3</sup> However, a significant portion of the progress made in reducing crossing accidents and fatalities was realized during the first 10 years of the program. Since the beginning of 1985, progress in reducing fatalities has been limited, and little real decline has occurred. Although the number of accidents has continued to decline, the decline has been at a slower rate. The limited progress in reducing fatalities between 1985 and 1993 occurred at the same time as two other factors: (1) a 16-percent decline in the total number of public railroad crossings and (2) increased exposure to accidents at the remaining crossings. Furthermore, crossing safety problems are more prevalent in some states than others.

## Early Years of Program Yielded Significant Reductions in Deaths and Accidents

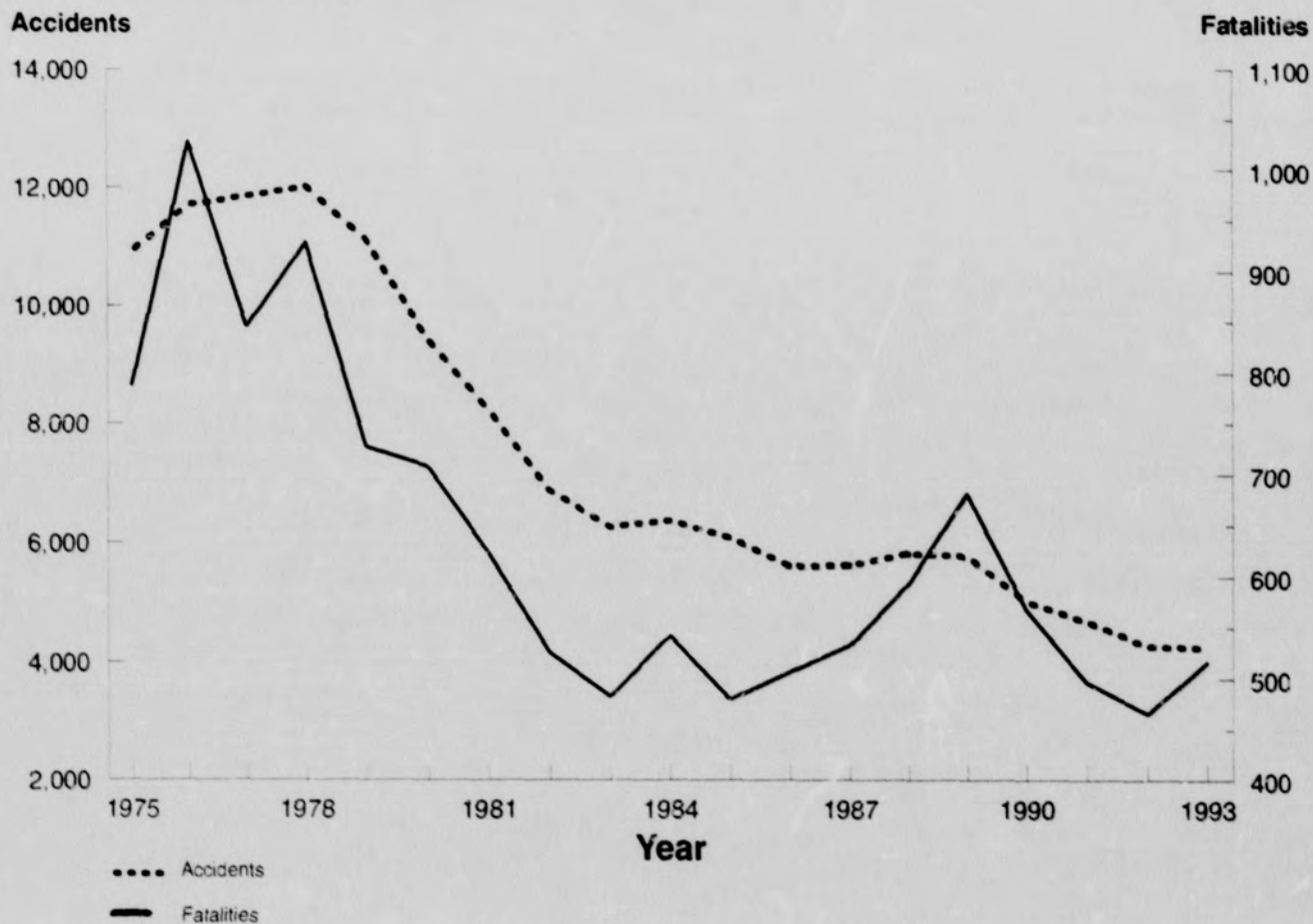
In May 1994, FHWA issued a report to the Congress on the effectiveness of the Rail-Highway Crossing Program. According to FHWA, the program had prevented more than 7,600 fatalities and 33,500 nonfatal injuries and had completed over 28,000 railroad crossing projects since its inception in 1974. FHWA estimated that it costs about \$112,000 to prevent a railroad crossing accident and about \$542,000 to prevent a fatal accident under the program. When warning devices (lights and gates) are installed at a crossing, FHWA estimated that society has received benefits about three times the costs of the Rail-Highway Crossing Program. FHWA reached this conclusion by comparing the benefits of the estimated deaths and injuries prevented to the total funds spent on rail highway improvements under the section 130 program.

Although significant accomplishments have been achieved during the life of this program, much of the progress made in reducing accidents and deaths occurred in the early years. As figure 2.1 shows, in 1975 there were 10,925 motor vehicle accidents and 788 deaths involving motor vehicles at railroad crossings. The high number of accidents and fatalities continued through 1979, averaging 11,516 accidents and 864 deaths each year. However, beginning in 1979, the number of crossing accidents and fatalities began to decline sharply. A 43-percent decline in accidents occurred between 1979 and 1984, while railroad crossing fatalities declined by 25 percent.

<sup>3</sup>After 1974, FRA changed the method by which it calculated the number of accidents and fatalities at railroad crossings. Therefore, our analysis of accident and fatality trends uses 1975 as a base year so as to accurately determine the effects of the Rail-Highway Crossing Program over time.

**Chapter 2**  
**Railroad Crossing Accidents and Fatalities**  
**Have Declined Significantly, But Problems**  
**Still Persist**

**Figure 2.1: Accidents and Fatalities at Public Railroad Crossings, 1975-93**



Source: GAO's analysis of FRA's data.

This period of decline in accidents and deaths began when the Congress authorized the Rail-Highway Crossing Program in 1974 and appropriated about \$4.9 billion (constant 1994 dollars) over the next 20 years. In fiscal year 1994, Congress appropriated \$149.3 million for the section 130 program. As shown in figure 2.2, congressional appropriations for the rail

---

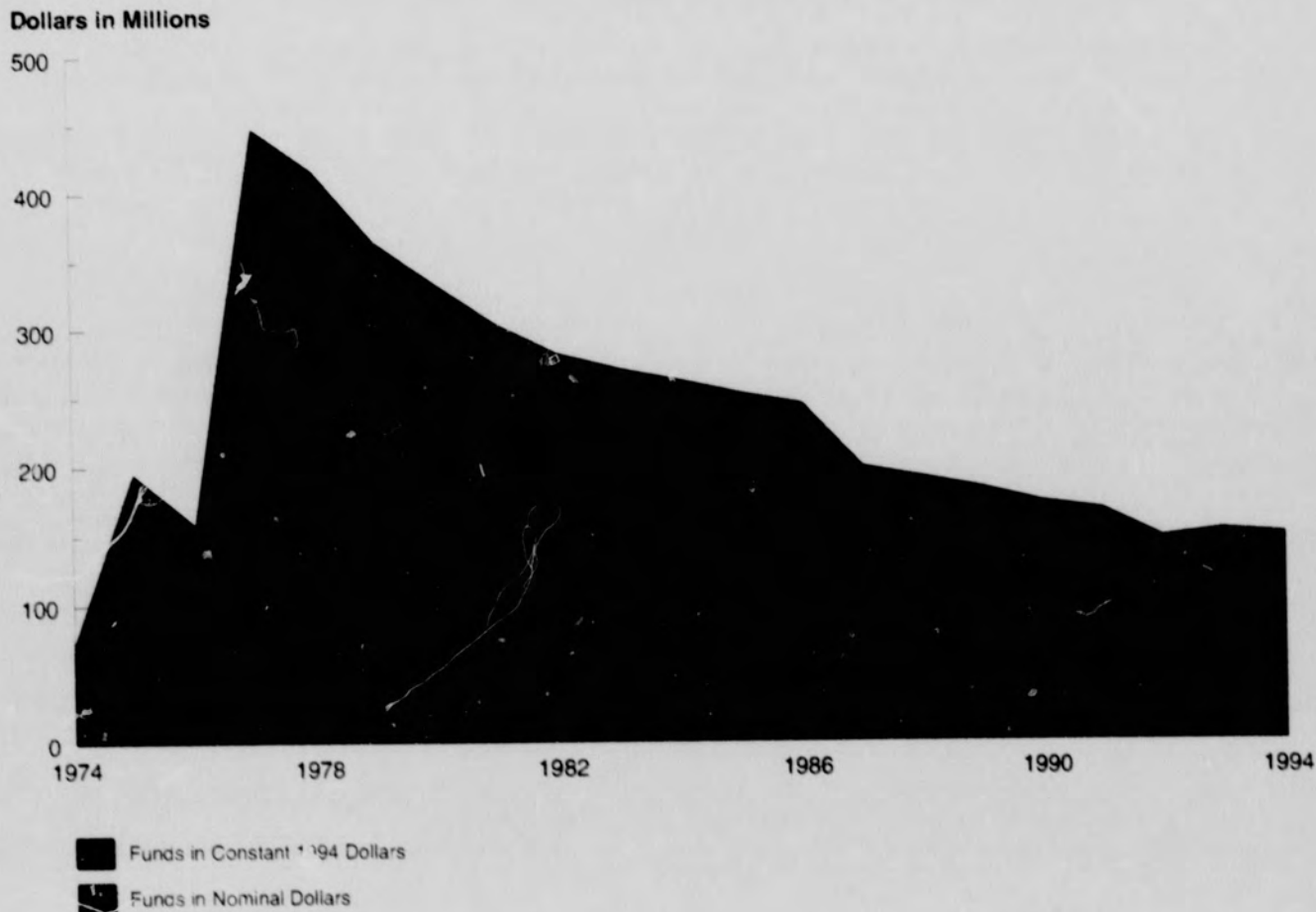
**Chapter 2**  
**Railroad Crossing Accidents and Fatalities**  
**Have Declined Significantly, But Problems**  
**Still Persist**

---

crossing program were highest in the late 1970s and early 1980s in both nominal and constant dollars. Funding in nominal dollars did not greatly decline over this period. However, in real terms (1994 constant dollars), funding was highest in the early years of the program and peaked at about \$447 million in 1977. According to DOT officials, the higher federal funding in the early years of the program allowed the states to first improve their most dangerous crossings, thereby contributing to the significant reductions in accidents and fatalities.



Figure 2.2: Rail-Highway Crossing Program Funds Apportioned/Allocated, Fiscal Year 1974-94



In constant fiscal year 1994 dollars.

Source: GAO's analysis of FHWA's data.

## The Decline in Accidents and Fatalities Has Slowed in Recent Years

As figure 2.1 shows, since 1985 the number of railroad crossing fatalities has fluctuated between 466 and 682 and little real decline has occurred, while the decline in crossing accidents has slowed. For example, deaths at crossings decreased 31 percent (from 788 to 543) in the first 10 years of the program compared to a 5-percent decline (from 543 to 517) in 1985

through 1993. For accidents, the 42-percent decline (from 10,925 to 6,370) that occurred in 1975 through 1984 compares to a 30-percent decline (from 6,093 to 4,240) in 1985 through 1993.

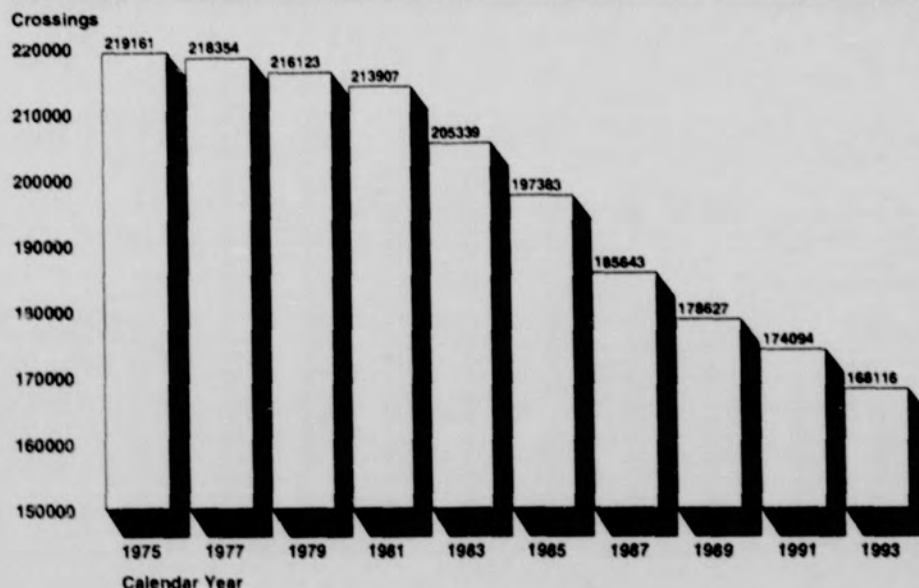
The limited recent progress in reducing railroad crossing deaths has occurred despite recent declines in the total number of crossings. As shown in figure 2.3, the number of public crossings dropped from 219,000 crossings in 1975 to 168,000 crossings in 1993—a 23-percent decline. The decline occurred primarily as a result of the industry's consolidations and line abandonments.<sup>4</sup> The decline in railroad crossings was most pronounced in 1984 through 1993—a 16-percent reduction. With fewer railroad crossings, the chances for crossing fatalities would be expected to decline as well.

However, counterbalancing the decline in the number of crossings is a likely increase in the exposure to accidents at the remaining crossings. Accurate data on traffic across railroad crossings do not exist for the entire nation. However, the total amount of road traffic, as measured by vehicle miles travelled, rose from about 1.8 trillion to 2.3 trillion from 1985 through 1993. During the same period, railroad traffic, as measured by train miles travelled, fluctuated between about 571 million and 621 million. FRA's accident exposure index, a product of train miles traveled times vehicle miles travelled, rose about 39 percent between 1985 and 1993. DOT officials commented that it is likely that increased exposure to accidents at crossings has negatively affected safety and is a partial explanation of the current trend.

---

<sup>4</sup>In 1975 through 1993, the number of Class I railroads declined from 73 to 12, while the total miles of track declined from 311,000 miles to 186,000 miles.

**Figure 2.3: Public Railroad Crossings  
 (1975-93)**



Source: GAO's analysis of FRA's data.

## Railroad Crossing Safety Problems Concentrated in Certain States

Although the national railroad crossing safety picture has shown overall improvement, certain states have the highest incidence of problems. As figure 2.4 shows, one-half of the nation's 168,000 public railroad crossings are located in 12 states. In addition, these states accounted for half of all accidents and fatalities at railroad crossings in 1993. Texas, with 12,950, and Illinois, with 10,343, have the most crossings. Together with California, Ohio, and Indiana, these five states account for over one-fourth of the total number of crossings in the United States. Similarly, these five states accounted for 38 percent of the deaths and 32 percent of the accidents at public crossings in 1991 through 1993.<sup>5</sup> Figure 2.4 also shows that railroad crossing safety is a particular concern for states located in the Midwest and Great Lakes regions.

<sup>5</sup>Kansas has more railroad crossings than Indiana and Ohio but relatively fewer accidents and fatalities.

STB

FD

33388

10-1-97

K

MOCH

5/26



**Chapter 2**  
**Railroad Crossing Accidents and Fatalities**  
**Have Declined Significantly, But Problems**  
**Still Persist**

**Figure 2.4: 12 States With the Largest Concentration of Public Highway Railroad Crossings (Oct 1994)**



Source: GAO's analysis of FRA's data.

## Conclusions

The states have received, in constant 1994 dollars, about \$4.9 billion in section 130 funds to improve thousands of railroad crossings since the Rail-Highway Crossing Program was established in 1974. Combined with a decline in the total number of crossings, the two-decade investment in railroad crossing safety has resulted in significant reductions in accident

and fatality rates since attention was first drawn to the problem in 1974. However, since 1985, progress in reducing crossing deaths has been limited. Federal dollars available for railroad crossing improvements have declined in real terms since 1977, and in all likelihood, this trend could continue. Consequently, the question for railroad crossing safety in the future may focus on how best to target available dollars. The following chapter discusses strategies and options for maximizing the return from railroad crossing expenditures.

---

## **Agency Comments**

FHWA commented that the report was an accurate statement of the conduct of the section 130 program over the past 20 years. However, FHWA and FRA commented that the report did not sufficiently convey the success of the section 130 program in reducing accidents and the report should more clearly emphasize that the large amounts spent in the early years influenced the program's success. Both agencies agreed that accident exposure needed to be considered more directly in our analysis of accident trends. We modified the report to highlight the positive effect of the section 130 program since its inception. We have also added information on accident exposure to the report to emphasize this factor and enhanced our discussion of safety trends.

# Strategies to Improve Railroad Crossing Safety

Trends in public railroad crossing safety suggest that certain approaches have more positive effects on reducing accidents and fatalities than others. For example, closing a crossing is more effective than installing active warning devices, such as lights and gates. However, trends also suggest that no single strategy by itself will reduce fatalities below the level maintained since 1985 and that a combination of strategies and approaches is needed to achieve further improvements to railroad crossing safety. Strategies DOT and the states are using that have the potential to improve safety include targeting federal funds to states with the highest incidence of accidents and fatalities; closing more railroad crossings; installing advanced technologies at the most dangerous intersections; concentrating crossing improvements and closings on specific rail corridors; and improving public education and law enforcement to change motorists' dangerous behavior.

## Funds Not Targeted to Address Risk Factors

Maximizing the return from federal funds requires that they be targeted to areas with the greatest risk. Currently federal funds for state railroad crossing improvements are included in a 10-percent set-aside of the state's STP apportionment. The apportionment does not include factors related to railroad crossing safety such as accidents and fatalities. Our analysis of 1995 section 130 apportionments found anomalies among the states in terms of the funds they received in proportion to three key risk factors: accidents, fatalities, and the total number of crossings. FHWA has recognized this problem and is working to develop alternative apportionment formulas that would include these risk factors.

## Current Funding Is Not Related to Risk Factors

Table 3.1 compares the 1995 apportionments for the five states that had the highest number of fatalities in 1993 to the number of crossings in 1994 and accidents and fatalities in these states between 1991 and 1993. The table shows differences among the five states in the distribution of funds relative to crossings, fatalities, and accidents. For example, while California received 6.9 percent of the section 130 funds in 1995, it had only 4.8 percent of the nation's railroad crossings, 5.3 percent of the fatalities, and 3.9 percent of the accidents. Illinois, on the other hand, received 5.4 percent of the funds but had 6.2 percent of the nation's crossings, 8.4 percent of the fatalities, and 6.3 percent of the accidents.

Table 3.1: Comparison of Five States' Apportionments, Public Crossings, Fatalities, and Accidents

State	Percent age of total for each category			
	Funding	Crossings	Fatalities	Accidents
Texas	7.4	7.7	10.7	10.2
California	6.9	4.8	5.3	3.9
Illinois	5.4	6.2	8.4	6.3
Ohio	4.3	4.1	8.5	6.1
Indiana	3.4	4.0	5.9	6.1

Note: Data in table include states' FY 1995 allocation for the section 130 program, railroad crossings in 1994, and accidents and fatalities from 1991 to 1993.

Source: GAO's analysis of FHWA's and FRA's data.

Similar anomalies appeared for the five states—Alaska, Delaware, Hawaii, Nevada, and Rhode Island—that had the fewest number of crossings. In total, these states received 3.1 percent of the section 130 funds in 1995. However, they accounted for only about one-half of 1 percent of the total number of crossings, accidents, and fatalities in the nation in 1991 through 1993. Alaska, for example, received 1.7 percent of program funds in 1995 but had only 0.1 percent of the crossings, 0.2 percent of the fatalities, and 0.2 percent of the accidents. Hawaii, with only six crossings and no accidents or fatalities, received about \$400,000 for railroad crossing safety.

These anomalies occur because the states' apportionments are derived from the STP formula, which does not include factors related to crossing safety, such as accidents and fatalities. Instead, the formula is based on a percentage share of the funds the states had previously received in fiscal years 1987 through 1991 for their federal-aid highway program. For this reason, every state received section 130 funding.

### FHWA Is Developing Alternative Apportionment Formulas

FHWA officials stated that they had observed anomalies similar to those we observed in section 130 apportionments. FHWA and FRA are reviewing the current apportionment process to define a "more appropriate method of distributing section 130 funds, possibly on the basis of the number of crossings and accidents in each state." In May 1995, FHWA officials stated that DOT had developed a funding formula that proposed to distribute railroad crossing improvement funds to the states on the basis of four risk factors, including each state's proportion of accidents, fatalities, total public crossings, and total public crossings with passive warnings.



DOT has assessed changes in the states' annual apportionments using different formulas that would vary the weights assigned to each risk factor. In one alternative formula, FHWA would weight risk factors equally so that each factor would contribute to 25 percent of the state's total apportionment. On the basis of our analysis of DOT's preliminary results in applying this alternative, we found that 28 states would have received less section 130 funds in fiscal year 1995, while the remaining states would have received more funds. As indicated in table 3.2, there are notable differences for the five states with the highest number of crossings under existing and alternative funding formulas.

**Table 3.2: Comparison of Fiscal Year 1995 State Apportionments Under Current and Proposed Apportionment Formulas**

State	FY 1995 actual apportionment	FY 1995 comparative apportionment	Difference
Texas	\$10,906,280	\$12,099,114	\$1,192,834
California	10,182,716	5,925,646	(4,257,070)
Illinois	7,926,261	8,703,731	777,470
Ohio	6,301,744	7,540,429	1,238,685
Indiana	4,962,375	6,635,387	1,673,012

Note: Data in the table are based on a formula FHWA proposed to distribute section 130 funds.

Source: FHWA data.

The alternative formula would address some of the anomalies that we found with funds apportioned to the five states we reviewed. For example, California, which received a higher proportion of section 130 funds in comparison to its proportion of crossings, accidents, and fatalities, would receive less funds under a proposed formula. Similarly, Illinois and Indiana, which received a lower proportion of section 130 funds in comparison to their proportion of crossings, accidents, and fatalities, would receive more section 130 funds. Pennsylvania, Mississippi, and Arkansas would have received the greatest percentage increases (between 52 and 79 percent), while Alaska, New York, and Maryland would have received the greatest percentage of decreases (between 48 and 76 percent) in their section 130 funds. Changing the weights would, of course, change the allocations.

# Appendix 10



# Environmental Fact Sheet

## Environmental Benefits of Proposed Emission Standards for Locomotives

*The Environmental Protection Agency (EPA) is proposing emission standards for oxides of nitrogen (NO<sub>x</sub>), hydrocarbons (HC), carbon monoxide (CO), particulate matter (PM) and smoke for newly manufactured and remanufactured locomotives and locomotive engines. The proposed standards will achieve approximately a two-third reduction in NO<sub>x</sub> emissions and will reduce HC and PM emissions by half.*

### Overview of Rulemaking

EPA is proposing emission standards for locomotives that will provide significant emission reductions to help states comply with National Ambient Air Quality Standards (NAAQS) for ozone and PM. The proposed rule is expected to be finalized by the end of 1997 and take effect in 2000. Since locomotive emissions have not been regulated before, it was necessary for EPA to create a comprehensive program, including not only emission standards, but also test procedures and a full compliance program. Three separate sets of emission standards are proposed, with applicability of the standards dependent on the date a locomotive is first manufactured. The first set of standards (Tier 0) are proposed to apply to locomotives and locomotive engines originally manufactured from 1973 through 1999, any time they are remanufactured in calendar year 2000 or later. The second and third sets of standards (Tier I and Tier II) will apply to locomotives and locomotive engines originally manufactured on or after January 1, 2000 (Tier II stan-

dards will take effect on January 1, 2005). These locomotives and locomotive engines will also be required to meet the same standards at each subsequent remanufacture. The Agency is also proposing a rigorous emission testing program to make sure that locomotives comply with these standards for the life of the locomotive.

## Health and Environmental Concerns

Most locomotives in the U.S. are powered by diesel engines. Thus locomotives have significant NOx emissions, as well as HC and PM emissions, all of which have significant health and environmental effects. NOx is a major component of smog and acid rain. NOx emissions combine with HC in the atmosphere to form ground-level ozone, the primary constituent of smog. Ozone is a highly reactive pollutant that damages lung tissue, causes congestion, and reduces vital lung capacity, in addition to damaging vegetation. Acid rain damages buildings and crops, and degrades lakes and streams. NOx also contributes to the formation of secondary PM. PM causes headaches, eye and nasal irritation, chest pain, and lung inflammation. Environmental impacts of PM include reduced visibility and deterioration of buildings.

## Locomotive Emission Inventories

Locomotive NOx emissions are estimated to represent about 4.7 percent of NOx emissions from all mobile and stationary sources in the U.S. Locomotive PM and HC emissions are both estimated to represent less than one-quarter of one percent of total national emissions. Thus, the focus of the proposed regulation is on NOx emission reductions. It should be noted that in some urban areas that have very high rail traffic, such as Chicago or El Paso, NOx emissions can represent nearly one-tenth of the total NOx inventory.

### Current National Locomotive Emission Inventories

	Emissions Per Year	Percent of Total Inventory (All Sources)
NOx	980,000	4.7
PM-10	24,000	0.1
HC	38,000	0.2



## What Are the Environmental Benefits?

When fully phased-in, the proposed emission standards will reduce NOx emissions from locomotives by nearly two-thirds, and HC and PM emissions by half. However, they will also achieve very significant emission reductions in the near term. These reductions, which are shown below, are being heavily relied upon by those areas that have very high rail traffic, as well as Southern California, which has moderately high rail traffic and very significant air quality needs. To put these national NOx emission reductions into context, the 348,000 ton per year reduction expected in 2005 would be equivalent to removing about 20 million passenger cars from the road. In addition, NOx emission reductions will also lead to reductions in ambient concentrations of secondary PM. It has been estimated that about 4 tons of nitrate particulate is formed from every 100 tons of NOx emitted. Thus, the secondary PM reduction expected in 2005 is about 14,000 tons per year.

### Projected National Emission Reductions (Metric Tons Per Year)

Year	2005	2010	2015	2020
NOx	348,000	382,000	417,000	451,000
PM	300	1,700	3,200	4,700
HC	400	2,500	4,500	6,600
Secondary PM*	14,000	15,000	17,000	18,000

\* Assumes 4 tons of nitrate particulate formed for each 100 tons of NOx emitted.

### Reductions from Existing Locomotive Fleet

The fact that so much of the NOx emission reduction will come early in the program is due to the Tier 0 standards that apply to existing locomotives when they are remanufactured. These standards are a unique feature of this proposed regulation, and would represent the first time that EPA has regulated the remanufacturing of an existing fleet on such a large scale. Such regulation of the remanufacturing process is critical because locomotives are generally remanufactured five to ten times during their total service lives (typically 40 years or more). Standards that would only apply to locomotives originally manufactured after the effective date of the rule would not achieve significant emissions reductions until those future locomotives replaced a significant number locomotives in the existing fleet. For the first 13 years of the program, the majority of projected NOx emission reductions will be the result of the Tier 0 emission standards that apply to existing locomotives.

**Projected NOx Emission Reductions From Locomotives Manufactured Before and After January 1, 2000 (Metric Tons Per Year)**

Year	2005	2010	2015	2020
Tier 0 (Pre-2000 Locomotives)	275,000	234,000	194,000	153,000
Tier I & II (Later Locomotives)	73,000	148,000	223,000	298,000

**For More Information**

Information on the proposed rule is available electronically via the EPA Internet server via the dial-up modem on the Technology Transfer Network (TTN), an electronic bulletin board system (BBS).

World Wide Web: <http://www.epa.gov/OMSWWW>

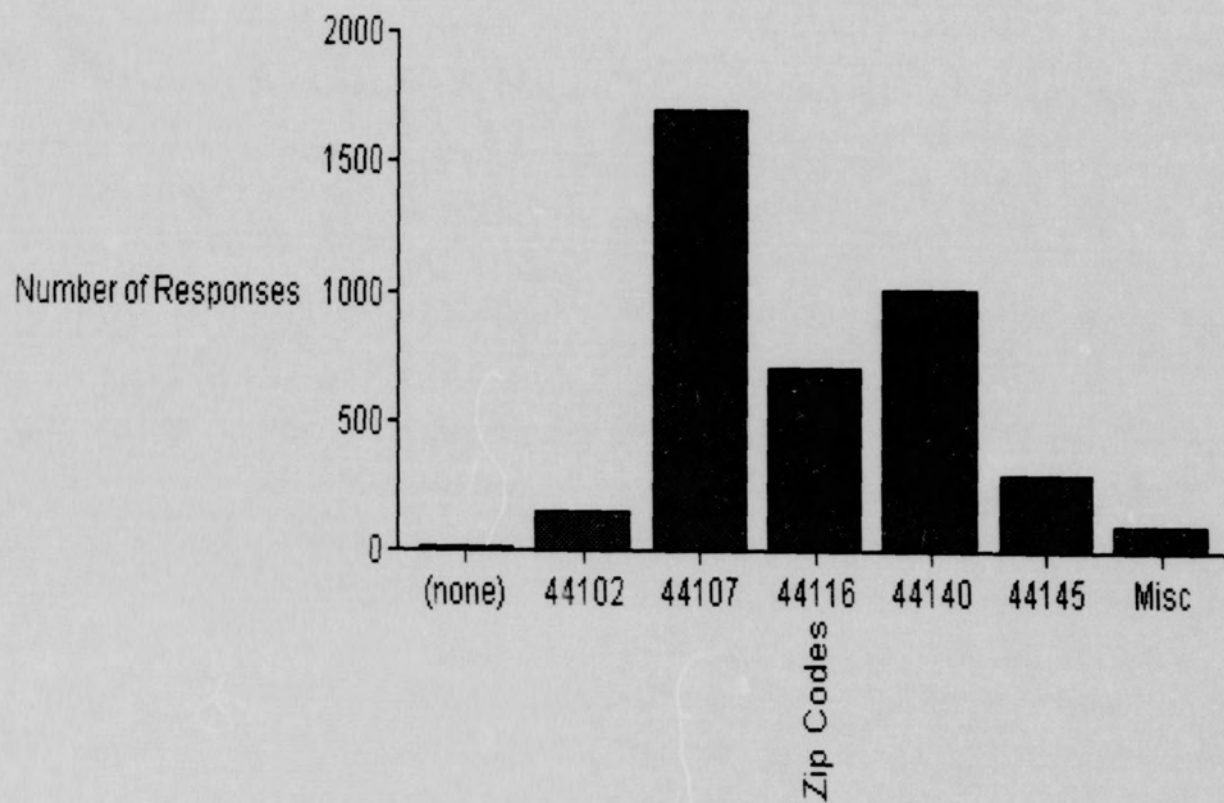
TTN BBS: 919-541-5384 (1200-1440 bps, no parity, 8 data bits, 1 stop bit); voice helpline 919-541-5384.

For further information on the proposed rule, please write to:

U.S. Environmental Protection Agency  
Engine Programs and Compliance Division  
2565 Plymouth Road  
Ann Arbor, MI 48105

or call: (313) 668-4333.

## Train Survey Responses by Zip Code



LAKEWOOD

1697



10/1/97 3:51 PM

Address List

Ms. Rebecca A. Podurgiel  
11820 Edgewater Dr.  
Lakewood, OH 44107-1798

Type: H  
Primary? Y

Mr. James R. ANDERSON  
2067 Reveley Ave  
Lakewood, OH 44107-5834

Type: H  
Primary? Y

Ms. Adele Abbott  
1341 Marlowe Ave.  
Lakewood, OH 44107

Type: H  
Primary? Y

Mr. Chuck Abookire  
14708 Leonard Ave.  
Lakewood, OH 44107-5931

Type: H  
Primary? Y

Mr. Harry Acklin  
1655 Wagar Ave.  
Lakewood, OH 44107-3645

Type: H  
Primary? Y

Ms. Lorna Acklin  
1655 Wagar Ave  
Lakewood, OH 44107

Type: H  
Primary? Y

Ms. Marianna E. Adam  
1341 Marlowe Ave.  
Lakewood, OH 44107

Type: H  
Primary? Y

Ms. Elizabeth Adamopoulos  
12506 Edgewater  
Lakewood, OH 44107

Type: H  
Primary? Y

Roy Adams  
12500 Edgewater Drive  
Lakewood, 44107

Type: H  
Primary? Y

Ms. Helen Adriano  
1341 Marlowe Ave.  
Lakewood, OH 44107

Type: H  
Primary? Y

Ms. Karyl W. Aghajanian  
17818 Riverside Drive  
Lakewood, OH 44107-5357

Type: H  
Primary? Y

Ms. Carolyn Ahern  
1224 Cranford Ave  
Lakewood, OH 44107

Type: H  
Primary? Y

Mr. Joseph Ahern  
1224 Cranford Ave  
Lakewood, OH 44107

Type: H  
Primary? Y

Mrs. Marie Ahrendt  
2040 Reveley Ave  
Lakewood, OH 44107

Type: H  
Primary? Y

Ms. Doreen Albrecht  
1580 Newman Ave  
Lakewood, OH 44107-5233

Type: H  
Primary? Y

Mrs. Tricia Allen  
1576 Parkwood Ave  
Lakewood, OH 44107

Type: H  
Primary? Y

Mr. Ted A. Allison  
12020 Lake Ave  
Lakewood, OH 44107-1887

Type: H  
Primary? Y

Mr. Anthony Alonge  
2178 Atkins Ave  
Lakewood, OH 44107-5406

Type: H  
Primary? Y

Mr. Donald Alpaugh  
14300 Detroit Ave. #717  
Lakewood, OH 44107

Type: H  
Primary? Y

Ruby Amberick  
12400 Madison Ave  
Lakewood, 44107

Type: H  
Primary? Y

Mr. Peter a. Anastis  
12315 Plover St  
Lakewood, OH 44107

Type: H  
Primary? Y

Eliot Anderson  
1614 Rosewood Ave  
Lakewood, OH 44107-3738

Type: H  
Primary? Y

10/1/97 3:51 PM

## Address List

Ms. Kimberly Anderson-Bobbitt  
1516 Parkway Dr.  
Cleveland, OH 44107-4832

Type: H  
Primary?Y

Ms. Bernadette Andrejcek  
14567 Madison Avenue  
Lakewood, OH 44107

Type: H  
Primary?Y

Mr. William Andrews  
1664 Cohasset Ave  
Lakewood, OH 44107-4932

Type: H  
Primary?Y

Ms. Dorothy Angel  
2084 Elbur Ave  
Lakewood, OH 44107

Type: H  
Primary?Y

Kerry Antall  
2205 Niagra Dr  
Lakewood, OH 44107-5436

Type: H  
Primary?Y

Mr. Bryon Anzevino  
1303 Ethel Ave  
Lakewood, OH 44107

Type: H  
Primary?Y

Ms. Kim Anzevino  
1303 Ethel Ave  
Lakewood, OH 44107

Type: H  
Primary?Y

Lois Applegate  
12550 Lake Ave #1407  
Lakewood, OH 44107

Type: H  
Primary?Y

Ms. Verna Appleton  
2197 Carabel Ave  
Lakewood, OH 44107-5703

Type: H  
Primary?Y

Mr. Tony Arhutich  
14300 Detroit Ave  
Lakewood, OH 44107

Type: H  
Primary?Y

Mr. John Armstrong  
2126 Linclon Ave  
Lakewood, OH 44107-6054

Type: H  
Primary?Y

Mr. Jack Arnold  
1227 ETHEL AVENUE  
Lakewood, OH 44107

Type: H  
Primary?Y

Ms. Lori Arreche  
1222 Ethel Ave  
Lakewood, OH 44107

Type: H  
Primary?Y

Ms. Debbi Arsianian-Polen  
13955 Clifton Blvd  
Lakewood, OH 44107

Type: H  
Primary?Y

Mardell Arunanda  
11839 Clifton Blvd  
Lakewood, OH 44107-2059

Type: H  
Primary?Y

Mr. Matthew J. Asher  
1416 Elmwood Ave  
Lakewood, OH 44107-3902

Type: H  
Primary?Y

Mrs. Ashley, Elizabeth  
2035 Elmood Ave  
Lakewood, OH 44107-5816

Type: H  
Primary?Y

Mrs. Margaret A. Ashwood  
2096 Mckinley Ave  
Lakewood, OH 44107

Type: H  
Primary?Y

Mr. Ziad M. Assad  
1666 Elbur Ave.  
Lakewood, OH 44107

Type: H  
Primary?Y

Mr. and Mrs. T. Athanas  
1253 Hathaway Ave  
Lakewood, OH 44107

Type: H  
Primary?Y

Marilyn August  
12506 Edgewater Drive Apt 622  
Cleveland, OH 44107

Type: H  
Primary?Y

Lori Augusta  
2175 Brown Rd  
Lakewood, 44107

Type: H  
Primary?Y

## Address List

Ms. Catherine Ault  
17469 Clifton Blvd  
Lakewood, OH 44107

Type: H  
Primary? Y

Mr. George Ault  
17469 Clifton Blvd.  
Lakewood, OH 44107

Type: H  
Primary? Y

Ms. Barbara Dubusker  
1260 Ramona Ave  
Lakewood, OH 44107-2632

Type: H  
Primary? Y

Ms. Diane M. Avellano-Viroshko  
1456 Bunts Rd  
Lakewood, OH 44107

Type: H  
Primary? Y

David S. Bailey  
1010 Parkside Drive  
Lakewood, OH 44107

Type: H  
Primary? Y

Ms. Marian F. Bailey  
12717 Plover St.  
Lakewood, OH 44107

Type: H  
Primary? Y

Betty Bajczer  
12900 Lake Ave  
Lakewood, OH 44107

Type: H  
Primary? Y

Mr. Baker, Eric  
1057 Abbieshire Ave.  
Lakewood, OH 44107

Type: H  
Primary? Y

Mr. David C. Baker  
18412 Sloane Ave.  
Lakewood, OH 44107

Type: H  
Primary? Y

Mr. Eric H. Baker  
2391 Woodward Ave  
Lakewood, OH 44107

Type: H  
Primary? Y

Ms. Mary P. Bako  
14312 Detroit  
Lakewood, OH 44107

Type: H  
Primary? Y

Ms. Naomi Ball  
11827 North Lane Dr.  
Lakewood, OH 44107-2936

Type: H  
Primary? Y

Ms. Mary Balog  
11720 Edgewater Dr. #408  
Lakewood, OH 44107

Type: H  
Primary? Y

Mr. Vincent D. Balog  
11820 Edgewater Dr  
Lakewood, OH 44107-1798

Type: H  
Primary? Y

Mr. Bernard Baltic  
12550 Lake Avenue  
Lakewood, OH 44107

Type: H  
Primary? Y

Mr. Greg Banaszak  
1363 Bunts Rd  
Lakewood, OH 44107

Type: H  
Primary? Y

Mr. Walter Bandlow  
17503 Lakewood Heights Blvd  
Lakewood, OH 44107-5342

Type: H  
Primary? Y

Mrs. Rosemarie S. Banfield  
1237 Arlington Rd  
Lakewood, OH 44107

Type: H  
Primary? Y

Barakat, Family  
1366 Manor Park  
Lakewood, OH 44107

Type: H  
Primary? Y

Mr. ED Barber  
1257 Virginia  
Lakewood, OH 44107

Type: H  
Primary? Y

Mrs. Marie Barber  
1257 Virginia  
Lakewood, OH 44107

Type: H  
Primary? Y

Ms. Mary Elaine Barnett  
2223 Wyandotte  
Lakewood, OH 44107

Type: H  
Primary? Y

10/1/97 3:51 PM

# Address List

Ms. Lenore Barrett  
1341 Marlowe Ave.  
Lakewood, OH 44107

Type: H  
Primary? Y

James & Mailyn Barron  
13230 Merl Ave  
Lakewood, 44107

Type: H  
Primary? Y

E. Rene Barrera  
1257 Donald Ave  
Cleveland, 44107

Type: H  
Primary? Y

Mr. and Mrs. Mark and Kristine Barski  
1265 Cove Ave.  
Lakewood, OH 44107

Type: H  
Primary? Y

Ms. Norma Bart  
14306 Detroit Ave  
Lakewood, OH 44107

Type: H  
Primary? Y

Ms. Daisy Bartholomew  
17604 Cannon Ave.  
Lakewood, OH 44107

Type: H  
Primary? Y

Ms. Kathleen Bartholomew  
14312 Detroit Ave.  
Lakewood, OH 44107

Type: H  
Primary? Y

Monica & Ben Bassett  
1064 Forest Cliff Drive  
Lakewood, OH 44107

Type: H  
Primary? Y

Mr. William Bast  
1277 Cove  
Lakewood, OH 44107-2164

Type: H  
Primary? Y

Mr. Bauer, Jack F.  
17903 Lake Rd.  
Lakewood, OH 44107-1046

Type: H  
Primary? Y

Ms. Claire Bean  
17825 Shaw Ave  
Lakewood, OH 44107-1013

Type: H  
Primary? Y

Mr. Richard Bean  
17825 Shaw Ave  
Lakewood, OH 44107-1013

Type: H  
Primary? Y

Mrs. Beard, Kathryn  
17507 Riverway Dr  
Lakewood, OH 44107-5317

Type: H  
Primary? Y

Ms. Doris L. Bearse  
1617 Westwood Ave  
Lakewood, OH 44107

Type: H  
Primary? Y

Ms. Wells Beatrice  
1210 Cook Ave  
Lakewood, OH 44107-2504

Type: H  
Primary? Y

Mr. Becker, Gerald T.  
1543 Belle Ave.  
Lakewood, OH 44107

Type: H  
Primary? Y

Mr. John E. Becker  
1565 Alameda Ave  
Lakewood, OH 44107

Type: H  
Primary? Y

M. Sue Becker  
1292 Virginia  
Lakewood, OH 44107

Type: H  
Primary? Y

Ms. Janet Bednar  
1691 Robinwood Ave  
Lakewood, OH 44107-4551

Type: H  
Primary? Y

Ms. Carol a. Behnke  
15523 Lakewood Hts. Blvd  
Lakewood, OH 44107

Type: H  
Primary? Y

Mr. John E. Behnke  
15523 Lakewood Hts Blvd  
Lakewood, OH 44107

Type: H  
Primary? Y

Ms. Rena Belch  
1492 Lauderdale Avenue  
Lakewood, OH 44107-3630

Type: H  
Primary? Y



10/1/97 3:51 PM

Address List

Ms. Elsie Bell  
1341 Marlowe Ave.  
Lakewood, OH 44107

Type: H  
Primary? Y

Mr. William S. Bell  
1341 Marlowe Ave.  
Lakewood, OH 44107

Type: H  
Primary? Y

Idalia Bellido  
519 Lauderdale Ave  
Lakewood, OH 44107

Type: H  
Primary? Y

Mr. John Belter  
1516 Elmwood Ave  
Lakewood, OH 44107-3904

Type: H  
Primary? Y

Ms. Cheryl L. Beltz  
1276 Westlake Ave.  
Lakewood, OH 44107-2314

Type: H  
Primary? Y

Mr. Albert Belzer  
1299 Thoreau Rd  
Lakewood, OH 44107

Type: H  
Primary? Y

Ms. Naomi Benepe  
1440 Arther Ave  
Lakewood, OH 44107

Type: H  
Primary? Y

Ms. Joan Berger  
2089 Olive Ave.  
Lakewood, OH 44107

Type: H  
Primary? Y

Mr. John Bertschler  
1234 Cook Ave  
Lakewood, OH 44107

Type: H  
Primary? Y

Mr. David Beuoy  
11811 S. Lane Drive  
Lakewood, OH 44107

Type: H  
Primary? Y

Fontanne Bickley  
1299 Edanola Ave.  
Lakewood, OH 44107

Type: H  
Primary? Y

Mr. John a. Biebel  
1433 Riverside Dr  
Lakewood, OH 44107

Type: H  
Primary? Y

Ms. Biley, Rosemarie  
1530 Rose Wood Ave.  
Lakewood, OH 44107-3736

Type: H  
Primary? Y

Ms. Margaret Binder  
16807 Fischer Rd.  
Cleveland, OH 44107-5537

Type: H  
Primary? Y

Ms. Helen M. Binford  
12000 Edgewater Dr  
Lakewood, OH 44107-1784

Type: H  
Primary? Y

Mrs. Bishop, Mary E.  
1598 Wyandotte Ave.  
Lakewood, OH 44107-4736

Type: H  
Primary? Y

Mr. Tom Bitel  
1350 Andrews Ave.  
Lakewood, OH 44107

Type: H  
Primary? Y

Mr. Henry Bittel  
1296 Manor Park Ave.  
Lakewood, OH 44107

Type: H  
Primary? Y

Mr. James Bittel  
17839 N Clifton Dr  
Lakewood, OH 44107-1012

Type: H  
Primary? Y

Ms. Lynn Bittel  
1271 Cook Ave  
Lakewood, OH 44107

Type: H  
Primary? Y

Ms. Mary Bittel  
1296 Manor Park Ave.  
Lakewood, OH 44107

Type: H  
Primary? Y

Jamie Blackson  
1057 Abbieshire Avenue  
Lakewood, OH 44107

Type: H  
Primary? Y

10/1/97 3:51 PM

Address List

Ms. Blanita, Ileana R.  
1563 Blossom Park.  
Lakewood, OH 44107-4436

Type: H  
Primary? Y

Albert &. Melanie Blaser  
1450 Cohasset Ave  
Lakewood, 44107

Type: H  
Primary? Y

Mrs. Blinkley, Alberta J.  
1363 Bunts Rd.  
Lakewood, OH 44107-2674

Type: H  
Primary? Y

Ms. Rose M. Bliss  
1504 Grace Avenue  
Lakewood, OH 44107-4915

Type: H  
Primary? Y

Ms. Maria G. Bluhm  
12505 Edgewater Dr Apt 101  
Cleveland, OH 44107

Type: H  
Primary? Y

Mr. John E. Blyler  
1618 Hopkins Avenue  
Lakewood, OH 44107

Type: H  
Primary? Y

Mr. Edward Bobinchak  
13975 Clifton Blvd.  
Cleveland, OH 44107

Type: H  
Primary? Y

A. Bocchicchra  
1325 Cook Ave  
Lakewood, OH 44107

Type: H  
Primary? Y

Mr. Bodey, Steven K.  
2249 Olive Ave.  
Cleveland, OH 44107-5566

Type: H  
Primary? Y

Ms. Rosemary A. Boehm  
14312 Detroit Ave  
Lakewood, OH 44107 4418

Type: H  
Primary? Y

Ms. Catherine A. Bolger  
1415 Clarence Ave.  
Lakewood, OH 44107

Type: H  
Primary? Y

Mr. Steve Bolz  
14837 Detroit Ave  
Lakewood, OH 44107

Type: H  
Primary? Y

Jackie Bond  
1341 Marlowe Ave.  
Lakewood, OH 44107

Type: H  
Primary? Y

Ms. Theresa Borow  
1218 Hall Ave  
Lakewood, OH 44107

Type: H  
Primary? Y

Ms. Dorothy M. Borsodi  
14306 Detroit Ave  
Lakewood, OH 44107

Type: H  
Primary? Y

Mr. Boston, Dale  
1294 Belle Ave.  
Lakewood, OH 44107-2618

Type: H  
Primary? Y

Mrs. Boston, Sally  
1294 Belle Ave.  
Lakewood, OH 44107-2618

Type: H  
Primary? Y

Ms. Dorothy Boughner  
12530 Lake Avenue #114  
Lakewood, OH 44107-1574

Type: H  
Primary? Y

Mr. David Bowditch  
1295 Lakeland Ave.  
Lakewood, OH 44107

Type: H  
Primary? Y

Ms. Susan Bowditch  
1295 Lakeland Ave.  
Lakewood, OH 44107

Type: H  
Primary? Y

Ms. Deborah Bowen  
1307 Nicholson  
Lakewood, OH 44107

Type: H  
Primary? Y

Ms. Jennifer Bowen  
1371 Hall Ave.  
Lakewood, OH 44107

Type: H  
Primary? Y

## Address List

John Bowersock  
12501 Plover St  
Lakewood, OH 44107

Type: H  
Primary? Y

Ms. Theresa M. Bozak  
1261 Ethel Avenue  
Lakewood, OH 44107-2319

Type: H  
Primary? Y

Mrs. Bradley, Linda P.  
17540 Madison Ave.  
Lakewood, OH 44107-3548

Type: H  
Primary? Y

J. F. Bradley  
13908 Edgewater Dr  
Lakewood, OH 44107

Type: H  
Primary? Y

Ms. Kathleen Brady  
17829 Shaw Avenue  
Lakewood, OH 44107

Type: H  
Primary? Y

Ms. Edna Brandstetter  
1266 Lakeland Avenue  
Lakewood, OH 44107-2425

Type: H  
Primary? Y

Mr. Gusti Braune  
1341 Marlowe Ave.  
Lakewood, OH 44107

Type: H  
Primary? Y

Mr. Donald P. Breckel  
1291 Arlington  
Lakewood, OH 44107

Type: H  
Primary? Y

Mrs. Breiner, Mary T.  
1092 Homewood Dr.  
Lakewood, OH 44107-1450

Type: H  
Primary? Y

Ms. Julia Brennan  
1449 Roycroft Ave  
Lakewood, OH 44107-3405

Type: H  
Primary? Y

Ms. Molly Brennan  
17427 Lake Avenue  
Lakewood, OH 44107

Type: H  
Primary? Y

Ms. Doris Brickner  
1286 Hall Ave  
Lakewood, OH 44107-2324

Type: H  
Primary? Y

Marion Brinkman  
1341 Marlowe Ave.  
Lakewood, OH 44107

Type: H  
Primary? Y

Ms. Mary S. Broadbent  
1236 Jackson Ave  
Lakewood, OH 44107

Type: H  
Primary? Y

Mr. Walter Broadbent  
1480 Coutant Avenue  
Lakewood, OH 44107-5112

Type: H  
Primary? Y

Brock, Doroty  
1110 Wilbert Rd.  
Lakewood, OH 44107-1444

Type: H  
Primary? Y

Ms. Dorothy Brock  
1110 Wilbert Road  
Lakewood, OH 44107

Type: H  
Primary? Y

Mr. John Brock  
1110 Wilbert Rd.  
Lakewood, OH 44107-1444

Type: H  
Primary? Y

Mr. Nick C. Brodella  
14300 Detroit Ave  
Lakewood, OH 44107-4416

Type: H  
Primary? Y

Mr. Bronish, John  
1503 Hopkins Ave  
Lakewood, OH 44107

Type: H  
Primary? Y

Mr. Brookbank, Michael A.  
1444 Robinwood Ave.  
Lakewood, OH 44107-4533

Type: H  
Primary? Y

Ms. Ruth Brooks  
14312 Detroit Ave  
Lakewood, OH 44107-4418

Type: H  
Primary? Y

## Address List

Ms. Lucille Brown  
17469 Clifton Blvd.  
Lakewood, OH 44107

Type: H  
Primary?Y

Ms. Lucille Brown  
1341 Marlowe Ave.  
Lakewood, OH 44107

Type: H  
Primary?Y

Ms. Mary Therese Brown  
1635 Alameda Ave.  
Lakewood, OH 44107

Type: H  
Primary?Y

Ms. Joan Bruch  
11820 Edgewater Dr  
Lakewood, OH 44107-1798

Type: H  
Primary?Y

Mr. John Bruch  
11820 Edgewater  
Lakewood, OH 44107-1798

Type: H  
Primary?Y

Mr. Gordon Brumm  
1515 St. Charles  
Lakewood, OH 44107

Type: H  
Primary?Y

Mr. Gordon Brumm  
1515 St Charles Ave  
Lakewood, OH 44107

Type: H  
Primary?Y

Ms. Verna Brundage  
1480 Warren Rd.  
Lakewood, OH 44107

Type: H  
Primary?Y

Ms. Mary E. Brunner  
1532 Alameda Ave  
Lakewood, OH 44107

Type: H  
Primary?Y

Ms. Mary Buccieri  
2079 Carabel Ave  
Lakewood, OH 44107-5701

Type: H  
Primary?Y

Bucy, Colleen  
1298 Marlowe Ave.  
Lakewood, OH 44107-2628

Type: H  
Primary?Y

Mr. Vincent Bucy  
1298 Marlowe Ave.  
Lakewood, OH 44107-2628

Type: H  
Primary?Y

Mr. Joseph Budzar  
17835 Lake Ave.  
Lakewood, OH 44107-1052

Type: H  
Primary?Y

Mrs. Ruth Budzar  
17835 Lake Ave.  
Lakewood, OH 44107-1052

Type: H  
Primary?Y

Mr. Buelow, Brad  
2151 Overbrook  
Lakewood, OH 44107

Type: H  
Primary?Y

Mr. William Bulloch  
14300 Detroit Ave  
Lakewood, OH 44107-4416

Type: H  
Primary?Y

Mr. Eric Burchak  
13930 Lake Ave  
Lakewood, OH 44107

Type: H  
Primary?Y

Ms. Jane Burchak  
13930 Lake Ave  
Lakewood, OH 44107

Type: H  
Primary?Y

Ms. Joan Burda  
2035 Elmwood Ave.  
Lakewood, OH 44107

Type: H  
Primary?Y

Mr. Burdette, Family  
1193 Cook Ave.  
Lakewood, OH 44107-2544

Type: H  
Primary?Y

Mr. Robert Burgy  
1278 Lakeland Ave.  
Lakewood, OH 44107

Type: H  
Primary?Y

Ms. Joan Burke  
17426 Northwood Avenue  
Lakewood, OH 44107

Type: H  
Primary?Y



## Address List

Kimberly C. Burnell  
575 Marlowe Ave.  
Lakewood, OH 44107

Type: H  
Primary? Y

Ms. Patricia Burnell  
2120 Concord Dr.  
Lakewood, OH 44107-5327

Type: H  
Primary? Y

Ms. Evelyn Burri  
12540 Edgewater Dr  
Lakewood, OH 44107-1683

Type: H  
Primary? Y

Ms. Lois Bush  
11820 Edgewater Dr  
Lakewood, OH 44107

Type: H  
Primary? Y

Ms. Jeanette Butkiewicz  
1369 Bunts Rd Apt 102  
Cleveland, OH 44107-2668

Type: H  
Primary? Y

Ms. EMILY CIGAS  
12015 Clifton Blvd.  
Lakewood, OH 44107-2160

Type: H  
Primary? Y

Helen E. Cad  
14401 Detroit Ave  
Lakewood, OH 44107

Type: H  
Primary? Y

H. Cady  
14312 Detroit Ave  
Lakewood, OH 44107

Type: H  
Primary? Y

Ms. Joanne H. Calkins  
17893 Captains Cv  
Lakewood, OH 44107

Type: H  
Primary? Y

Mr. Dennis H. Calkins  
1261 Andrews Ave  
Lakewood, OH 44107-2403

Type: H  
Primary? Y

Mr. and Mrs. Camely, James  
1288 Andrews Ave  
Lakewood, OH 44107-2404

Type: H  
Primary? Y

Elmer E. Cameron  
11800 Edgewater Drive  
Lakewood, 44107

Type: H  
Primary? Y

Ms. Shiley Campon  
1266 Ovelook Rd.  
Lakewood, OH 44107

Type: H  
Primary? Y

Domtal Campon  
1281 Arlington Rd  
Lakewood, OH 44107

Type: H  
Primary? Y

Ms. Tracy Canale  
1281 Brockley Ave  
Lakewood, OH 44107

Type: H  
Primary? Y

Mr. and Mrs. Edward Canant and Betty Can  
15515 Hilliard Rd  
Lakewood, OH 44107

Type: H  
Primary? Y

Mr. Capitos, Anthony  
2030 Robin St  
Lakewood, OH 44107-5222

Type: H  
Primary? Y

Ms. Darleen Caraffi  
2167 Elbur Ave.  
Lakewood, OH 44107

Type: H  
Primary? Y

Mr. Carmen, Frederick E.  
1390 Ethel Ave.  
Lakewood, OH 44107-2371

Type: H  
Primary? Y

Ms. Penelope Carnahan  
12021 Edgewater Dr  
Lakewood, OH 44107

Type: H  
Primary? Y

Mrs. Carney, Jeanette M.  
12550 Lake Ave.  
Lakewood, OH 44107-1575

Type: H  
Primary? Y

Ms. Lucy Carney  
13303 Merl Avenue  
Lakewood, OH 44107-2823

Type: H  
Primary? Y

## Address List

Mr. Michael Carney  
13303 Merl Avenue  
Lakewood, OH 44107-2823

Type: H  
Primary?Y

Mr. Michael Carney  
13303 Merl Ave  
Lakewood, OH 44107

Type: H  
Primary?Y

L. J. Carpenter  
1307 Bonnieview  
Lakewood, OH 44107

Type: H  
Primary?Y

Ms. Joyce Carswell  
1493 Lewis Dr  
Lakewood, OH 44107-4825

Type: H  
Primary?Y

Pete Cascio  
1594 Waterbury Road  
Lakewood, OH 44107

Type: H  
Primary?Y

Mrs. Casey-Liber, Blanch J.  
1579 Elbur Ave.  
Lakewood, OH 44107-4751

Type: H  
Primary?Y

Mrs. Cassese, Nancy  
1308 Bunts Rd  
Lakewood, OH 44107-2614

Type: H  
Primary?Y

Mr. Charles Cassidy  
1196 St. Charles Ave.  
Lakewood, OH 44107

Type: H  
Primary?Y

Ms. Kathleen Cassidy  
1196 St. Charles Ave.  
Lakewood, OH 44107

Type: H  
Primary?Y

Ms. Anja Casterline  
12700 Lake Ave #2303  
LAKEWOOD, OH 44107-1576

Type: H  
Primary?Y

Ms. Pamela Castle  
1451 Wyandotte Ave  
Lakewood, OH 44107-4723

Type: H  
Primary?Y

Ms. Laura M. Catalano  
1299 Manor Park Ave.  
Lakewood, OH 44107

Type: H  
Primary?Y

Ms. Cathry  
11735 Lake Ave.  
Lakewood, OH 44107-6300

Type: H  
Primary?Y

Ms. Smego Cecelia  
1555 Hopkins  
Lakewood, OH 44107-5038

Type: H  
Primary?Y

Dagmar Celeste  
12700 Lake Ave.  
Lakewood, OH 44107

Type: H  
Primary?Y

Eleanor W. Cember  
363 Bunts Road  
Lakewood, OH 44107

Type: H  
Primary?Y

Mr. Louis Luke Cerny  
13942 Clifton Blvd.  
Lakewood, OH 44107

Type: H  
Primary?Y

M. Cestaro  
1199 Ethel Ave  
Lakewood, OH 44107

Type: H  
Primary?Y

M. Cestaro  
199 Ethel Ave  
Lakewood, OH 44107

Type: H  
Primary?Y

Ms. Mary Bofin Chak  
13975 Clifton Blvd.  
Lakewood, OH 44107

Type: H  
Primary?Y

Mr. Alan Chan  
1219 Elbur Ave  
Lakewood, OH 44107

Type: H  
Primary?Y

Mr. Harold Chandler  
1271 Thoreau Rd  
Lakewood, OH 44107-2843

Type: H  
Primary?Y

## Address List

Ms. Minna Chandler  
1271 Thoreau Rd  
Lakewood, OH 44107-2843

Type: H  
Primary?Y

Mrs. E. Jane Cheiky  
1496 Elmwood Ave  
Lakewood, OH 44107

Type: H  
Primary?Y

Mr. Nelson Chenaur  
11850 Edgewater Dr  
Lakewood, OH 44107-1790

Type: H  
Primary?Y

Ms. Deborah Cherry  
1491 W Clifton Blvd  
Lakewood, OH 44107-3308

Type: H  
Primary?Y

Dorothy Chidester  
1291 Virginia Ave.  
Lakewood, OH 44107-2430

Type: H  
Primary?Y

Ms. Li Jean Chin  
17827 Webb Cliff Dr  
Lakewood, OH 44107

Type: H  
Primary?Y

Mr. Toy J. Chin  
1495 Blossom Park Ave  
Lakewood, OH 44107

Type: H  
Primary?Y

Mr. Steve Christoff  
14300 Detroit Ave  
Lakewood, OH 44107

Type: H  
Primary?Y

Ms. Margaret Cingel  
14619 Bayes Ave  
Lakewood, OH 44107-5917

Type: H  
Primary?Y

Ms. Cirk, Rose  
14312 Detroit Ave.  
Lakewood, OH 44107-4418

Type: H  
Primary?Y

Mr. Edward Cirk  
12506 Edgewater Dr.  
Lakewood, OH 44107

Type: H  
Primary?Y

Edward and Rose Cirk  
14312 Detroit Rd. Apt. #1446  
Lakewood, OH 44107

Type: H  
Primary?Y

Ms. Rose Cirk  
14312 Detroit Ave #1446  
Lakewood, OH 44107

Type: H  
Primary?Y

Thomas L. Ciryak  
1370 Elbur Ave.  
Lakewood, OH 44107

Type: H  
Primary?Y

Mr. Donald Clarke  
11800 Edgewater Dr  
Lakewood, OH 44107

Type: H  
Primary?Y

Mr. Donald Clarke  
11800 Edgewater Dr.  
Lakewood, OH 44107

Type: H  
Primary?Y

Eileen Clarke  
14530 Clifton Blvd  
Lakewood, OH 44107

Type: H  
Primary?Y

Lloyd C. Clarke  
18645 Detroit Ave  
Lakewood, 44107

Type: H  
Primary?Y

Ms. Mary Cleary  
11820 Edgewater Dr.  
Lakewood, OH 44107

Type: H  
Primary?Y

Ms. Joyce Cobb  
2156 Elbur Ave  
Lakewood, OH 44107

Type: H  
Primary?Y

Ms. Judith Cobb  
2156 Elbur Ave  
Lakewood, OH 44107

Type: H  
Primary?Y

Ms. Joyce Cobbs  
2156 Elbur  
Lakewood, OH 44107

Type: H  
Primary?Y

## Address List

Mrs. Cole, Alexa E.  
14306 Detroit Ave.  
Lakewood, OH 44107-4417

Type: H  
Primary?Y

Ms. Kathryn Coleman  
1341 Marlowe Ave.  
Lakewood, OH 44107

Type: H  
Primary?Y

Ms. Barbara Collins  
1254 Belle Ave  
Lakewood, OH 44107

Type: H  
Primary?Y

Mr. Gary Collins  
1254 Belle Ave  
Lakewood, OH 44107-2618

Type: H  
Primary?Y

Mr. Marie Collins  
15555 Hilliard Rd  
Lakewood, OH 44107-3849

Type: H  
Primary?Y

Mr. Ward Collins  
13475 Lake Ave  
Lakewood, OH 44107

Type: H  
Primary?Y

Ms. Barbara A. Combes  
1292 Thoreau Rd  
Lakewood, OH 44107-2844

Type: H  
Primary?Y

Ms. Clementin C. Compton  
12900 Lake Ave.  
Lakewood, OH 44107-1577

Type: H  
Primary?Y

Ms. Julia Connelly  
1341 Marlowe Ave.  
Lakewood, OH 44107

Type: H  
Primary?Y

Mr. Mike Connelly  
13501 Merl Ave.  
Lakewood, OH 44107

Type: H  
Primary?Y

Evelyn F. Conrad  
2019 Mcknley Ave  
Lakewood, 44107

Type: H  
Primary?Y

John L. Conroy  
12700 Lake Ave  
Lakewood, 44107

Type: H  
Primary?Y

Ms. Mary Conti  
1676 Parkwood Rd  
Lakewood, OH 44107

Type: H  
Primary?Y

Ms. Jean Cook  
1308 St. Charles  
Lakewood, OH 44107

Type: H  
Primary?Y

Mary Cook  
1312 Marlowe Ave  
Lakewood, OH 44107

Type: H  
Primary?Y

Mary P. Cook  
312 Marlowe Ave  
Lakewood, OH 44107

Type: H  
Primary?Y

Mr. Hal Cooper  
16924 Edgewater Dr.  
Lakewood, OH 44107

Type: H  
Primary?Y

Mr. James Costa  
1312 Brockley  
Lakewood, OH 44107

Type: H  
Primary?Y

Ms. Sue Costa  
1312 Brockley  
Lakewood, OH 44107

Type: H  
Primary?Y

Mr. Costello, Vincent L.  
2221 Lewis Dr.  
Lakewood, OH 44107-6131

Type: H  
Primary?Y

Mr. Anthony Covic  
16704 Clifton Blvd.  
Lakewood, OH 44107

Type: H  
Primary?Y

Mr. Anthony Covic  
16704 Clifton Blvd  
Lakewood, OH 44107

Type: H  
Primary?Y

## Address List

Mrs. Cowen, Christine  
14236 Athens Ave  
Lakewood, OH 44107-6071

Type: H  
Primary?Y

Ms. JPatricia Cowen  
17426 Woodford Ave.  
Lakewood, OH 44107

Type: H  
Primary?Y

Mr. Timothy Cowen  
17426 Woodford Ave.  
Lakewood, OH 44107

Type: H  
Primary?Y

Ms. Cowley, Dorothy  
14312 Detroit Ave  
Lakewood, OH 44107-4418

Type: H  
Primary?Y

Ms. Kay Cozzens  
1341 Marlowe Ave.  
Lakewood, OH 44107

Type: H  
Primary?Y

Ms. Ceclia M. Crawford  
1630 Woodward Ave  
Lakewood, OH 44107

Type: H  
Primary?Y

Mr. Jack Crawford  
1630 Woodward Ave  
Lakewood, OH 44107

Type: H  
Primary?Y

Stephen a. Croley  
12550 Lake Ave  
Lakewood, OH 44107

Type: H  
Primary?Y

Ms. Mary Cron  
15104 Arden Ave  
Lakewood, OH 44107-5809

Type: H  
Primary?Y

Ms. Patricia Crowley  
14306 Detroit Ave  
Lakewood, OH 44107

Type: H  
Primary?Y

Mr. George L. Csanad  
11820 Edgewater Dr.  
Lakewood, OH 44107

Type: H  
Primary?Y

Mr. Peter Csanad  
1261 Chase Ave.  
Lakewood, OH 44107

Type: H  
Primary?Y

Ms. Sharon Csanad  
1261 Chase Ave.  
Lakewood, OH 44107

Type: H  
Primary?Y

Mr. Paul Csia  
2107 Concord D  
Lakewood, OH 44107

Type: H  
Primary?Y

Ms. Cubberley, Loretta M.  
14306 Detroit Ave.  
Lakewood, OH 44107-4417

Type: H  
Primary?Y

Ms. Loretta Cubberly  
14306 Detroit Avenue, #736  
Lakewood, OH 44107

Type: H  
Primary?Y

Mr. Cullen, Craig  
14604 Clifton Blvd  
Lakewood, OH 44107

Type: H  
Primary?Y

Craig and Lucia Cullen  
14604 Clifton Blvd.  
Lakewood, OH 44107

Type: H  
Primary?Y

Ms. Margaret Cullen  
14306 Detroit Ave  
Lakewood, OH 44107-4417

Type: H  
Primary?Y

Mr. Walter Cunnan  
2152 Glenbury Ave  
Lakewood, OH 44107-5414

Type: H  
Primary?Y

Ms. Jessie M. Cunningham  
17827 Webb Cliff Dr  
Lakewood, OH 44107

Type: H  
Primary?Y

Mr. Neal J. Curran  
1270 Bunts Rd  
Lakewood, OH 44107-2612

Type: H  
Primary?Y



## Address List

Ms. Curtan, Sara  
2152 Morrison Ave  
Lakewood, OH 44107

Type: H  
Primary?Y

Thomas Curtin  
1506 Wayne Ave  
Cleveland, 44107

Type: H  
Primary?Y

Ms. Kathryn Curtis  
14306 Detroit Ave  
Lakewood, OH 44107-4417

Type: H  
Primary?Y

Mr. Le Gai Gilby Cutting  
1217 Granger Ave  
Lakewood, OH 44107

Type: H  
Primary?Y

Mr. Richard H. Cutting  
1217 Granger Ave.  
Lakewood, OH 44107

Type: H  
Primary?Y

Margaret F. Czarnitzki  
Lakewood, OH 44107

Type: H  
Primary?Y

Marian Czyba  
17413 Woodford  
Lakewood, 44107

Type: H  
Primary?Y

Marian Czyba  
17413 Woodford  
Lakewood, OH 44107

Type: H  
Primary?Y

Mr. D'Agostino  
1289 Chase Ave.  
Lakewood, OH 44107-2601

Type: H  
Primary?Y

Ms. Ingrid Dasen  
1307 Summit  
Lakewood, OH 44107

Type: H  
Primary?Y

Mr. Julius J. David  
1652 Chesterland Ave  
Lakewood, OH 44107-4802

Type: H  
Primary?Y

Ms. Marcie A. Davies  
1298 Virginia Ave  
Lakewood, OH 44107

Type: H  
Primary?Y

Mr. Davis, Bill  
18162 Clifton Rd  
Lakewood, OH 44107-4417

Type: H  
Primary?Y

Mrs. Davis, Michelle  
17453 Stiauw Ave  
Lakewood, OH 44107

Type: H  
Primary?Y

Ms. Josephine T. Davis  
12550 Lake Ave. #106  
Lakewood, OH 44107

Type: H  
Primary?Y

Ms. Margaret L. Davison  
12900 Lake Ave # 502  
Lakewood, OH 44107

Type: H  
Primary?Y

Ms. Rosalinda Day  
1288 Warren Rd  
Lakewood, OH 44107-2516

Type: H  
Primary?Y

Ms. Mary Jane DeFranco  
1199 French Avenue  
Lakewood, OH 44107

Type: H  
Primary?Y

Ms. Mary Jeanne DeFranco  
1199 French Ave.  
Lakewood, OH 44107

Type: H  
Primary?Y

Mary DeSmith  
2051 Richland Ave  
Lakewood, 44107

Type: H  
Primary?Y

Ms. Katie Dejongh  
1363 Bunts Rd.  
Lakewood, OH 44107

Type: H  
Primary?Y

Mr. John Derethik  
1050 Homewood Dr.  
Lakewood, OH 44107

Type: H  
Primary?Y

## Address List

Mr. Gene Devito  
12015 Clifton Blvd  
Lakewood, OH 44107

Type: H  
Primary? Y

Ms. Bonnie S. Dicarro  
1342 Lakewood Ave.  
Lakewood, OH 44107

Type: H  
Primary? Y

Mr. David Dicillo  
12900 Lake Ave.  
Lakewood, OH 44107-1577

Type: H  
Primary? Y

Ms. Esther Dick  
1341 Marlowe, #800  
Lakewood, OH 44107

Type: H  
Primary? Y

Mrs. Linda Dick  
1454 Lewis Dr.  
Lakewood, OH 44107-4826

Type: H  
Primary? Y

Ms. Virginia Dick  
13208 Hazelwood Ave  
Lakewood, OH 44107

Type: H  
Primary? Y

Mr. William Dick  
1454 Lewis Dr.  
Lakewood, OH 44107-4826

Type: H  
Primary? Y

Mr. John Dillingham  
1274 Granger Avenue  
Lakewood, OH 44107

Type: H  
Primary? Y

Mr. Dilullo, David  
12060 Lake Ave.  
Lakewood, OH 44107-1894

Type: H  
Primary? Y

Ms. Amy Dilzell  
1276 French Ave  
Lakewood, OH 44107

Type: H  
Primary? Y

Mr. Dean Dilzell  
1276 French Ave  
Lakewood, OH 44107

Type: H  
Primary? Y

Ms. Margaret Dimmick  
1341 Marlowe Ave.  
Lakewood, OH 44107

Type: H  
Primary? Y

Shabbir A. Diwan  
1253 Warren Rd  
Lakewood, OH 44107

Type: H  
Primary? Y

Mr. Doug Dixon  
1189 Elbur Ave.  
Lakewood, OH 44107

Type: H  
Primary? Y

Ms. Eileen Dixon  
2028 Morrison Ave  
Lakewood, OH 44107-5720

Type: H  
Primary? Y

Mr. Howard Doerr  
12550 Lake Ave  
Lakewood, OH 44107

Type: H  
Primary? Y

Ms. Linda Doerschuk  
1592 Alameda Ave.  
Lakewood, OH 44107

Type: H  
Primary? Y

Mr. Larry Mc Donald  
11849 Edgewater  
Lakewood, OH 44107

Type: H  
Primary? Y

Mr. Stangel Donald  
14300 Detroit Ave  
Lake Wood, OH 44107-4416

Type: H  
Primary? Y

Ms. Rosemary Donnelly  
1277 Edwards Ave.  
Lakewood, OH 44107

Type: H  
Primary? Y

Mr. Donofrio, Vince  
1392 Webb RD.  
Lakewood, OH 44107-2251

Type: H  
Primary? Y

Ms. Genevieve L. Mc Donough  
17600 Detroit Avenue  
Lakewood, OH 44107-3443

Type: H  
Primary? Y

## Address List

Ms. Patricia Donovan  
1446 Orchard Groove Ave  
Lakewood, OH 44107

Type: H  
Primary? Y

Ms. Julia Dopman  
14821 Clifton Blvd  
Lakewood, OH 44107

Type: H  
Primary? Y

Ms. Catherine Doran  
14312 Detroit Ave.  
Lakewood, OH 44107

Type: H  
Primary? Y

Mr. Joseph Dorin  
1233 Hall Ave  
Lakewood, OH 44107-2300

Type: H  
Primary? Y

Mr. Frank Dorko  
1519 Lakeland Ave  
Lakewood, OH 44107

Type: H  
Primary? Y

Mr. Glenn Dorko  
1249 Elbur Ave  
Lakewood, OH 44107-2715

Type: H  
Primary? Y

Ms. Joan Dorner  
14312 Detroit Ave.  
Lakewood, OH 44107

Type: H  
Primary? Y

Ms. Patricia Dorsey  
12000 Edgewater Dr.  
Lakewood, OH 44107

Type: H  
Primary? Y

Mrs. Dougherty, Florence E.  
1196 Marlowe Ave.  
Lakewood, OH 44107-2626

Type: H  
Primary? Y

Ms. Olga Betty Dougherty  
14300 Detroit Ave. Apt. #304  
Lakewood, OH 44107

Type: H  
Primary? Y

Ms. Olga Betty Dougherty  
14300 Detroit Ave., #304  
Lakewood, OH 44107

Type: H  
Primary? Y

Mrs. Douglas, Barbara A.  
2140 Overbrook Ave.  
Lakewood, OH 44107-5312

Type: H  
Primary? Y

Ms. Denise Doyle  
1420 Lauderdale  
Lakewood, OH 44107-3630

Type: H  
Primary? Y

Mrs. Beulah Dragt  
1337 Beach Ave  
Lakewood, OH 44107

Type: H  
Primary? Y

Ingeborg Drap  
1626 Winchester Ave.  
Lakewood, OH 44107

Type: H  
Primary? Y

A. C. Drawing  
14614 Leonard Ave  
Lakewood, OH 44107-5929

Type: H  
Primary? Y

Ms. Colleen Drews  
1326 Marlowe Ave  
Lakewood, OH 44107

Type: H  
Primary? Y

Mr. Ron Drews  
1326 Marlowe Ave  
Lakewood, OH 44107

Type: H  
Primary? Y

Dr. & Mrs. Maier M. Driver  
17896 Captains Cv  
Lakewood, OH 44107

Type: H  
Primary? Y

Mr. and Mrs. Drobovic, Andrew  
12970 Lake Ave  
Lakewood, OH 44107-1521

Type: H  
Primary? Y

Ms. Lizabeth Drummond  
1474 Lincoln Ave  
Lakewood, OH 44107

Type: H  
Primary? Y

Mr. Roman Ducu  
1274 Cove Ave  
Lakewood, OH 44107

Type: H  
Primary? Y

## Address List

Mr. Tod Duge  
17400 Lake Ave  
Lakewood, OH 44107

Type: H  
Primary? Y

Ms. Tom Duge  
17400 Lake Ave  
Lakewood, OH 44107

Type: H  
Primary? Y

Mrs. Helen Dundek  
14530 Madison Ave.  
Lakewood, OH 44107

Type: H  
Primary? Y

Ms. Carol Dunipace  
17520 Archdale Avenue  
Lakewood, OH 44107-3508

Type: H  
Primary? Y

Ms. Jeanne Dunn  
Westerly, #510  
Lakewood, OH 44107

Type: H  
Primary? Y

Ms. Jeanne Dunn  
14300 Detroit Ave  
Lakewood, OH 44107

Type: H  
Primary? Y

Ms. Louise Dunning  
15305 Edgewater Dr  
Lakewood, OH 44107-1207

Type: H  
Primary? Y

Mr. Dusenbury, Calvin C.  
1459 Wagar Ave.  
Lakewood, OH 44107-3638

Type: H  
Primary? Y

Mr. Calvin Dusenbury  
1459 Wagar Ave.  
Lakewood, OH 44107

Type: H  
Primary? Y

Mr. Joseph Dwyer  
1370 Webb Rd  
Lakewood, OH 44107-2226

Type: H  
Primary? Y

Ms. Irene Dzurik  
2127 Lewis Dr.  
Lakewood, OH 44107-6142

Type: H  
Primary? Y

Jan Dzwigala  
10916 Lake Ave  
Lakewood, OH 44107-1216

Type: H  
Primary? Y

Ms. Valerie Early  
150 Lakewood Ave  
Lakewood, OH 44107

Type: H  
Primary? Y

Mr. Tom Edgehouse  
1291 Manor Park Rd  
Lakewood, OH 44107

Type: H  
Primary? Y

Mr. William W. Edman  
2174 Wyandotte Ave.  
Lakewood, OH 44107-6147

Type: H  
Primary? Y

Mrs. Edmunds, Ada R.  
14300 Detroit Ave.  
Lakewood, OH 44107-4416

Type: H  
Primary? Y

Ms. Arleen Edwards  
14312 Detroit Ave #942  
Lakewood, OH 44107

Type: H  
Primary? Y

Mr. Patrick Edwards  
1285 W. Clifton Blvd.  
Lakewood, OH 44107

Type: H  
Primary? Y

Ms. Cheryl A. Egan  
1377 Granger Ave  
Lakewood, OH 44107-2232

Type: H  
Primary? Y

Mr. Kelly G. Egan  
1377 Granger Ave  
Lakewood, OH 44107-2232

Type: H  
Primary? Y

Ms. Nancy Egger  
1283 Canford Ave.  
Lakewood, OH 44107

Type: H  
Primary? Y

Ms. Grace Ehrich  
1185 Warren Rd.  
Lakewood, OH 44107-2513

Type: H  
Primary? Y

10/1/97 3:51 PM

Address List

Ms. Kathleen Einhouse  
1370 Gladys Ave  
Lakewood, OH 44107

Type: H  
Primary? Y

Mr. Jacob Eisler  
15312 Clifton Blvd  
Lakewood, OH 44107

Type: H  
Primary? Y

Mr. Bill Ellert  
1473 Mars Ave.  
Lakewood, OH 44107

Type: H  
Primary? Y

Ms. Mary Pat Ellert  
1473 Mars Ave.  
Lakewood, OH 44107

Type: H  
Primary? Y

Ms. Kerry Elliott  
1333 Cove Ave  
Lakewood, OH 44107

Type: H  
Primary? Y

Mr. Gerald Ellis  
1449 Elbur Ave  
Lakewood, OH 44107-4742

Type: H  
Primary? Y

Mr. Stan Ellsworth  
1341 Marlowe Ave.  
Lakewood, OH 44107

Type: H  
Primary? Y

Mrs. Emery, Wilma L.  
12204 MADison Ave.  
Lakewood, OH 44107-5044

Type: H  
Primary? Y

Mr. Harrison Engle  
1333 Westlake Ave  
Lakewood, OH 44107

Type: H  
Primary? Y

Mrs. Karen Engle  
1333 Westlake Ave  
Lakewood, OH 44107

Type: H  
Primary? Y

Mr. Thomas English  
1363 Bunts Rd. Apt. #201  
Lakewood, OH 44107

Type: H  
Primary? Y

Mrs. Enix, Rita E.  
14312 Detroit Ave.  
Lakewood, OH 44107-4418

Type: H  
Primary? Y

Ms. Nancy Enklat  
1344 Manor Park Ave  
Lakewood, OH 44107-2624

Type: H  
Primary? Y

Anita & George Eppley  
125 Lake Ave.  
Lakewood, OH 44107

Type: H  
Primary? Y

Dr. & Mrs. G. Erdelyi  
12500 Edgewater Dr.  
Lakewood, OH 44107

Type: H  
Primary? Y

Chris Erhardt  
14126 Detroit Ave #2  
Lakewood, OH 44107

Type: H  
Primary? Y

Ms. Malvina Etowski  
1256 Webb Rd  
Lakewood, OH 44107

Type: H  
Primary? Y

Mr. Adams Eugene  
1434 Parkhaven Row  
Cleveland, OH 44107-4506

Type: H  
Primary? Y

Mr. Chales W. Evans  
1380 Gladys Avenue  
Lakewood, OH 44107

Type: H  
Primary? Y

Mr. Charles W. Evans  
1380 Gladys Ave.  
Lakewood, OH 44107

Type: H  
Primary? Y

Mr. Edward Evans  
12961 Harlon Ave.  
Lakewood, OH 44107

Type: H  
Primary? Y

Ms. Elizabeth Evans  
12961 Harlon Ave.  
Lakewood, OH 44107

Type: H  
Primary? Y



## Address List

John H. Evans  
12900 Lake Ave.  
Lakewood, OH 44107

Type: H  
Primary? Y

Ms. Charlotte Everest  
15031 Madison Ave  
Lakewood, OH 44107-4034

Type: H  
Primary? Y

Ms. Siegel Evon  
1315 Saint Charles Ave.  
Lakewood, OH 44107-2534

Type: H  
Primary? Y

Ms. Julia Fahey  
1341 Marlowe Ave.  
Lakewood, OH 44107

Type: H  
Primary? Y

Mr. Juan a. Farias  
15115 Lake Ave Apt 103  
Lakewood, OH 44107-1347

Type: H  
Primary? Y

M. Anna Marie Farone  
1286 W. 110th Street  
Cleveland, OH 44107

Type: H  
Primary? Y

Ms. Mildred Farrell  
1341 Marlowe Ave.  
Lakewood, OH 44107

Type: H  
Primary? Y

Ms. Jill Farris  
1420 Lauderdale Ave  
Lakewood, OH 44107-3630

Type: H  
Primary? Y

Fauhaber, Family  
1486 Parkwood Rd.  
Lakewood, OH 44107-4718

Type: H  
Primary? Y

Ms. Lorrie Fedarko  
1493 Alameda Ave  
Lakewood, OH 44107

Type: H  
Primary? Y

Ms. Mary Fedor  
1590 Rosewood Ave.  
Lakewood, OH 44107

Type: H  
Primary? Y

Mr. William Fedor  
1590 Rosewood Ave.  
Lakewood, OH 44107

Type: H  
Primary? Y

Ms. Nancy Feighan  
12905 ARLISS DRIVE  
Lakewood, OH 44107

Type: H  
Primary? Y

Mr. John Felber  
1347 Thoreau Rd  
Lakewood, OH 44107-2845

Type: H  
Primary? Y

Ms. Barbara Fende  
1238 Gladys Ave  
Lakewood, OH 44107-2510

Type: H  
Primary? Y

Ms. Mary Kay Fenton  
1554 Marlowe Ave  
Lakewood, OH 44107-4328

Type: H  
Primary? Y

Mr. Frank Feorene  
1650 Elbur Avenue  
Lakewood, OH 44107-4732

Type: H  
Primary? Y

Mr. James Fergus  
2311 Niagara Dr.  
Lakewood, OH 44107

Type: H  
Primary? Y

Ms. Margaret L. Ferrens  
14300 Detroit Ave  
Lakewood, OH 44107-4416

Type: H  
Primary? Y

Mr. Arthur Feruhou  
1349 Lakeland  
Lakewood, OH 44107

Type: H  
Primary? Y

Mr. W. Fickinger  
12900 Lake Ave  
Lakewood, OH 44107

Type: H  
Primary? Y

Ms. Mary Field  
12520 Edgewater Dr.  
Lakewood, OH 44107-1680

Type: H  
Primary? Y

## Address List

Ms. Millie Filipovic  
1316 Beach  
Lakewood, OH 44107

Type: H  
Primary?Y

Ms. Phyllis Filipovic  
11810 Franklin  
Lakewood, OH 44107

Type: H  
Primary?Y

Ms. Linda Filmer  
1311 Ethel Ave.  
Lakewood, OH 44107-2321

Type: H  
Primary?Y

Mr. Dennis J. Finan  
1370 Beach Ave  
Lakewood, OH 44107

Type: H  
Primary?Y

Ms. Jill Finau  
1556 Winton Ave  
Lakewood, OH 44107

Type: H  
Primary?Y

Mr. James Finnegan  
2147 Arthur Ave  
Lakewood, OH 44107-5759

Type: H  
Primary?Y

C. J. Finohr  
13988 Clifton Blvd  
Lakewood, OH 44107

Type: H  
Primary?Y

Ms. Barbara Fischer  
12540 Edgewater # 307  
Lakewood, OH 44107

Type: H  
Primary?Y

Mr. John Fischer  
12540 Edgewater Dr  
Lakewood, OH 44107

Type: H  
Primary?Y

Ms. Charlotte Fish  
1661 Woodwork  
Lakewood, OH 44107

Type: H  
Primary?Y

Mrs. Fisher, R.M.  
1315 Ethel Ave.  
Lakewood, OH 44107-2321

Type: H  
Primary?Y

Ms. Virginia Fitzgerald  
13026 Hazelwood  
Lakewood, OH 44107

Type: H  
Primary?Y

Ms. Margaret Fitzgerald  
17441 Shaw Ave  
Lakewood, OH 44107

Type: H  
Primary?Y

Ms. Alfreda Flagner  
1341 Marlowe Ave.  
Lakewood, OH 44107

Type: H  
Primary?Y

Ms. Mary Flaherty  
11823 N Lane Dr  
Lakewood, OH 44107-2918

Type: H  
Primary?Y

Ms. Helen Flanagan  
1108 Edgewater Dr  
Lakewood, OH 44107

Type: H  
Primary?Y

Mrs. Fleming, Athena  
1437 Northland Ave.  
Lakewood, OH 44107-3719

Type: H  
Primary?Y

Mr. Russell Flench  
14710 Clifton Blvd  
Lakewood, OH 44107-2522

Type: H  
Primary?Y

Mr. Daniel Flocke  
1435 Owego Ave  
Lakewood, OH 44107

Type: H  
Primary?Y

Ms. Dorothy M. Floreck  
14300 Detroit Ave. # 216  
Lakewood, OH 44107

Type: H  
Primary?Y

Mr. Robert Flores  
1330 Cook  
Lakewood, OH 44107

Type: H  
Primary?Y

Ms. Patricia Flynn  
12540 Edgewater Dr  
Lakewood, OH 44107-1683

Type: H  
Primary?Y

## Address List

Dr. William Flynn  
12540 Edgewater Dr.  
Lakewood, OH 44107-1683

Type: H  
Primary?Y

Ms. Ruth L. Fobell  
12520 Edgewater Drive  
Lakewood, OH 44107-4417

Type: H  
Primary?Y

Ms. Elizabeth Foltzer  
14530 Clifton Blvd  
Lakewood, OH 44107-2606

Type: H  
Primary?Y

Mr. Salvatore Foresta  
1341 Marlowe Ave.  
Lakewood, OH 44107

Type: H  
Primary?Y

Ms. Miranda Forgae  
1484 Westwood Avenue  
Lakewood, OH 44107

Type: H  
Primary?Y

Ms. Patricia Forkas  
1017 Wilbert Rd.  
Lakewood, OH 44107

Type: H  
Primary?Y

Mr. and Mrs. Karen and Lou Forte  
1355 Manor Park Ave  
Lakewood, OH 44107

Type: H  
Primary?Y

Ms. Catherine Foy  
1341 Marlowe Ave.  
Lakewood, OH 44107

Type: H  
Primary?Y

Mr. Franduto, David A.  
1294 Beach Ave.  
Lakewood, OH 44107-2117

Type: H  
Primary?Y

Mr. David A. Franduto  
1294 Beach Ave.  
Lakewood, OH 44107

Type: H  
Primary?Y

Mr. Moritz Frank  
1235 Ethel Ave.  
Lakewood, OH 44107-2319

Type: H  
Primary?Y

Ms. Mary Fratoe  
1449 Roycroft Ave  
Lakewood, OH 44107-3405

Type: H  
Primary?Y

Mr. Harry Freer  
12900 Lake Ave Apt 1704  
Lakewood, OH 44107

Type: H  
Primary?Y

Ms. Linda Friedrich  
15501 Hilliard Rd  
Lakewood, OH 44107-3810

Type: H  
Primary?Y

Mr. Frimel, Richard  
1241 Giel Ave  
Lakewood, OH 44107-2717

Type: H  
Primary?Y

Ms. Frimel, A.B.  
1241 Giel Ave  
Lakewood, OH 44107-2717

Type: H  
Primary?Y

Ms. Elizabeth L. Fritz  
1287 Edwards Ave.  
Lakewood, OH 44107

Type: H  
Primary?Y

Ms. Frolin, Lillian  
14312 Detroit Ave.  
Lakewood, OH 44107-4418

Type: H  
Primary?Y

Mr. and Mrs. Thomas and Anita Fuller  
13513 Edgewater  
Lakewood, OH 44107

Type: H  
Primary?Y

Mrs. Furth, Susan  
15555 Hilliard Rd  
Lakewood, OH 44107-3849

Type: H  
Primary?Y

Mr. Donald G. Majher  
1447 Clifton Place  
Lakewood, OH 44107

Type: H  
Primary?Y

Ms. Anne Gaffney  
14312 Detroit Ave  
Lakewood, OH 44107

Type: H  
Primary?Y

## Address List

Ms. Anne Gaffney  
14312 Detroit Ave., # 1250  
Lakewood, OH 44107

Type: H  
Primary? Y

Mr. Gaidelis, Jonathan  
1244 Elbur Ave.  
Lakewood, OH 44107-2716

Type: H  
Primary? Y

Florabell Gajewski  
1310 Warren Rd  
Lakewood, OH 44107-2518

Type: H  
Primary? Y

Mrs. Florabelle Gajewski  
1310 Warren Rd.  
Upstairs  
Lakewood, OH 44107

Type: H  
Primary? Y

Ms. Jeanne M. Gallo  
1213 St. Charles Ave.  
Lakewood, OH 44107

Type: H  
Primary? Y

Mr. Joseph Gallo  
1213 St. Charles Ave.  
Lakewood, OH 44107

Type: H  
Primary? Y

Mr. Robert Garmy  
1642 Mars Ave  
Lakewood, OH 44107

Type: H  
Primary? Y

Mr. Germaine S. Gamble  
1382 Elbur Ave  
Lakewood, OH 44107

Type: H  
Primary? Y

Mr. Steve Gannis  
13511 Detroit Ave. Apt. C-9  
Lakewood, OH 44107

Type: H  
Primary? Y

Mr. Thomas Gannon  
11820 Edgewater Dr.  
Lakewood, OH 44107

Type: H  
Primary? Y

Mr. Luis J. Garcia  
12900 Lake Ave.  
Lakewood, OH 44107

Type: H  
Primary? Y

Mr. Joseph Gardi  
1325 Manor Park Ave  
Lakewood, OH 44107

Type: H  
Primary? Y

Ms. Karen L. Gardin  
1310 Lakeland Ave.  
Lakewood, OH 44107

Type: H  
Primary? Y

Ms. Diana Garno  
2241 Woodward Ave  
Lakewood, OH 44107-5734

Type: H  
Primary? Y

Ms. Doris Garrett  
1480 Rockway Ave  
Lakewood, OH 44107-3419

Type: H  
Primary? Y

Mr. William Garrett  
1480 Rockway Ave  
Lakewood, OH 44107-3419

Type: H  
Primary? Y

Ms. Mary J. Gartland  
12030 Lake Ave  
Lakewood, OH 44107-1888

Type: H  
Primary? Y

Ms. Donna Garver  
2146 Dowd Ave  
Lakewood, OH 44107-5204

Type: H  
Primary? Y

Carolyn a. Gaspar  
2173 Brown Rd Uppr  
Cleveland, 44107

Type: H  
Primary? Y

Mrs. Gay, Rita  
17901 Lake Rd.  
Lakewood, OH 44107-1046

Type: H  
Primary? Y

Mr. Gay, Gary  
17901 Lake Rd.  
Lakewood, OH 44107-1046

Type: H  
Primary? Y

Mr. Larry Gazdick  
1215 Hall Ave  
Lakewood, OH 44107

Type: H  
Primary? Y

## Address List

Ms. Sharon Gazdick  
1215 Hall Ave  
Lakewood, OH 44107

Type: H  
Primary? Y

Ms. Carrie R. Gdovin  
1192 French Ave  
Lakewood, OH 44107

Type: H  
Primary? Y

Ms. Elizabeth Gear  
12803 Arliss Dr.  
Lakewood, OH 44107

Type: H  
Primary? Y

Mr. Gordon Gear  
12803  
Lakewood, OH 44107

Type: H  
Primary? Y

Ms. Gertrud Gehrke  
1351 Belle Ave  
Lakewood, OH 44107

Type: H  
Primary? Y

Mr. R.R. Geib  
1655 Onondaga Avenue  
Lakewood, OH 44107-4310

Type: H  
Primary? Y

Mrs. R.R. Geib  
1655 Onondaga Avenue  
Lakewood, OH 44107-4310

Type: H  
Primary? Y

Mrs. Betty Geist  
1535 Wayne Ave  
Lakewood, OH 44107

Type: H  
Primary? Y

Ms. Christina Georgeff  
1294 Beach Avenue  
Lakewood, OH 44107

Type: H  
Primary? Y

Ms. Christine Georgeff  
1294 Beach Ave  
Lakewood, OH 44107-2117

Type: H  
Primary? Y

Ms. Tina Georgeff  
1294 Beach Ave.  
Lakewood, OH 44107

Type: H  
Primary? Y

Ms. Kathleen Gerengher  
1314 Etheland Ave  
Lakewood, OH 44107

Type: H  
Primary? Y

Ms. Ethel Geschke  
14306 Detroit Ave  
Lakewood, OH 44107

Type: H  
Primary? Y

Mrs. Geyer, Teresa  
1335 Webb Rd.  
Lakewood, OH 44107-2228

Type: H  
Primary? Y

Ms. Rosemary Gibbons  
12700 Lake Ave. Apt. #803  
Lakewood, OH 44107

Type: H  
Primary? Y

Ms. Rosemary Gibbons  
12700 Lake Avenue  
Lakewood, OH 44107

Type: H  
Primary? Y

Ms. Ellene Gibson  
1520 Chesterland Ave.  
Lakewood, OH 44107

Type: H  
Primary? Y

Ms. Christine Giffels  
1273 Virginia Ave  
Lakewood, OH 44107

Type: H  
Primary? Y

Mr. Chuck Giffels  
1273 Virginia Ave  
Lakewood, OH 44107

Type: H  
Primary? Y

Mr. LeGai G. Gilby-Cutting  
1217 Granger Ave  
Lakewood, OH 44107-2218

Type: H  
Primary? Y

Ms. Lisa M. Gilgenbach  
15909 Clifton Blvd  
Lakewood, OH 44107-2334

Type: H  
Primary? Y

Ms. Reagan Gina  
1555 Hopkins  
Lakewood, OH 44107-5038

Type: H  
Primary? Y



10/1/97 3:51 PM

## Address List

Ms. Catherine Gindlesperger  
1222 Nicholson Ave  
Lakewood, OH 44107-2702

Type: H  
Primary? Y

Mr. Kermit Gindlesperger  
1222 Nicholson Ave  
Lakewood, OH 44107-2702

Type: H  
Primary? Y

Ms. Jacqueline Ginley  
1492 Northland Ave  
Lakewood, OH 44107-3720

Type: H  
Primary? Y

Mr. Patrick Ginley  
1492 Northland Ave  
Lakewood, OH 44107-3720

Type: H  
Primary? Y

Ms. Marilyn Ginsburg  
12700 Lake Ave  
Lakewood, OH 44107-1576

Type: H  
Primary? Y

Ms. Elizabeth Gleason  
14312 Detroit Ave  
Cleveland, OH 44107-4444

Type: H  
Primary? Y

Mr. and Mrs. Glova, Mariclaine  
1597 Victoria Ave  
Lakewood, OH 44107-4030

Type: H  
Primary? Y

Ms. Agnes Glover  
1224 Nicholson Ave  
Lakewood, OH 44107-2702

Type: H  
Primary? Y

Ms. Mary Glowach  
14312 Detroit Ave.  
Lakewood, OH 44107

Type: H  
Primary? Y

Mr. Chester Gober  
12550 Lake Ave  
Lakewood, OH 44107-1575

Type: H  
Primary? Y

Mr. Vincent S. Gobozy  
1495 St., Charles Ave.  
Lakewood, OH 44107

Type: H  
Primary? Y

Mr. Vinceny S. Gobozy  
1495 St. Charles Ave  
Lakewood, OH 44107

Type: H  
Primary? Y

Ms. Jean M. Goddard  
14305 Detroit Ave  
Lakewood, OH 44107

Type: H  
Primary? Y

Ms. Nadine Godfray  
1370 Webb Rd  
Lakewood, OH 44107-2226

Type: H  
Primary? Y

Ms. Rita J. Godfray  
1346 Park Row  
Lakewood, OH 44107-3104

Type: H  
Primary? Y

Ms. Mary Goeller  
1242 W Clifton Blvd  
Lakewood, OH 44107

Type: H  
Primary? Y

Ms. Helen Golden  
1473 Cohassett Ave  
Lakewood, OH 44107

Type: H  
Primary? Y

Mrs. Gole, Darlene  
13205  
Hazelwood Ave.  
Lakewood, OH 44107-2817

Type: H  
Primary? Y

Ms. Luisa Gonzalez  
1268 Donald Ave  
Lakewood, OH 44107

Type: H  
Primary? Y

Ms. Amy B. Goodwin  
17600 Detroit Avenue  
Lakewood, OH 44107-3443

Type: H  
Primary? Y

Mr. Gary E. Goodwin  
17600 Detroit Avenue  
Lakewood, OH 44107-3443

Type: H  
Primary? Y

Mr. Victor Gozion  
2164 Northland Ave.  
Lakewood, OH 44107

Type: H  
Primary? Y

10/1/97 3:51 PM

# Address List

Mr. Patrick Grace  
12900 Arliss Dr  
Lakewood, OH 44107

Type: H  
Primary? Y

Ms. Cathleen Graf  
1055 Rosalie Ave  
Lakewood, OH 44107-1240

Type: H  
Primary? Y

June Grant  
12700 Lake Ave #403  
Lakewood, OH 44107

Type: H  
Primary? Y

Ms. Margaret Grapentien  
17463 Shaw Ave.  
Lakewood, OH 44107

Type: H  
Primary? Y

Mr. David a. Gray  
1429 Cordova Ave  
Lakewood, OH 44107

Type: H  
Primary? Y

Ms. Diane L. Gray  
1463 Winton Avenue  
Lakewood, OH 44107-3611

Type: H  
Primary? Y

Mary Gray  
14555 Madison Ave  
Lakewood, OH 44107

Type: H  
Primary? Y

Mr. Mike Gray  
1537 Grace Ave  
Lakewood, OH 44107

Type: H  
Primary? Y

Susan Greco  
17895 Captains Cv  
Lakewood, OH 44107

Type: H  
Primary? Y

Susan Greco  
17895 Captains Cv  
Lakewood, OH 44107

Type: H  
Primary? Y

Mr. Marc Greenwald  
1623 Winchester Ave  
Lakewood, OH 44107-5035

Type: H  
Primary? Y

Mr. John Grega  
1370 Manor Park Ave  
Lakewood, OH 44107

Type: H  
Primary? Y

Mr. Tim Gregory  
11820 Edgewater Dr.  
Lakewood, OH 44107

Type: H  
Primary? Y

Mr. R. Griffith  
13424 Harlon Ave  
Lakewood, OH 44107

Type: H  
Primary? Y

Isobel Griffiths  
1266 Webb Rd  
Lakewood, OH 44107-2230

Type: H  
Primary? Y

Ms. Isobel H. Griffiths  
1266 Webb Rd.  
Lakewood, OH 44107

Type: H  
Primary? Y

Mr. Russell Grigg  
1334 Nicholson Ave.  
Lakewood, OH 44107

Type: H  
Primary? Y

Mr. Joseph Grimberg  
1226 Overlook Rd.  
Lakewood, OH 44107

Type: H  
Primary? Y

Ms. Susan Grimberg  
1226 Overlook Rd.  
Lakewood, OH 44107

Type: H  
Primary? Y

Ms. Jessica Grondolsky  
1271 Thoreau Rd.  
Lakewood, OH 44107-2843

Type: H  
Primary? Y

Mr. Charles Grossman  
16900 Lake Ave  
Lakewood, OH 44107

Type: H  
Primary? Y

Ms. Marie Grossman  
16900 Lake Ave  
Lakewood, OH 44107

Type: H  
Primary? Y

## Address List

Ms. Groth  
1341 Marlowe Ave. Apt. #801  
Lakewood, OH 44107

Type: H  
Primary? Y

Ms. Joan Groth  
1504 Grace Avenue  
Lakewood, OH 44107-4915

Type: H  
Primary? Y

Ms. Pauline Groth  
1341 Marlowe Ave., #809  
Lakewood, OH 44107

Type: H  
Primary? Y

Ms. Roberta Guarinoi  
17453 Shaw Ave  
Lakewood, OH 44107

Type: H  
Primary? Y

Romualdas Gudlauskas  
12900 Lake Ave  
Lakewood, OH 44107

Type: H  
Primary? Y

Mr. Howard Mc Guire  
1307 Manor Park Avenue  
Lakewood, OH 44107

Type: H  
Primary? Y

Ms. Gulachek, Sherry  
17833 Webb Cliff Dr  
Lakewood, OH 44107-2241

Type: H  
Primary? Y

Ms. Elizabeth Gunn  
1216 Edwards Ave  
Lakewood, OH 44107

Type: H  
Primary? Y

Ms. Barbara Gurney  
18119 Clifton Rd  
Lakewood, OH 44107

Type: H  
Primary? Y

Ms. Kathleen Guscott  
13474 Edgewater Drive  
Lakewood, OH 44107

Type: H  
Primary? Y

Ms. Carolyn Gute  
21 Edgewater  
Lakewood, OH 44107

Type: H  
Primary? Y

Mr. Christopher Gute  
21 Edgewater Sq  
Lakewood, OH 44107

Type: H  
Primary? Y

Ms. Guttman, Lynnette  
1422 Lakeland Ave  
Lakewood, OH 44107-4417

Type: H  
Primary? Y

Mr. Joe N. Haas  
12520 Edgewater Drive, #703  
Lakewood, OH 44107

Type: H  
Primary? Y

Ms. Margaret Haburay  
12000 Edgewater Dr  
Lakewood, OH 44107

Type: H  
Primary? Y

Mr. Michael Haburay  
12000 Edgewater Dr  
Lakewood, OH 44107

Type: H  
Primary? Y

Ms. Rexa Hackett  
1341 Marlowe Ave.  
Lakewood, OH 44107

Type: H  
Primary? Y

Mr. Cliff Hafer  
1508 Robinhood Ave  
Lakewood, OH 44107

Type: H  
Primary? Y

Verne Halachek  
1638 Belle Ave.  
Lakewood, OH 44107

Type: H  
Primary? Y

Ms. Anne Halloran  
2177 Woodward Ave.  
Lakewood, OH 44107-5732

Type: H  
Primary? Y

Mrs. Anne Halos  
14312 Detroit Ave #645  
Lakewood, OH 44107

Type: H  
Primary? Y

Mr. Adolph Hamburg  
2091 Lakeland Ave.  
Lakewood, OH 44107

Type: H  
Primary? Y

## Address List

Mrs. Carolyn Sue Hamilton  
1490 Arthur Ave  
Lakewood, OH 44107

Type: H  
Primary? Y

Mr. James D. Hamilton  
1490 Arthur Ave  
Lakewood, OH 44107

Type: H  
Primary? Y

Ms. Darcy B. Hamlin  
1193 Cranford Ave  
Lakewood, OH 44107

Type: H  
Primary? Y

Mr. Hamm, Paul  
1081 Forest Cliff Dr.  
Lakewood, OH 44107-1215

Type: H  
Primary? Y

Mrs. Hamm, Mary  
1081 Forest Cliff Dr.  
Lakewood, OH 44107-1215

Type: H  
Primary? Y

Melanie K. Hammersmith  
606 Woodward Ave  
Cleveland, OH 44107

Type: H  
Primary? Y

Ms. Mary Hamper  
1566 Winton Ave  
Lakewood, OH 44107

Type: H  
Primary? Y

Mr. Nicholas J. Hamper  
1566 Winton Ave  
Lakewood, OH 44107

Type: H  
Primary? Y

Mr. Haney, Charles  
1324 Summit Ave.  
Lakewood, OH 44107-2445

Type: H  
Primary? Y

Ms. Carol Haney  
1324 Summit  
Lakewood, OH 44107

Type: H  
Primary? Y

Mr. Charles Haney  
1324 Summit  
Lakewood, OH 44107

Type: H  
Primary? Y

Mrs. Deborah Hanna  
1325 Brockley  
Lakewood, OH 44107

Type: H  
Primary? Y

Mr. Harvey Hansen  
12700 Lake Ave  
Lakewood, OH 44107-1576

Type: H  
Primary? Y

Mr. J. Bruce Hanson  
30603 Maple Drive  
Bay Village, OH 44107-1764

Type: H  
Primary? Y

Ms. Marilyn Hanton  
12550 Lake Ave.  
Lakewood, OH 44107-1575

Type: H  
Primary? Y

Mr. Robert Hanus  
2149 Northland  
Lakewood, OH 44107-5728

Type: H  
Primary? Y

Mr. Hanzel, John  
12550 Lake Ave. Apt. 204  
Lakewood, OH 44107-1565

Type: H  
Primary? Y

Gerry Happensack  
2153 Riverside Dr  
Lakewood, OH 44107-5362

Type: H  
Primary? Y

Ms. Karen Harb  
1327 Bonnieview Ave  
Lakewood, OH 44107

Type: H  
Primary? Y

Ms. Amber Hardin  
17920 Detroit Avenue #306  
Lakewood, OH 44107

Type: H  
Primary? Y

Mr. Robert Harmicar  
14719 Clifton Blvd  
Lakewood, OH 44107

Type: H  
Primary? Y

Mr. Mary T. Harms  
2023 Quail St  
Lakewood, OH 44107

Type: H  
Primary? Y

## Address List

Helen Harrison  
14300 Detroit Ave  
Lakewood, OH 44107

Type: H  
Primary?Y

Ms. Margaret M. Harrison  
14508 Garfield Ave.  
Lakewood, OH 44107

Type: H  
Primary?Y

Ms. Halley C. Hart  
11820 S. Lane Dr.  
Lakewood, OH 44107-2933

Type: H  
Primary?Y

Mr. and Mrs. Hartman  
12026 Cufton Blvd.  
Lakewood, OH 44107

Type: H  
Primary?Y

Mr. Fred Hartmar.  
12520 Edgewater Dr.  
Lakewood, OH 44107-1680

Type: H  
Primary?Y

Mr. Fred W. Hartman  
12520 Edgewater Drive #608  
Lakewood, OH 44107-1640

Type: H  
Primary?Y

Ms. Margaret V. Hartsel  
14306 Detroit Avenue  
Lakewood, OH 44107-4417

Type: H  
Primary?Y

Ms. Annette J. Harvey  
12400 Madison Avenue  
Lakewood, OH 44107-5009

Type: H  
Primary?Y

Mr. Jeffery Harwood  
17836 Baldwin Pl  
Lakewood, OH 44107

Type: H  
Primary?Y

Ms. Pamela Harwood  
17836 Baldwin Pl  
Lakewood, OH 44107

Type: H  
Primary?Y

Mr. Glen Hass  
1206 Cove Avenue  
Lakewood, OH 44107

Type: H  
Primary?Y

Ms. Meg Hassett  
1552 Westwood Ave.  
Lakewood, OH 44107

Type: H  
Primary?Y

Brenda Haunty  
1610 Woodward Ave  
Lakewood, OH 44107

Type: H  
Primary?Y

Ms. Kristine Haushalter  
1332 Cook Ave  
Lakewood, OH 44107-2506

Type: H  
Primary?Y

Mr. Mike Havran  
14760 Athens Ave  
Lakewood, OH 44107

Type: H  
Primary?Y

Mr. Doug Hawkins  
29357 Lake Rd  
Lakewood, OH 44107

Type: H  
Primary?Y

Ms. Pamela J. Hawkins  
23836 Bonny Bank Dr.  
Westlake, OH 44107

Type: H  
Primary?Y

Ms. Robin Hawkins  
29357 Lake Rd.  
Lakewood, OH 44107

Type: H  
Primary?Y

Mr. Fran Hayden  
17426 Clifton Blvd  
Lakewood, OH 44107

Type: H  
Primary?Y

Mr. Tom Hayden  
17426 Clifton Blvd  
Lakewood, OH 44107

Type: H  
Primary?Y

Ms. Julie Healey  
1341 Marlowe Ave. Apt. 811  
Lakewood, OH 44107

Type: H  
Primary?Y

Ms. Julie Healey  
1341 Marlowe Ave., Rm. #811  
Lakewood, OH 44107

Type: H  
Primary?Y



## Address List

Mrs. Eleanor G. Hedges  
12400 Madison Ave  
Lakewood, OH 44107

Type: H  
Primary? Y

Ms. Sandra Heffenfelder  
2106 Elbur Ave.  
Lakewood, OH 44107

Type: H  
Primary? Y

Kevin & Susan Hegarty  
1504 Clarence Ave  
Lakewood, 44107

Type: H  
Primary? Y

Ms. Virginia Heideloff  
1200 Saint Charles Ave  
Lakewood, OH 44107-2533

Type: H  
Primary? Y

Mr. Herbert Heidmann  
12546 Clifton Blvd  
Lakewood, OH 44107-1526

Type: H  
Primary? Y

Ms. Janet Heil  
1075 Kirtland Ln  
Lakewood, OH 44107

Type: H  
Primary? Y

Mr. David Heller  
1371 Lake Land Ave  
Lakewood, OH 44107

Type: H  
Primary? Y

Eda Heller  
2135 Lewis Drive  
Lakewood, OH 44107

Type: H  
Primary? Y

Ms. Elizabeth M. Helmer  
14306 Detroit Ave.  
Lakewood, OH 44107

Type: H  
Primary? Y

Ms. Donna Helwig  
1223 Webb Rd  
Lakewood, OH 44107

Type: H  
Primary? Y

Ms. Susan E. Hermann  
1313 Bonnieview Avenue  
Lakewood, OH 44107-2332

Type: H  
Primary? Y

Mrs. Helen Hennessey  
13305 Harlon Ave  
Lakewood, OH 44107

Type: H  
Primary? Y

Adriel Henry  
1566 Rosewood Ave  
Lakewood, 44107

Type: H  
Primary? Y

Mr. Elizabeth Henson  
1341 Marlowe Ave.  
Lakewood, OH 44107

Type: H  
Primary? Y

Ms. Carol Hepperla  
12029 Clifton Blvd  
Lakewood, OH 44107-2161

Type: H  
Primary? Y

Ms. Jennifer L. Herda  
1331 Fry Avenue  
Lakewood, OH 44107-2916

Type: H  
Primary? Y

Mr. George Hericks, Jr.  
1360 St. Charles Ave.  
Lakewood, OH 44107

Type: H  
Primary? Y

Ms. Mary Hericks  
1360 St. Charles  
Lakewood, OH 44107

Type: H  
Primary? Y

Ms. Diane Herstrum  
271 Elmwood Rd  
Lakewood, OH 44107

Type: H  
Primary? Y

Ms. Mary Hertel  
14567 Madison Ave.  
Lakewood, OH 44107

Type: H  
Primary? Y

Mr. Leo J. Hesht  
1341 Marlowe Ave.  
Lakewood, OH 44107

Type: H  
Primary? Y

Ms. Jean Hickey  
12550 Lake Ave  
Lakewood, OH 44107-1575

Type: H  
Primary? Y

## Address List

Ms. Jenny Hilkowski  
14312 Detroit Ave  
Lakewood, OH 44107

Type: H  
Primary?Y

Ms. Heidi Hilty  
2072 Mars Ave  
Lakewood, OH 44107-5833

Type: H  
Primary?Y

Mr. John Hindulak  
1384 Giel Ave  
Lakewood, OH 44107-2754

Type: H  
Primary?Y

Mrs. Ruth Hinshans  
21500 Edgewater Dr #1101  
Lakewood, OH 44107

Type: H  
Primary?Y

Ms. Ruth Hinshaw  
12500 Edgewater Dr. #1101  
Lakewood, OH 44107

Type: H  
Primary?Y

Mr. Karl M. Hoffmann  
1379 Riverside Dr.  
Lakewood, OH 44107

Type: H  
Primary?Y

Mr. David Hofrichter  
1525 St Charles Ave  
Lakewood, OH 44107

Type: H  
Primary?Y

David Hofrichter  
1525 Saint Charles Ave  
Lakewood, 44107

Type: H  
Primary?Y

Mr. James Hogan  
2152 Bunts Rd  
Lakewood, OH 44107-6151

Type: H  
Primary?Y

Mrs. Laura Hogan  
1327 Westlake Ave  
Lakewood, OH 44107

Type: H  
Primary?Y

Mr. Patrick Hogan  
12900 Lake Ave  
Lakewood, OH 44107-1577

Type: H  
Primary?Y

Ms. Traci Hoke  
1259 Cove Ave.  
Lakewood, OH 44107

Type: H  
Primary?Y

Naomi Hokky  
1562 Spring Garden Ave  
Lakewood, OH 44107

Type: H  
Primary?Y

Ms. Lillian Holcepl  
12204 Madison Ave Apt 6  
Cleveland, OH 44107-5044

Type: H  
Primary?Y

Mary E. Holland  
1493 Marlowe Ave  
Lakewood, 44107

Type: H  
Primary?Y

Ms. Mary J. Holland  
1415 Clarence Ave  
Lakewood, OH 44107

Type: H  
Primary?Y

Mr. William T. Holland  
1333 Cove Ave  
Lakewood, OH 44107-2166

Type: H  
Primary?Y

Ms. Beverly Hollander  
1642 Blossom Park Ave  
Lakewood, OH 44107

Type: H  
Primary?Y

Mr. George Hollander  
1642 Blossom Park Ave  
Lakewood, OH 44107

Type: H  
Primary?Y

Ms. Arlene Holmes  
1594 Chesterland Avenue  
Lakewood, OH 44107-4861

Type: H  
Primary?Y

Mr. Michael Holstein  
224 Warren Rd.  
Lakewood, OH 44107-5937

Type: H  
Primary?Y

Michael R. Holyko  
1365 Bunts Rd  
Lakewood, 44107

Type: H  
Primary?Y

## Address List

Ms. Harriet P. Hopkins  
1341 Marlowe Ave.  
Lakewood, OH 44107

Type: H  
Primary? Y

Ms. Joann Houck  
1105 Forest Rd  
Lakewood, OH 44107-1028

Type: H  
Primary? Y

Mr. Robert Houck  
1105 Forest Rd  
Lakewood, OH 44107-1028

Type: H  
Primary? Y

Margaret Hovanec  
14312 Detroit Ave  
Lakewood, OH 44107

Type: H  
Primary? Y

Ms. Susan Howarth  
1045 Parkside Dr  
Lakewood, OH 44107-1330

Type: H  
Primary? Y

Mr. Thomas E. Howe  
1310 Nicholson Ave.  
Lakewood, OH 44107

Type: H  
Primary? Y

Mr. Michael R. Hribar  
13100 Detroit Avenue  
Lakewood, OH 44107-2800

Type: H  
Primary? Y

Ms. Dolores Hruska  
1627 Bunts Rd.  
Lakewood, OH 44107-4515

Type: H  
Primary? Y

Mr. Ed Huck  
1558 Wagar Ave.  
Lakewood, OH 44107

Type: H  
Primary? Y

Ms. Kelly Huck  
1558 Wagar Ave  
Lakewood, OH 44107

Type: H  
Primary? Y

Mr. John Hudak  
2162 Clarence Ave.  
Lakewood, OH 44107

Type: H  
Primary? Y

Ms. Julis Hudak  
2162 Clarence Ave  
Lakewood, OH 44107

Type: H  
Primary? Y

Mrs. Hudson, Jo Ann  
1493 Newman Ave.  
Lakewood, OH 44107-5117

Type: H  
Primary? Y

Rita Huebner  
11849 Edgewater  
Lakewood, 44107

Type: H  
Primary? Y

Ms. Eleanor Huetter  
2146 Chesterland Ave  
Lakewood, OH 44107-6145

Type: H  
Primary? Y

Mr. Joe Huetter  
22146 Chesterland Ave  
Lakewood, OH 44107-6145

Type: H  
Primary? Y

Mr. William L. Huffman  
21370 Morewood Pkwy.  
Rocky River, OH 44107

Type: H  
Primary? Y

Ms. Hufford, Carolyn L.  
17452 Norton Ave.  
Lakewood, OH 44107-2215

Type: H  
Primary? Y

Ms. Carolyn L. Hufford  
17452 Norton Ave.  
Lakewood, OH 44107

Type: H  
Primary? Y

Mr. John Hughes  
12900 Lake # 724  
Lakewood, OH 44107

Type: H  
Primary? Y

Ms. Susanna Hughey  
1086 Erie Cliff Dr.  
Lakewood, OH 44107

Type: H  
Primary? Y

Karen M. Hujarski  
641 Winton Ave  
Lakewood, OH 44107

Type: H  
Primary? Y

## Address List

The Reverend Robert Hull  
1313 Granger Ave  
Lakewood, OH 44107

Type: H  
Primary? Y

Ms. Eleanor Hulligan  
1341 Marlowe Ave.  
Lakewood, OH 44107

Type: H  
Primary? Y

Ms. Alice Humbert  
12021 Edgewater Dr.  
Lakewood, OH 44107-1785

Type: H  
Primary? Y

Ms. Donna Humcnuik  
14401 Detroit Ave  
Lakewood, OH 44107-4432

Type: H  
Primary? Y

Ms. Marilyn Hummel  
1304 Bunts Rd.  
Lakewood, OH 44107-2614

Type: H  
Primary? Y

Ms. Donna Humphrey  
1218 Lakeland Ave  
Lakewood, OH 44107-2425

Type: H  
Primary? Y

Mr. Walter Humphrey  
1218 Lakeland Ave  
Lakewood, OH 44107-2425

Type: H  
Primary? Y

Mr. John Hunter  
1511 Marlowe Ave  
Lakewood, OH 44107-4320

Type: H  
Primary? Y

Ms. Stacy Hunter  
1511 Marlowe Ave  
Lakewood, OH 44107-4320

Type: H  
Primary? Y

Mrs. Hurley, Nora  
1267 Andrews Ave.  
Lakewood, OH 44107-2403

Type: H  
Primary? Y

Ms. Doris Hutton  
11820 Edgewater Dr #1010  
Lakewood, OH 44107

Type: H  
Primary? Y

Mr. John Hutton  
11820 Edgewater Dr # 1010  
Lakewood, OH 44107

Type: H  
Primary? Y

Mrs. Connie Huya  
1315 Cove Ave  
Lakewood, OH 44107

Type: H  
Primary? Y

Ms. Jeanette Ianni  
1526 Parkwood Rd  
Lakewood, OH 44107-4720

Type: H  
Primary? Y

Mr. Joseph Ianni  
1526 Parkwood Rd  
Lakewood, OH 44107-4720

Type: H  
Primary? Y

Yoshiko Ikuta  
12900 Lake Ave Suite 724  
Lakewood, OH 44107

Type: H  
Primary? Y

Ms. Emilie Illson  
15612 Lake Ave  
Lakewood, OH 44107

Type: H  
Primary? Y

Mr. Rick Illson  
15612 Lake Ave  
Lakewood, OH 44107

Type: H  
Primary? Y

Katherine and Dick Ingersoll  
1328 Sloane Ave.  
Lakewood, OH 44107

Type: H  
Primary? Y

Ms. Mizell Ivy J  
14312 Detrit Ave  
Laewood, OH 44107-4418

Type: H  
Primary? Y

Mr. Michael J. Skindell  
16800 Delaware Ave.  
Lakewood, OH 44107

Type: H  
Primary? Y

Ms. Linda Jackson  
1302 Mathews Ave  
Cleveland, OH 44107-3125

Type: H  
Primary? Y

## Address List

Ms. Linda Jackson  
1204 Elbur Ave  
Lakewood, OH 44107-2716

Type: H  
Primary? Y

Mr. Todd Jackson  
1204 Elbur Ave  
Lakewood, OH 44107-2716

Type: H  
Primary? Y

Mr. Gregg Jacobsen  
16504 Edgewater Dr.  
Lakewood, OH 44107-1104

Type: H  
Primary? Y

Richarda Jambroz  
1492 Lewis Dr.  
Lakewood, OH 44107

Type: H  
Primary? Y

Ms. Bernadette James  
1484 Winton Ave.  
Lakewood, OH 44107-3612

Type: H  
Primary? Y

Mrs. Jamieson, Susan C.  
17441 Woodford Ave.  
Lakewood, OH 44107-2223

Type: H  
Primary? Y

Mr. Scott Jamieson  
17441 Woodford Ave.  
Lakewood, OH 44107-2223

Type: H  
Primary? Y

Mr. Jamison, Peter  
1081 Summit Ave.  
Lakewood, OH 44107-1242

Type: H  
Primary? Y

Mr. Jamison, Tom  
1081 Summit Ave.  
Lakewood, OH 44107-1242

Type: H  
Primary? Y

Ms. Jamison, Ann  
1081 Summit Ave.  
Lakewood, OH 44107-1242

Type: H  
Primary? Y

Mr. Jamison, Robert  
1081 Summit Ave.  
Lakewood, OH 44107-1242

Type: H  
Primary? Y

Mrs. Jeannie Jamison  
1258 Giel Ave  
Lakewood, OH 44107

Type: H  
Primary? Y

Ms. Sarah Jane Walker  
1345 Marlowe Ave.  
Lakewood, OH 44107

Type: H  
Primary? Y

Mrs. Janes, Bernadette  
1484 Winton Ave  
Lakewood, OH 44107

Type: H  
Primary? Y

Ms. Bernadette Janes  
1484 Winton Ave.  
Lakewood, OH 44107

Type: H  
Primary? Y

Mrs. Katherine Jansen  
1307 Bonnieview  
Lakewood, OH 44107

Type: H  
Primary? Y

Mr. Jeffrey L. James  
1582 Elbur Ave  
Lakewood, OH 44107

Type: H  
Primary? Y

Ms. Juanita Jarosz  
1317 Sloane Ave.  
Lakewood, OH 44107-3126

Type: H  
Primary? Y

Mr. Joanne Jelep  
14300 Detroit Ave. Apt. #319  
Lakewood, OH 44107

Type: H  
Primary? Y

Frances Jennings  
1615 Newman Ave  
Lakewood, OH 44107-5260

Type: H  
Primary? Y

Mrs. Kathrine Jensen  
1307 Bonnie View  
Lakewood, OH 44107

Type: H  
Primary? Y

Mr. Grega John  
1370 Manor Park Ave  
Lakewood, OH 44107-2624

Type: H  
Primary? Y



10/1/97 3:51 PM

Address List

Ms. Kathleen St. John  
1636 Marlowe Ave.  
Lakewood, OH 44107

Type: H  
Primary? Y

Mr. Weiland John  
1331 Ethel Ave  
Lakewood, OH 44107-2321

Type: H  
Primary? Y

Ms. Emily Johns  
1472 Northland Ave  
Lakewood, OH 44107-3720

Type: H  
Primary? Y

Mr. William Johns  
1472 Northland Ave  
Lakewood, OH 44107

Type: H  
Primary? Y

Patricia a. Johnson  
1634 Clarence Ave  
Lakewood, OH 44107

Type: H  
Primary? Y

Mr. and Mrs. Robert Johnson  
1422 Wayne Ave  
Lakewood, OH 44107

Type: H  
Primary? Y

Ms. Nancy Johnston  
12250 Lake Avenue  
Lakewood, OH 44107

Type: H  
Primary? Y

Ms. Jones, Margaret  
1435 Owego Ave  
Lakewood, OH 44107-4417

Type: H  
Primary? Y

Mr. and Mrs. Jones, Louise  
1315 Granger Ave  
Lakewood, OH 44107-2232

Type: H  
Primary? Y

Mr. and Mrs. Joseph Jones  
1315 Granger Ave  
Lakewood, OH 44107-2232

Type: H  
Primary? Y

Ms. Margaret Jones  
1435 Owego  
Lakewood, OH 44107

Type: H  
Primary? Y

Ms. Patricia Jones  
14977 Lakewood Heights Blvd  
Lakewood, OH 44107-5504

Type: H  
Primary? Y

Ms. Kim Jones-Podmore  
1243 W. Clifton Blvd  
Lakewood, OH 44107

Type: H  
Primary? Y

Mr. Ferr. Jonhson  
14312 Detroit Ave #650  
Lakewood, OH 44107

Type: H  
Primary? Y

Mr. Edmund Jorgensen  
12900 Lake Ave.  
Lakewood, OH 44107

Type: H  
Primary? Y

Ms. Virginia Jorgensen  
12900 Lake Ave.  
Lakewood, OH 44107

Type: H  
Primary? Y

Ms. Shawn Joslin  
1485 Lakewood Ave  
Lakewood, OH 44107

Type: H  
Primary? Y

Mr. Shawn Joslin  
1485 Lakewood  
Lakewood, OH 44107

Type: H  
Primary? Y

Ms. Karen Joyce  
1255 W Clifton Blvd  
Lakewood, OH 44107-1008

Type: H  
Primary? Y

Mr. Thomas J. Joyce  
12520 Edgewater Drive  
Lakewood, OH 44107-1680

Type: H  
Primary? Y

Ursula J. Joyce  
1475 Wayne Ave  
Lakewood, 44107

Type: H  
Primary? Y

Ms. Bernadette M. Juszczak  
1370 Nicholson  
Lakewood, OH 44107

Type: H  
Primary? Y

## Address List

Ms. ANNE KELLY  
17101 Edgewater Drive  
Lakewood, OH 44107-1113

Type: H  
Primary? Y

Mr. Brian Kaczmariski  
1245 Saint Charles  
Lakewood, OH 44107

Type: H  
Primary? Y

Ms. Julie Kaczmariski  
1245 Saint Charles  
Lakewood, OH 44107

Type: H  
Primary? Y

Ms. Tonia Kado  
2152 Bunts Rd  
Lakewood, OH 44107-6151

Type: H  
Primary? Y

Mr. Keith Kadow  
1361 Marlowe Ave.  
Lakewood, OH 44107

Type: H  
Primary? Y

Kahle, Family  
14821 Clifton Blvd  
Lakewood, 44107

Type: H  
Primary? Y

Mr. Kahnert, Stephen M.  
1449 Cohassett Ave.  
Lakewood, OH 44107-4901

Type: H  
Primary? Y

Ms. Mary Kalapos  
14312 Detroit Ave  
Lakewood, OH 44107-4418

Type: H  
Primary? Y

Ms. Lynda Kalembe  
1604 Alameda Ave  
Lakewood, OH 44107-4935

Type: H  
Primary? Y

Mr. William Kalembe  
1604 Alameda Ave  
Lakewood, OH 44107-4935

Type: H  
Primary? Y

Janina B. Kaminski  
17455 Lake Ave  
Lakewood, 44107

Type: H  
Primary? Y

Janina B. Kaminski  
17455 Lake Ave  
Lakewood, 44107

Type: H  
Primary? Y

Mr. Joseph Kanan  
1267 Bunts Rd  
Lakewood, OH 44107

Type: H  
Primary? Y

Mr. Chris Kane  
1366 Hall Avenue  
Lakewood, OH 44107

Type: H  
Primary? Y

Ms. Karen A. Kane  
1366 Hall Avenue  
Lakewood, OH 44107

Type: H  
Primary? Y

Ms. Judith E. Kane-Jewell  
2119 Quail St  
Lakewood, OH 44107

Type: H  
Primary? Y

Lee & Cherly Kantura  
1221 Warren Rd  
Lakewood, 44107

Type: H  
Primary? Y

Jennifer Karabinus  
1263 Edwards Ave  
Lakewood, 44107

Type: H  
Primary? Y

Mr. Bill Karcher  
1226 Cook Ave  
Lakewood, OH 44107

Type: H  
Primary? Y

Mr. Brian Karcher  
1226 Cook Ave  
Lakewood, OH 44107

Type: H  
Primary? Y

Josephine M. Kassouf  
1481 Grace Ave  
Lakewood, OH 44107

Type: H  
Primary? Y

Mr. Carole Katrambas  
1446 Northland Ave  
Lakewood, OH 44107

Type: H  
Primary? Y

## Address List

Ms. Kathleen Kaufman  
1415 Wyandotte Ave  
Lakewood, OH 44107

Type: H  
Primary?Y

Ms. Ruth Kaweck  
1509 Lincoln Ln  
Lakewood, OH 44107

Type: H  
Primary?Y

Ms. Mary M. Keating  
1275 Manor Park Ave  
Cleveland, OH 44107

Type: H  
Primary?Y

Mr. Mike Keating  
1415 Clarence Apt # 601  
Lakewood, OH 44107

Type: H  
Primary?Y

Mr. Georgeann M. Keefe  
1332 Ethel Ave  
Lakewood, OH 44107

Type: H  
Primary?Y

Ms. Margaret Kelleher  
1623 Woodward Ave  
Lakewood, OH 44107-3635

Type: H  
Primary?Y

Ms. Mary Beth Kelleher  
2130 Mars Avenue  
Lakewood, OH 44107

Type: H  
Primary?Y

Mr. William Keller  
18173 Cufon Rd.  
Lakewood, OH 44107

Type: H  
Primary?Y

Mr. Frank J. Kelley  
1495 Woodward Ave  
Lakewood, OH 44107

Type: H  
Primary?Y

Mrs. Jeanne Kelley  
1277 Granger Ave  
Lakewood, OH 44107

Type: H  
Primary?Y

Mrs. Kelly, Ruth  
11821 N. Lane Dr.  
Lakewood, OH 44107-2920

Type: H  
Primary?Y

Mr. Don Kelly  
14001 Lake Ave  
Lakewood, OH 44107-1322

Type: H  
Primary?Y

Mr. Edward Kelly  
17101 Edgewater Drive  
LAKEWOOD, OH 44107-1113

Type: H  
Primary?Y

Mr. Edward Kelly  
2159 Atkins Ave  
Lakewood, OH 44107

Type: H  
Primary?Y

Ms. Marietta Kelly  
14001 Lake Ave  
Lakewood, OH 44107-1322

Type: H  
Primary?Y

Mrs. Mary Kelly  
1336 Granger  
Lakewood, OH 44107

Type: H  
Primary?Y

Mr. William B. Kelly  
P.O. Box 770563  
Lakewood, OH 44107

Type: H  
Primary?Y

Mrs. Kenny, Catharyn A.  
11811 Lake Ave.  
Lakewood, OH 44107-1876

Type: H  
Primary?Y

Ms. Margaret A. Keough  
14900 Lakewood Hts. Blvd.  
Lakewood, OH 44107

Type: H  
Primary?Y

Mr. Jim Ketchel  
17415 Shaw  
Lakewood, OH 44107

Type: H  
Primary?Y

Mrs. Kathy Ketchel  
17415 Shaw  
Lakewood, OH 44107

Type: H  
Primary?Y

Ms. Joyce Khotzbach  
1284 Virginia  
Lakewood, OH 44107

Type: H  
Primary?Y

10/1/97 3:51 PM

## Address List

Ms. Mary Caye Kilbane  
18187 Clifton Rd  
Lakewood, OH 44107-1057

Type: H  
Primary? Y

Mr. Donald Kimple  
14620 Bayes Ave  
Lakewood, OH 44107

Type: H  
Primary? Y

Mr. Donald M. Kimple  
14620 Bayes Ave.  
Lakewood, OH 44107

Type: H  
Primary? Y

Mr. Mark Kindt  
16501 Kenneth Ln  
Lakewood, OH 44107-1131

Type: H  
Primary? Y

Ms. MaryEllen Kindt  
16501 Kenneth Ln  
Lakewood, OH 44107-1131

Type: H  
Primary? Y

Mr. King, Bruce G.  
1464 Arthur Ave.  
Lakewood, OH 44107-3802

Type: H  
Primary? Y

Mr. Edward Kingman  
1660 Woodward Ave  
Lakewood, OH 44107

Type: H  
Primary? Y

Ms. Mary Kingman  
1660 Woodward Ave  
Lakewood, OH 44107

Type: H  
Primary? Y

Ms. Veronica J. Kiraly  
1569 Alameda Ave  
Lakewood, OH 44107-4942

Type: H  
Primary? Y

Mrs. Nancy Kirk  
1287 Virginia Ave.  
Lakewood, OH 44107

Type: H  
Primary? Y

Ms. Amber A. Kirkbrick  
14306 Detroit Avenue 228N  
Lakewood, OH 44107

Type: H  
Primary? Y

Mr. Steve Kis  
1640 Alameda Ave  
Lakewood, OH 44107

Type: H  
Primary? Y

Ms. Leonarda Kissel  
12955 Clifton Bld.  
Lakewood, OH 44107

Type: H  
Primary? Y

Ms. Rose Klein  
1341 Marlowe  
Lakewood, OH 44107

Type: H  
Primary? Y

Ms. Edna C. Kleinmeyer  
1341 Marlowe Ave.  
Lakewood, OH 44107

Type: H  
Primary? Y

Ms. Catherine Kleinweber  
1229 Bonnieview Ave  
Lakewood, OH 44107

Type: H  
Primary? Y

Mr. Robert H. Kleinweber  
1229 Bonnieview Ave  
Lakewood, OH 44107

Type: H  
Primary? Y

Mrs. Klich, Edith  
1192 Gladys Ave.  
Lakewood, OH 44107-2508

Type: H  
Primary? Y

Mr. and Mrs. Klingbeli, H.F.  
2101 Lincoln Ave.  
Lakewood, OH 44107-6033

Type: H  
Primary? Y

Klomp, Family  
1196 Brockley Ave  
Lakewood, OH 44107-2437

Type: H  
Primary? Y

Klonaris, Family  
16315 Clifton Blvd  
Lakewood, OH 44107-2338

Type: H  
Primary? Y

Mr. Andrew Klostik  
1231 Gladys Ave  
Lakewood, OH 44107

Type: H  
Primary? Y

## Address List

Ms. Marian Klostik  
1231 Gladys Ave  
Lakewood, OH 44107

Type: H  
Primary?Y

Ms. Joyce Klotzbach  
1284 Virginia Avenue  
LAKEWOOD, OH 44107

Type: H  
Primary?Y

Ms. Joyce Ann Klotzbach  
1284 Virginia Ave.  
Lakewood, OH 44107

Type: H  
Primary?Y

Ms. Joyce Ann Klotzbach  
1284 Virginia Avenue  
Lakewood, OH 44107

Type: H  
Primary?Y

Mr. Wayne Klotzbach  
1284 Virginia Ave  
Lakewood, OH 44107

Type: H  
Primary?Y

Mr. Klypchak, Dawn  
1418 W Clifton Blvd  
Lakewood, OH 44107-3368

Type: H  
Primary?Y

Ms. Julie Knapp  
1341 Marlowe Ave.  
Lakewood, OH 44107

Type: H  
Primary?Y

Mr. Knezevic, Mario  
1500 Grace Ave.  
Lakewood, OH 44107-4915

Type: H  
Primary?Y

Mrs. Knott, Raquel N.  
1131 Forest Rd.  
Lakewood, OH 44107-1049

Type: H  
Primary?Y

Mr. Knott, Roger  
1131 Forest Rd.  
Lakewood, OH 44107-1049

Type: H  
Primary?Y

Ms. Karen Kobak  
2199 Lewis Dr.  
Lakewood, OH 44107

Type: H  
Primary?Y

Ms. Lawrence W. Kociecki  
1283 Clifton Prado  
Lakewood, OH 44107

Type: H  
Primary?Y

Ms. Louella Kolk  
18203 Detroit Ave. Apt. #3  
Lakewood, OH 44107

Type: H  
Primary?Y

Ms. Anne Komlosy  
1457 Bunts Rd.  
Lakewood, OH 44107

Type: H  
Primary?Y

Mr. George Komlosy  
1457 Bunts Rd.  
Lakewood, OH 44107

Type: H  
Primary?Y

Ms. Anna Kontokanis  
1289 Marlowe Ave.  
Lakewood, OH 44107

Type: H  
Primary?Y

Mr. Larry Kontokanis  
1289 Marlowe Ave.  
Lakewood, OH 44107

Type: H  
Primary?Y

Nektarios Kopasakis  
1620 Waterbury Rd.  
Lakewood, OH 44107

Type: H  
Primary?Y

Mr. John Kopcsó  
1069 Nicholson Ave  
Lakewood, OH 44107

Type: H  
Primary?Y

Mr. Frank Kopecher  
1337 Ethel Ave,  
Lakewood, OH 44107

Type: H  
Primary?Y

Michael Kopin  
Lakewood, OH 44107

Type: H  
Primary?Y

Mr. Korosi, William J.  
11820 Edgewater Dr.  
Lakewood, OH 44107-1798

Type: H  
Primary?Y



## Address List

Ms. Leah Kosch  
2080 Arthur Ave.  
Lakewood, OH 44107

Type: H  
Primary?Y

Mr. Russell Kosch  
2080 Arthur Ave  
Lakewood, OH 44107

Type: H  
Primary?Y

Mr. Nick Koululias  
17487 Clifton Blvd.  
Lakewood, OH 44107

Type: H  
Primary?Y

Ms. Michelle Kovach  
1364 St. Charles Ave  
Lakewood, OH 44107

Type: H  
Primary?Y

Ms. Francis B. Kovacs  
1366 Nicholson Ave  
Lakewood, OH 44107

Type: H  
Primary?Y

Mr. Haydee Kovacs  
14306 Detroit Avenue  
Lakewood, OH 44107

Type: H  
Primary?Y

Ms. Kovar, Silvia  
1457 Grace Ave  
Lakewood, OH 44107-4912

Type: H  
Primary?Y

Ms. Agnes T. Kovar  
14908 Clifton Blvd.  
Lakewood, OH 44107-2526

Type: H  
Primary?Y

Ms. Frances Krall  
1341 Marlowe Ave.  
Lakewood, OH 44107

Type: H  
Primary?Y

Mr. Emrick Kravec  
1373 Manor Park Ave  
Lakewood, OH 44107

Type: H  
Primary?Y

Mr. Lawrence J. Krecic  
11500 Detroit Ave.  
Lakewood, OH 44107

Type: H  
Primary?Y

Ms. Vera Kreiner  
1341 Marlowe Ave.  
Lakewood, OH 44107

Type: H  
Primary?Y

Ms. Mary Krepina  
1341 Marlowe Ave.  
Lakewood, OH 44107

Type: H  
Primary?Y

Ms. Gretchen Kresge  
1407 Owego St. Apt. #3  
Lakewood, OH 44107

Type: H  
Primary?Y

Ms. Mary Krichbaum  
1450 Coutant Ave  
Lakewood, OH 44107-5168

Type: H  
Primary?Y

Ms. Barbara Kristof  
2019 Belle Ave  
Lakewood, OH 44107-5920

Type: H  
Primary?Y

Ms. Ann Krivosh  
1341 Marlowe Ave.  
Lakewood, OH 44107

Type: H  
Primary?Y

Ms. Edith Krych  
1341 Marlowe Ave.  
Lakewood, OH 44107

Type: H  
Primary?Y

Ms. Elizabeth Krych  
1341 Marlowe Ave.  
Lakewood, OH 44107

Type: H  
Primary?Y

Ms. Rosemary Kubas  
1446 Rosewood Ave  
Lakewood, OH 44107-3734

Type: H  
Primary?Y

Ms. Josephine Kuharich  
12900 Lake Ave  
Lakewood, OH 44107

Type: H  
Primary?Y

Mr. Paul Kuharich  
12900 Lake Ave.  
Lakewood, OH 44107

Type: H  
Primary?Y

## Address List

Kulikowski, Family  
1499 Chesterland Ave.  
Lakewood, OH 44107

Type: H  
Primary?Y

Ms. Marie Kulp  
18915 Detroit  
Lakewood, OH 44107-3256

Type: H  
Primary?Y

Mr. Tom Kuluris  
1244 W Clifton Blvd  
Lakewood, OH 44107-1053

Type: H  
Primary?Y

Mrs. Kurzeja, Clare  
12031 Edgewater Dr  
Lakewood, OH 44107-1786

Type: H  
Primary?Y

Ms. Janice Kushner  
12521 Plover St  
Lakewood, OH 44107

Type: H  
Primary?Y

Ms. Karen Kuzma  
14306 Lakewood Blv  
Lakewood, OH 44107

Type: H  
Primary?Y

Ms. Jill Kwiatek  
14523 Lake Ave  
Cleveland, OH 44107-1327

Type: H  
Primary?Y

Ms. Eileen LaVigne  
1341 Marlowe Ave.  
Lakewood, OH 44107

Type: H  
Primary?Y

Ms. Evelyn M. LaVine  
12540 Edgewater Dr.  
Lakewood, OH 44107

Type: H  
Primary?Y

Ms. Betty Laboy  
2113 Halstead Ave  
Lakewood, OH 44107-6210

Type: H  
Primary?Y

Ms. Dorothy Ladika  
12540 Edgewater Dr.  
Lakewood, OH 44107

Type: H  
Primary?Y

Pat Lajoe  
1540 Orchard Grove Ave  
Lakewood, OH 44107

Type: H  
Primary?Y

Ms. Irene Lake  
2100 Marlowe Ave  
Lakewood, OH 44107

Type: H  
Primary?Y

Mr. Stephen J. Lamantia  
2164 Arthur Ave  
Lakewood, OH 44107-5760

Type: H  
Primary?Y

Margaret Lampert  
Lakewood, OH 44107

Type: H  
Primary?Y

Mr. and Mrs. Dean W. Lampman  
1200 Brockley Ave  
Lakewood, 44107

Type: H  
Primary?Y

Ms. Elizabeth a. Lantz  
1428 Elbur  
Lakewood, OH 44107

Type: H  
Primary?Y

Mr. and Mrs. Lanxa, James  
1308 Cranford Ave.  
Lakewood, OH 44107-2310

Type: H  
Primary?Y

Mr. Jim Larsen  
12506 Edgewater  
Lakewood, OH 44107

Type: H  
Primary?Y

Ms. Patti Laskey  
1045 Wilbert Rd.  
Lakewood, OH 44107

Type: H  
Primary?Y

Mr. Tim Laskey  
1045 Wilbert  
Lakewood, OH 44107

Type: H  
Primary?Y

Ms. Ruth Latimer  
2147 Woodward Ave  
Lakewood, OH 44107

Type: H  
Primary?Y

## Address List

Ms. Helen Latinia  
1331 Mathews Ave  
Lakewood, OH 44107-3168

Type: H  
Primary?Y

Ms. Kathleen Lawhun  
16125 Clifton Blvd.  
Lakewood, OH 44107-2336

Type: H  
Primary?Y

Ms. Evelyn F. Leach  
12021 Edgewater Dr  
Lakewood, OH 44107

Type: H  
Primary?Y

Ms. Carole J. Leaman  
14500 Lakewood Hts. Blvd.  
Lakewood, OH 44107

Type: H  
Primary?Y

Mrs. Lecky, Anna  
2093 Elbur Ave  
Lakewood, OH 44107-6113

Type: H  
Primary?Y

Ms. Allison Lee  
1307 Westlake Ave  
Lakewood, OH 44107-2315

Type: H  
Primary?Y

Mr. Lawrence Lembach  
1311 Bunts Road  
Lakewood, OH 44107-2613

Type: H  
Primary?Y

Lenahan, Family  
1255 Manor Park Ave  
Lakewood, OH 44107

Type: H  
Primary?Y

Chris Lenahan  
1280 Webb Rd.  
Lakewood, OH 44107

Type: H  
Primary?Y

Dorothy Lendy  
14312 Detroit Ave  
Lakewood, 44107

Type: H  
Primary?Y

Ms. Norma Lengyel  
12525 Edgewater Dr.  
Lakewood, OH 44107

Type: H  
Primary?Y

Mr. Craig A. Leonard  
15909 Clifton Blvd  
Lakewood, OH 44107-2334

Type: H  
Primary?Y

Sandy Lesecky  
1562 Elbur Ave.  
Lakewood, OH 44107

Type: H  
Primary?Y

Mr. Leonard Lesheski  
1286 Bella Ave.  
Lakewood, OH 44107

Type: H  
Primary?Y

Mr. James C. Leslie  
11800 Edgewater Drive  
Lakewood, OH 44107-1777

Type: H  
Primary?Y

Mr. Lewicky, P.A.  
2177 McKinley Ave.  
Lakewood, OH 44107-5432

Type: H  
Primary?Y

Ms. Dagmar Lewis  
14312 Detroit Ave  
Lakewood, OH 44107-4418

Type: H  
Primary?Y

George & Marjorie Lewis  
14527 Lake Ave  
Lakewood, OH 44107

Type: H  
Primary?Y

Ms. Kathleen Lewis  
1206 Manor Park Ave  
Lakewood, OH 44107

Type: H  
Primary?Y

Mr. Liber, Gregory X.  
1579 Elbur Ave.  
Lakewood, OH 44107-4751

Type: H  
Primary?Y

Mr. Liber, Jan  
1579 Elbur Ave.  
Lakewood, OH 44107-4751

Type: H  
Primary?Y

Mr. Liber, Greg  
1579 Elbur Ave.  
Lakewood, OH 44107-4751

Type: H  
Primary?Y

## Address List

Ms. Jean Liber  
2075 W. Wascana Ave  
Lakewood, OH 44107-6129

Type: H  
Primary? Y

Mr. John Lieb  
1681 Lincoln Ave.  
Lakewood, OH 44107

Type: H  
Primary? Y

Ms. Quinn Linda  
30511 Manhasset Drive  
Lakewood, OH 44107-1156

Type: H  
Primary? Y

Ms. Margaret Lindsay  
1341 Marlowe Ave  
Lakewood, OH 44107

Type: H  
Primary? Y

Ms. Bernadette Link  
17600 Detroit Ave # 1212  
Lakewood, OH 44107

Type: H  
Primary? Y

Mr. Kirk a. Linn  
1232 W Clifton Blvd  
Lakewood, OH 44107

Type: H  
Primary? Y

Mrs. Mary Linn  
17316 Anchdale  
Lakewood, OH 44107

Type: H  
Primary? Y

Mr. and Mrs. Michael and Beth Lipka  
1588 Blossom Park  
Lakewood, OH 44107

Type: H  
Primary? Y

Ms. Josephine Lisi  
1283 Fry Ave  
Lakewood, OH 44107-2914

Type: H  
Primary? Y

Ms. Marilyn Little  
1368 Beach Pkwy.  
Lakewood, OH 44107

Type: H  
Primary? Y

Bonnie Livingstone  
18225 Detroit Ave. Apt 302  
Cleveland, 44107-3351

Type: H  
Primary? Y

Ms. Katie Loesch  
1341 Marlowe Ave.  
Lakewood, OH 44107

Type: H  
Primary? Y

Ms. Eileen M. Loftus  
11850 Edgewater Dr  
Lakewood, OH 44107-1795

Type: H  
Primary? Y

Ms. Constance Long  
1642 Marlow Ave.  
Lakewood, OH 44107

Type: H  
Primary? Y

Mr. Jack Long  
1358 Mathews Ave  
Lakewood, OH 44107-3135

Type: H  
Primary? Y

John & Ann Long  
1593 Winton Ave.  
Lakewood, 44107

Type: H  
Primary? Y

Mr. Raymond Long  
1642 Marlow Ave.  
Lakewood, OH 44107

Type: H  
Primary? Y

Ms. Viola M. Long  
1481 Westwood Ave  
Lakewood, OH 44107

Type: H  
Primary? Y

Mr. Michael Longo  
12717 Arliss Drive  
Lakewood, OH 44107

Type: H  
Primary? Y

Ms. Joan C. Lopo  
1576 Cordova Ave.  
Lakewood, OH 44107

Type: H  
Primary? Y

Ms. Margaret M. Louis  
18137 Clifton Rd  
Lakewood, OH 44107

Type: H  
Primary? Y

Mr. Adolph Lovoff  
11820 Edgewater Drive Suite 1012  
Lakewood, OH 44107

Type: H  
Primary? Y

## Address List

Mrs. Weidle Lovoff, Mary  
11820 Edgewater Dr.  
Lakewood, OH 44107-1798

Type: H  
Primary? Y

Mrs. Paula J. Lozano  
1291 Grager Ave  
Lakewood, OH 44107

Type: H  
Primary? Y

Ms. Mary Lucas  
1196 Cranford Ave  
Lakewood, OH 44107

Type: H  
Primary? Y

Robert & Laverne Lugibihl  
1638 Belle Ave  
Lakewood, OH 44107

Type: H  
Primary? Y

Mr. Patrick Lynch  
2216 Richland Ave.  
Lakewood, OH 44107

Type: H  
Primary? Y

Ms. Robert M. Soffers  
1077 Maple Cliff Dr.  
Lakewood, OH 44107-1251

Type: H  
Primary? Y

Ms. MARION MAY  
1509 Larchmont Ave  
Lakewood, OH 44107-3403

Type: H  
Primary? Y

Ms. Eileen MacDowell  
1293 Edwards Ave.  
Lakewood, OH 44107

Type: H  
Primary? Y

Mr. & Mrs. Alan MacEwen  
2052 Morrison Ave  
Lakewood, OH 44107-5720

Type: H  
Primary? Y

Mr. Bill MacPherson  
1222 Westlake Ave.  
Lakewood, OH 44107

Type: H  
Primary? Y

Ms. Karen MacPherson  
1222 Westlake Ave.  
Lakewood, OH 44107

Type: H  
Primary? Y

Mr. William MacPherson  
1222 Westlake Ave.  
Lakewood, OH 44107

Type: H  
Primary? Y

Lynn Macgregor  
1510 Arthur Ave.  
Lakewood, OH 44107

Type: H  
Primary? Y

Terry Macgregor  
1510 Arthur Ave.  
Lakewood, OH 44107

Type: H  
Primary? Y

Ms. Margaret Machay  
1341 Marlowe Ave.  
Lakewood, OH 44107

Type: H  
Primary? Y

Mr. Nick Macron  
1473 Alameda  
Lakewood, OH 44107

Type: H  
Primary? Y

Ms. Irene Madasz  
2094 Warren Rd  
Lakewood, OH 44107

Type: H  
Primary? Y

Mrs. Louise V. Madigan  
12900 Lake Ave. Apt. #416  
Lakewood, OH 44107

Type: H  
Primary? Y

Ms. Margarita M. Madson  
1631 Lewis Drive  
Lakewood, OH 44107-4829

Type: H  
Primary? Y

Mrs. Christine Mahon  
17640 Cannon Ave.  
Lakewood, OH 44107

Type: H  
Primary? Y

Mrs. Genivieve Mahon  
14306 Detroit Ave. Apt. 527  
Lakewood, OH 44107

Type: H  
Primary? Y

Mr. Terry Mahon  
17640 Cannon Ave  
Lakewood, OH 44107-2204

Type: H  
Primary? Y



## Address List

Mr. Majther, Donald  
1447 Clifton Blvb.  
Lakewood, OH 44107-3412

Type: H  
Primary?Y

Ms. Karen Makkos  
1216 Cranford Ave.  
Lakewood, OH 44107

Type: H  
Primary?Y

Mr. Malaney, Matt  
1464 Wagar Ave  
Lakewood, OH 44107

Type: H  
Primary?Y

Ms. Karen a. Malec  
1251 Overlook Rd  
Lakewood, OH 44107

Type: H  
Primary?Y

Mr. Robert G. Malec  
1251 Overlook Rd  
Lakewood, OH 44107

Type: H  
Primary?Y

Ms. Nancy L. Manson-Broadbent  
1480 Coutant Avenue  
Lakewood, OH 44107-5112

Type: H  
Primary?Y

Mrs. Wulk Margaret  
14300 Detrit Ave  
Lakewood, OH 44107-4416

Type: H  
Primary?Y

Mr. Marshall, Ralph  
11825 Davis Ct.  
Lakewood, OH 44107-5115

Type: H  
Primary?Y

Owens Mark  
1551 Marlowe Ave.  
Lakewood, OH 44107-4329

Type: H  
Primary?Y

Pierre Marlais  
12700 Lake Ave.  
Lakewood, OH 44107

Type: H  
Primary?Y

Mr. Scott F. Marous  
2121 Warren Rd  
Lakewood, OH 44107

Type: H  
Primary?Y

Mitsuko E. Marsh  
12506 Edgewater Dr.  
Lakewood, OH 44107

Type: H  
Primary?Y

Ms. Joan Marshall  
1416 Graber Dr  
Lakewood, OH 44107

Type: H  
Primary?Y

Ms. Katherine Marshall  
14434 Delaware  
Lakewood, OH 44107

Type: H  
Primary?Y

Ms. Mary Marsick  
17600 Detroit Ave  
Lakewood, OH 44107-3443

Type: H  
Primary?Y

Dennis &. Virginia Marti  
11724 Detroit Avenue  
Lakewood, OH 44107

Type: H  
Primary?Y

Ms. June Martin  
1480 Belle Avenue  
Lakewood, OH 44107

Type: H  
Primary?Y

Mrs. Kris Martin  
1324 Giel  
Lakewood, OH 44107

Type: H  
Primary?Y

Lois Martin  
1610 Rosewood Ave  
Lakewood, OH 44107

Type: H  
Primary?Y

Mr. Paul C. Martin  
16507 Lake Ave.  
Lakewood, OH 44107

Type: H  
Primary?Y

Mr. Richard Martin  
1324 Giel Ave.  
Lakewood, OH 44107

Type: H  
Primary?Y

Mr. Ted Martin  
1480 Belle Avenue  
Lakewood, OH 44107

Type: H  
Primary?Y

## Address List

Mrs. Marzicola, Georgette  
1430-6 Detroit Ave.  
Lakewood, OH 44107-4417

Type: H  
Primary?Y

Mrs. Marzicola, Bridget  
1309 Westlake Ave  
Lakewood, OH 44107

Type: H  
Primary?Y

Mrs. Georgette Marzicola  
14306 Detroit Avenue, Apt. 629  
Lakewood, OH 44107

Type: H  
Primary?Y

Mr. Leo Marzicola  
1309 Westlake Ave.  
Lakewood, OH 44107

Type: H  
Primary?Y

Mr. Leo Marzicola  
1309 Westlake Ave.  
Lakewood, OH 44107

Type: H  
Primary?Y

Mrs. Sally Marzicola  
1309 Westlake Ave  
Lakewood, OH 44107

Type: H  
Primary?Y

Mrs. Maseth, Donna A.  
1218 Warren Rd.  
Lakewood, OH 44107-2516

Type: H  
Primary?Y

Mr. and Mrs. Harry Maseth  
1218 Warren Rd.  
Lakewood, OH 44107

Type: H  
Primary?Y

Mrs. Clair Massey  
11720 Edgewater Dr. #610  
Lakewood, OH 44107

Type: H  
Primary?Y

Ms. Eugenia M. Masso  
14300 Detroit Ave  
Lakewood, OH 44107-4416

Type: H  
Primary?Y

Mrs. Mary Matousek  
15114 Lake Ave  
Lakewood, OH 44107

Type: H  
Primary?Y

Ms. Karen Mattina  
1281 Cook Ave  
Lakewood, OH 44107-2503

Type: H  
Primary?Y

Mr. Frederick J. Maurath  
1487 Winton Ave.  
Lakewood, OH 44107

Type: H  
Primary?Y

Ms. Rosemary Maurath  
1487 Winton Ave.  
Lakewood, OH 44107

Type: H  
Primary?Y

Ms. Rosemary Maurath  
1487 Winton Avenue  
Lakewood, OH 44107

Type: H  
Primary?Y

Ms. Elizabeth C. Maxfield  
1341 Marlowe Ave.  
Lakewood, OH 44107

Type: H  
Primary?Y

Mr. and Mrs. Jack Maxfield  
1241 St. Charles Ave.  
Lakewood, OH 44107

Type: H  
Primary?Y

Mr. Jack Maxfield  
1241 Saint Charles Ave  
Lakewood, OH 44107-2532

Type: H  
Primary?Y

Ms. Karen Maxfield  
1653 St. Charles Ave.  
Lakewood, OH 44107

Type: H  
Primary?Y

Mr. John May  
1509 LARCHMONT AVE  
Lakewood, OH 44107

Type: H  
Primary?Y

Ms. Ellen a. Mayer  
11900 Edgewater Dr  
Lakewood, OH 44107

Type: H  
Primary?Y

Mr. and Mrs. Patrick and Nancy McCarthy  
1481 Robinwood Ave.  
Lakewood, OH 44107

Type: H  
Primary?Y

## Address List

Mr. Mark McCarty  
2081 Mars Ave  
Lakewood, OH 44107

Type: H  
Primary?Y

Ms. Sherry McCarty  
2081 Mars  
Lakewood, OH 44107

Type: H  
Primary?Y

Kim McDonald  
1460 Bunts Rd.  
Lakewood, OH 44107

Type: H  
Primary?Y

Ms. Kim J. McDonald  
1460 Bunts Rd.  
Lakewood, OH 44107

Type: H  
Primary?Y

Mr. Kevin McDonough  
1422 Grace Ave  
Lakewood, OH 44107

Type: H  
Primary?Y

Ms. Mary C. McDowell  
15727 Lake Ave  
Lakewood, OH 44107-1223

Type: H  
Primary?Y

Mrs. McGinty, Magdaline  
1271 W Clifton Blvd  
Lakewood, OH 44107

Type: H  
Primary?Y

Ms. Magdalin McGinty  
1271 W Clifton Blvd  
Lakewood, OH 44107

Type: H  
Primary?Y

Ms. Magdalin McGinty  
1271 West Clifton Blvd.  
Lakewood, OH 44107

Type: H  
Primary?Y

Ms. Dorothy McGuire  
1307 Manor Park  
Lakewood, OH 44107

Type: H  
Primary?Y

Mr. Howard McGuire  
1307 Manor Park  
Lakewood, OH 44107

Type: H  
Primary?Y

Ms. Nan McIntyre  
1308 Ramona Ave.  
Lakewood, OH 44107

Type: H  
Primary?Y

Ms. Nan McIntyre  
1308 Ramona Avenue  
Lakewood, OH 44107

Type: H  
Primary?Y

Ms. Mary Anne McKay  
1453 Wayne Ave.  
Lakewood, OH 44107

Type: H  
Primary?Y

Mr. Patrick J. McLaughlin  
1277 Thoreau Rd.  
Lakewood, OH 44107

Type: H  
Primary?Y

Ray & Betty McLoone  
1302 Granger Ave.  
Lakewood, OH 44107

Type: H  
Primary?Y

Ms. McMahon, Lynn  
1265 Belle Ave.  
Lakewood, OH 44107-2617

Type: H  
Primary?Y

Mrs. McManamon, Sharon V.  
1563 Lincoln Ave.  
Lakewood, OH 44107-4438

Type: H  
Primary?Y

Mrs. McMurtrey-Marek, Angi  
1305 Brockley Ave.  
Lakewood, OH 44107

Type: H  
Primary?Y

Ms. Nora McNamara  
1551 Rosewood  
Lakewood, OH 44107

Type: H  
Primary?Y

Mr. Robert McNea  
12900 Lake Ave  
Lakewood, OH 44107

Type: H  
Primary?Y

JT McNerney  
1493 Cordova Ave  
Lakewood, OH 44107

Type: H  
Primary?Y

## Address List

Ms. Mary McNulty  
13608 Detroit Ave  
Lakewood, OH 44107-4627

Type: H  
Primary?Y

Ellen C. McCaffrey  
1331 Gladys Ave  
Lakewood, OH 44107-2511

Type: H  
Primary?Y

Donna L. McClaren  
17476 Shaw Ave  
Lakewood, 44107

Type: H  
Primary?Y

Mary Ellen McLaughlin  
17834 Northwood Ave  
Lakewood, 44107

Type: H  
Primary?Y

Ms. Alice C. Mecredy  
13425 Cliff Dr.  
Lakewood, OH 44107

Type: H  
Primary?Y

Mr. James R. Mecredy  
13425 Cliff Dr  
Lakewood, OH 44107

Type: H  
Primary?Y

Lawrence J. Meese  
18915 Detroit Ext  
Lakewood, OH 44107

Type: H  
Primary?Y

Mr. Michael Mehok  
1520 Chesterland Ave.  
Lakewood, OH 44107

Type: H  
Primary?Y

Ms. Christine Eleanor Meixner  
12506 Edgewater Dr.  
Lakewood, OH 44107

Type: H  
Primary?Y

Michael &. Marjorie Meluch  
1211 Lakeland Ave.  
Lakewood, OH 44107

Type: H  
Primary?Y

Ms. Betty Menkel  
14306 Detroit Avenue  
Lakewood, OH 44107

Type: H  
Primary?Y

Ms. Anna Meros  
1333 Cove Ave.  
Lakewood, OH 44107

Type: H  
Primary?Y

Mr. Edwin Merrick  
17600 Detroit Ave.  
Lakewood, OH 44107

Type: H  
Primary?Y

Mr. John Mertes  
1308 Belle Ave  
Lakewood, OH 44107

Type: H  
Primary?Y

Mr. Mescan, Stephen  
2071 Clarence Ave  
Lakewood, OH 44107-6203

Type: H  
Primary?Y

Ms. Helen L. Messmore  
14312 Detroit Ave. #1547  
Lakewood, OH 44107

Type: H  
Primary?Y

Ms. Anne Meyer  
12506 Edgewater Dr.  
Lakewood, OH 44107

Type: H  
Primary?Y

Ms. Mary Jo Meyer  
1645 St Charles Ave  
Lakewood, OH 44107

Type: H  
Primary?Y

Donna Meyers  
1611 Cordova Ave  
Lakewood, 44107

Type: H  
Primary?Y

Mr. Wulk Michael  
14300 Detroit  
Lakewood, OH 44107-4416

Type: H  
Primary?Y

Mr. Robert Mihaly  
1611 Rose Mary Ve.  
Lakewood, OH 44107-3737

Type: H  
Primary?Y

Mr. Anthony Mikulic  
11851 Lake Ave. #5  
Lakewood, OH 44107-1882

Type: H  
Primary?Y

## Address List

Ms. Connie Mikuluk  
1607 Cordova Ave  
Lakewood, OH 44107-3605

Type: H  
Primary? Y

Mr. Joseph Milen  
1480 Warren #306  
Lakewood, OH 44107

Type: H  
Primary? Y

Mrs. Miletta, Toby J.  
12060 Lake Ave.  
Lakewood, OH 44107-1894

Type: H  
Primary? Y

Ms. Dolores M. Miller  
14306 Detroit Ave  
Lakewood, OH 44107

Type: H  
Primary? Y

Mr. James Miller  
1646 Lauderdale Ave  
Lakewood, OH 44107-3610

Type: H  
Primary? Y

Mr. James Miller  
1646 Lauderdale Ave  
Lakewood, OH 44107

Type: H  
Primary? Y

Ms. Margret Miller  
11820 Edgewater Dr.  
Lakewood, OH 44107

Type: H  
Primary? Y

Ms. Patricia Miller  
14306 Detroit Ave  
Lakewood, OH 44107-4417

Type: H  
Primary? Y

Ms. Samantha Miller  
1299 Cove Ave  
Lakewood, OH 44107-2150

Type: H  
Primary? Y

Ms. Mary G. Millie  
1598 Wyandotte Ave  
Lakewood, OH 44107

Type: H  
Primary? Y

Mrs. Millz, Kateryna  
1351 Fry Ave  
Lakewood, OH 44107-2916

Type: H  
Primary? Y

Mrs. Jaci Milner  
2030 Bunts Rd.  
Lakewood, OH 44107

Type: H  
Primary? Y

Ms. Ann Minto  
12540 Edgewater Dr  
Lakewood, OH 44107-1683

Type: H  
Primary? Y

Mr. Robert Minto  
12540 Edgewater Dr  
Lakewood, OH 44107

Type: H  
Primary? Y

Mrs. Dorothy Mirawtz  
1385 Lakewood  
Lakewood, OH 44107

Type: H  
Primary? Y

Ms. Laura Mizenko  
1344 Cranford Avenue  
Lakewood, OH 44107

Type: H  
Primary? Y

Marcia E. Moll  
1519 W. Clifton Blvd.  
Lakewood, OH 44107

Type: H  
Primary? Y

Mrs. Moore, Kathleen  
17439 Northwood Ave  
Lakewood, OH 44107

Type: H  
Primary? Y

Ms. Catherine E. Moore  
14312 Detroit Avenue, #1550  
Lakewood, OH 44107

Type: H  
Primary? Y

Ms. Elizabeth Moore  
17439 Northwood Avenue  
Lakewood, OH 44107

Type: H  
Primary? Y

Mr. Morabeto, John  
2016 Reveley Ave.  
Lakewood, OH 44107-5835

Type: H  
Primary? Y

Ms. Josephine Moreman  
1450 Rosewood Ave.  
Lakewood, OH 44107

Type: H  
Primary? Y



## Address List

Mr. Donald C. Morgan  
135 Detroit Ave.  
Lakewood, OH 44107-4602

Type: H  
Primary?Y

Mr. Frank Moritz  
1235 Ethel  
Lakewood, OH 44107

Type: H  
Primary?Y

Ms. Doris Morsfield  
2029 Brown Rd.  
Lakewood, OH 44107-6012

Type: H  
Primary?Y

Mr. Dexter Mosley  
12900 Lake Ave Apt 520  
Lakewood, OH 44107-1548

Type: H  
Primary?Y

Mr. James W. Mott  
2103 Morrisoon Ave.  
Lakewood, OH 44107

Type: H  
Primary?Y

Mr. Joe Muha  
2077 Elmwood Ave  
Lakewood, OH 44107

Type: H  
Primary?Y

Mrs. Rose Muha  
2077 Elwood Ave  
Lakewood, OH 44107

Type: H  
Primary?Y

Ms. Karen Muldoon  
1298 French Ave  
Lakewood, OH 44107

Type: H  
Primary?Y

Mrs. Karen Muldoon-Unsworth  
1298 French Ave.  
Lakewood, OH 44107

Type: H  
Primary?Y

Paul Mullee  
1308 Andrews Ave  
Lakewood, 44107

Type: H  
Primary?Y

Ms. Jennifer Muny  
12800 Arliss Dr.  
Lakewood, OH 44107-2109

Type: H  
Primary?Y

Ms. Agnes Z. Murman  
12550 Lake Rd  
Lakewood, OH 44107

Type: H  
Primary?Y

Ms. Catherine C. Murphy  
1299 Manor Park Ave.  
Lakewood, OH 44107

Type: H  
Primary?Y

Ms. Bridget H. Murray  
1573 Lincoln Ave.  
Lakewood, OH 44107

Type: H  
Primary?Y

Ms. Kathryn M. Murray  
1057 Summit Avenue  
Lakewood, OH 44107

Type: H  
Primary?Y

Ms. Maureen M. Murrett  
1234 Chase Ave  
Lakewood, OH 44107

Type: H  
Primary?Y

Mr. Francis D. Murtaugh  
1065 Lakeland Ave  
Lakewood, OH 44107

Type: H  
Primary?Y

Mrs. Murtha, Bridget  
1242 Hall Ave  
Lakewood, OH 44107

Type: H  
Primary?Y

Winifred Musser  
1341 Marlowe Ave.  
Lakewood, OH 44107

Type: H  
Primary?Y

Ms. Michelle K. Muster  
1054 Summit Ave.  
Lakewood, OH 44107

Type: H  
Primary?Y

Theodore C. Myers  
2144 Arthur Ave  
Lakewood, OH 44107

Type: H  
Primary?Y

Mr. Jean Nagel  
1325 Granger Ave.  
Lakewood, OH 44107

Type: H  
Primary?Y

## Address List

Ms. Katharina B. Nagy  
1292 St. Charles Avenue  
Lakewood, OH 44107

Type: H  
Primary?Y

Mr. and Mrs. Michael &. Katharina Nagy  
1292 St. Charles St.  
Lakewood, OH 44107

Type: H  
Primary?Y

Ms. Priscilla Nagy  
14300 Detroit Avenue  
Lakewood, OH 44107-4416

Type: H  
Primary?Y

Ms. Brenda Nakonecznyj  
2053 McKinley Avenue  
Lakewood, OH 44107-5430

Type: H  
Primary?Y

Mr. Gene Nakonecznyj  
2053 McKinley Avenue  
Lakewood, OH 44107-5430

Type: H  
Primary?Y

Mrs. Adams Nancy  
1434 Parkhaven Row  
Lakewood, OH 44107-4506

Type: H  
Primary?Y

Ms. Ann M. Narney  
15107 Lanning Ave  
Lakewood, OH 44107-5826

Type: H  
Primary?Y

Ms. Alisa Nazelli  
15324 Clifton Blvd.  
Lakewood, OH 44107-2472

Type: H  
Primary?Y

Ms. Helen Neargardner  
1310 Edwards Ave  
Lakewood, OH 44107-2346

Type: H  
Primary?Y

Ms. Emily Nelson  
1271 Ethel Ave.  
Lakewood, OH 44107

Type: H  
Primary?Y

Ms. Geraldine Nelson  
1288 Nickolson Ave  
Lakewood, OH 44107

Type: H  
Primary?Y

Mr. Bill Nesterfield  
1568 Northland  
Lakewood, OH 44107

Type: H  
Primary?Y

Miss Nestor, Jenny  
1197 Andrews Ave.  
Lakewood, OH 44107

Type: H  
Primary?Y

Mr. and Mrs. R. Nestor  
1197 Andrews  
Lakewood, OH 44107

Type: H  
Primary?Y

Ms. Mary Ruth Newman  
1278 Ethel Ave  
Lakewood, OH 44107-2320

Type: H  
Primary?Y

Mr. Charles Nicholas  
1480 Winton Ave.  
Lakewood, OH 44107

Type: H  
Primary?Y

Mr. Elton J. Nichols  
12550 Lake Ave. #1504  
Lakewood, OH 44107

Type: H  
Primary?Y

Ms. Helen C. Nichols  
12550 Lake Ave. #1504  
Lakewood, OH 44107

Type: H  
Primary?Y

Mrs. Nicolet, Faith  
14313 Bayes Ave.  
Lakewood, OH 44107

Type: H  
Primary?Y

Mr. Robert Niederriter  
1367 Mathews Ave  
Lakewood, OH 44107-3136

Type: H  
Primary?Y

Ms. Monica Nisdt-Wangler  
1200 Westlake Avenue  
Lakewood, OH 44107-2314

Type: H  
Primary?Y

Mrs. Noone, Jean R.  
1666 Lincoln Ave.  
Lakewood, OH 44107-4431

Type: H  
Primary?Y

## Address List

Ms. Josephine Norman  
1450 Rosewood Ave  
Lakewood, OH 44107

Type: H  
Primary?Y

Mr. Bradley Norpell  
13966 Estill Dr.  
Lakewood, OH 44107

Type: H  
Primary?Y

Mr. Daniel Norris  
15515 Hilliard Rd.  
Lakewood, OH 44107

Type: H  
Primary?Y

Jack Northrup  
1249 Manor Park Ave  
Lakewood, OH 44107

Type: H  
Primary?Y

Jack Northrup  
1249 Manor Park Ave  
Lakewood, 44107

Type: H  
Primary?Y

Ms. Judith Norton  
1342 Summit Ave  
Lakewood, OH 44107-2445

Type: H  
Primary?Y

Mrs. Novak, Teresa L.  
1069 Nicholson Ave.  
Lakewood, OH 44107-1402

Type: H  
Primary?Y

mr&mrs Joseph Novinec  
2129 Halstead Ave  
Lakewood, OH 44107-6210

Type: H  
Primary?Y

Mrs. Nowak, Ruth  
12029 Clifton Blvd.  
Lakewood, OH 44107-2161

Type: H  
Primary?Y

Mr. Nowak, Ken  
12029 Clifton Blvd.  
Lakewood, OH 44107-2161

Type: H  
Primary?Y

Ms. Helen Nowicki  
1260 Edwards Ave.  
Lakewood, OH 44107-2344

Type: H  
Primary?Y

Ms. Cathy Nowlin  
17613 Lakewood Hts Bl  
Lakewood, OH 44107

Type: H  
Primary?Y

Ms. Kathleen O'Brien  
11820 Lake Ave  
Lakewood, OH 44107

Type: H  
Primary?Y

Mr. Joe O'Connor  
1341 Marlowe Ave.  
Lakewood, OH 44107

Type: H  
Primary?Y

Mr. John P. O'Donnell  
1277 Arlington Rd.  
Lakewood, OH 44107

Type: H  
Primary?Y

Mr. and Mrs. T. O'Donnell  
17821 Shaw Ave.  
Lakewood, OH 44107

Type: H  
Primary?Y

Ms. Therese Finnan O'Donnell  
1277 Arlington Rd  
Lakewood, OH 44107

Type: H  
Primary?Y

Ms. Pam O'Keefe  
1053 Forest Cliff Dr.  
Lakewood, OH 44107

Type: H  
Primary?Y

Mr. Ron O'Keefe  
1053 Forest Cliff Dr.  
Lakewood, OH 44107

Type: H  
Primary?Y

Pat O'Neill  
1453 Marlowe  
Lakewood, OH 44107

Type: H  
Primary?Y

Mrs. O'Rourke, Helen E.  
17600 Detroit Ave.  
Lakewood, OH 44107-3443

Type: H  
Primary?Y

Mr. Francis J. Oates  
11820 Edgewater Dr  
Lakewood, OH 44107-1798

Type: H  
Primary?Y

10/1/97 3:51 PM

Address List

Mrs. Oathomek, Carolyn  
1628 Conassett Ave  
Lakewood, OH 44107

Type: H  
Primary?Y

Ms. Barbara L. Obrien  
1226 Threau Rd.  
Lakewood, OH 44107

Type: H  
Primary?Y

Ms. Charmaine Oliver  
1415 Clarence Ave #407  
Lakewood, OH 44107-4858

Type: H  
Primary?Y

Ms. Blanche Olmstead  
2113 Woodward Ave.  
Lakewood, OH 44107

Type: H  
Primary?Y

Ms. Phyllis Olshewski  
14904 Summit Ave  
Lakewood, OH 44107

Type: H  
Primary?Y

Mr. Stanley Olshewski  
14904 Summit Ave  
Lakewood, OH 44107

Type: H  
Primary?Y

Family Oravec  
1473 Coutant Ave  
Lakewood, OH 44107

Type: H  
Primary?Y

Mr. Charles Oreilly  
1256 Elbur Ave  
Lakewood, OH 44107-2716

Type: H  
Primary?Y

Ms. Loretta Oreilly  
1256 Elbur Ave  
Lakewood, OH 44107-2716

Type: H  
Primary?Y

Ms. Mary Ann Orenski  
1431 Woodward Ave  
Lakewood, OH 44107

Type: H  
Primary?Y

Mr. Edward Orlinski  
14306 Detroit Ave  
Lakewood, OH 44107-4417

Type: H  
Primary?Y

C.J. Oros  
1615 Wyandotte Avenue  
Lakewood, OH 44107

Type: H  
Primary?Y

Ms. Leslie Ortman  
1242 Chase Ave  
Lakewood, OH 44107-2602

Type: H  
Primary?Y

Mr. Mark Ortman  
1242 Chase Ave  
Lakewood, OH 44107

Type: H  
Primary?Y

Ms. Ruth Osgood  
12900 Lake Ave  
Lakewood, OH 44107-1577

Type: H  
Primary?Y

Ms. Kathleen M. Oshea  
1296 Donald Aenue  
Lakewood, OH 44107-2852

Type: H  
Primary?Y

Corinne Otto  
12500 Edgewater Drive  
Lakewood, OH 44107

Type: H  
Primary?Y

Mr. John W. Ours  
1057 Summit Avenue  
Lakewood, OH 44107

Type: H  
Primary?Y

Owens, Family  
1551 Marlow Ave  
Lakewood, OH 44107

Type: H  
Primary?Y

Mr. J. Evan Owens  
1114 Homewood Dr  
Lakewood, OH 44107

Type: H  
Primary?Y

Ms. AMANDA PANEK  
1553 Spring Garden Avenue  
Lakewood, OH 44107

Type: H  
Primary?Y

Ms. Gertrude Paisley  
1506 Parkwood  
Lakewood, OH 44107

Type: H  
Primary?Y