

STB

FD

33388

10-7-97

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PUBLIC

**ENVIRONMENTAL
DOCUMENT**

9-30-97

To whom it may concern,

I am concerned about the proposed increase in train traffic through the western suburbs of Cleveland. Since the removal of one set of rails, eastbound trains must often wait along a wooded section of Elmwood Park — a popular park in the city of Rocky River. A waiting train, (along a curved section of track which prohibits the engineer from supervising all cars visually) is an open invitation to playful youngsters to hop on board. I assume that as more trains use the track, even more trains will have to sit and wait their turn, thereby offering more opportunities for children to be lured into mischief. It's a disaster waiting to happen — (over)

I am not opposed to increased train traffic, though it would be more inconvenient for car travel at crossings, increase the noise/dirt levels, and perhaps lower property values in my neighborhood - What does concern me is the inefficiency of tripling the traffic on the remaining one single line of track. Will new track have to be laid to replace the track that was just removed? Will construction block crossings for days at a time? Will the expense be worth it? I can't imagine the single track will suffice in the face of added usage proposed. Sincerely,

Chris Pfeil
21401 Maplewood Ave.
Rocky River OH 44116

JOHN GREGG McMASTER

POST OFFICE BOX 7337

COLUMBIA, SOUTH CAROLINA 29202

**ENVIRONMENTAL
DOCUMENT**

September 30, 1997



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

Dear Miss Kaiser:

First and foremost, thank you for your letter of September 15, 1997 in reply to mine of recent date.

Here's my problem: You have two railroads that are presently in operation. One is acquiring the other.

The equation might be stated: one railroad + another railroad = one railroad.

For the life of me I cannot see how it would take an organization such as yours more than twenty-four hours to approve this transaction.

I thank you for your letter, and a reply to this one is not desired.

Yours very truly,

A handwritten signature in cursive script that reads "John Gregg McMaster".

JGM/ttd

cc: Senator Strom Thurmond
Congressman Floyd Spence

1478 Northland
Lakewood, OH 44107
September 19, 1997



Federal Surface Transportation
Board

Washington, D.C. 20423

ENVIRONMENTAL
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Dear Sir or Madam:

I live in Lakewood, Ohio. The Norfolk & Southern Railroad will cause many problems in my city. It will make all the property value go down, and with more trains, they would hold up police, fire, and paramedics in a hurry. Right now, on a normal school day about ten trains pass which interrupt our classes. With the Norfolk & Southern Rail System, the daily amount of trains will almost triple! This will affect our classes severely. Please consider Lakewood, Ohio when extending the rail system.

17445 Norton Ave.

Lakewood, OH. 44107

Sept. 19, 1997

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Federal Service Transportation
Board
Washington, D.C. 20423



Dear Sir or Madam:

I am a student at St. James School in Lakewood and I am aware that the Norfolk & Southern railroad is planning on tripling the amount of trains traveling through our area.

I believe that if this happens it will be a threat to our health and safety. Because of the multiple trains traveling on our track there is bound to be more accidents. Also, the extreme amount of trains will cut off parts of Lakewood from police, fire, and paramedic services. Property values will go down and the city will be cut in half.

We would like your help in finding a way to stop

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this, so please think of
the city of Lakewood.

Thanks for your time!

Sincerely,

Kelly T. Fink

ENVIRONMENTAL DOCUMENT

Thomas A. Kinney
2032 Lark Street
Apartment No. 2
Lakewood, OH 44107
(216) 529-1457

1 October 1997

Surface Transportation Board
Section of Environmental Analysis
1925 K St NW
Washington DC 20423

#FD33388

Dear sir or madam,

I am writing as a resident of Lakewood, Ohio, to voice my opinion on the proposed increase in rail traffic through our city. I live just a long block away from a very active freight line and hear the trains roll by day and night. I work in the city and have had to stop my car or bicycle numerous times to allow a train to pass by. As you are probably aware, the mayor of Lakewood and our congressional representative have each vowed to block Norfolk Southern's proposed increase in rail traffic through the city of Lakewood. Citing a host of drawbacks ranging from the probable (increased traffic congestion) to the preposterous (increased levels of stress for nearby residents) both have vowed to protect people like me from the ravages of increased train traffic.

Contrary to the overheated rhetoric on this issue, the city of Lakewood is not being held hostage by greedy railroad corporate interests. Movement of goods by rail is a vital part of our national transportation infrastructure; frankly it is preposterous for a city to suddenly decide it does not like trains and bid them to go elsewhere. Every village, town, and city having active rail lines must each put up with the admitted inconveniences of rail traffic if we are all to benefit from the movement of consumer goods. To insist that rail traffic be shunted off to lines passing through other communities is the height of civic irresponsibility and should be an embarrassing stand for any responsible politician to take.

If Norfolk Southern needs to increase rail traffic then there is no reason why it should not be allowed to do so provided it continues to observe the reasonable safety precautions already in place. The city of Lakewood and thousands of other communities are no strangers to rail traffic and can cope with any inconveniences such traffic creates.

Sincerely,
Thomas A. Kinney
Thomas A. Kinney

cc: Mayor Madeline Cain/ Rep. Dennis Kucinich



ENVIRONMENTAL DOCUMENT

October 1, 1997

To Whom It May Concern,

My husband and I have been residents of Rocky River for over 30 years and we are greatly saddened by the prospects of having our lovely neighborhood invaded by the noise pollution of frequent trains. The tracks run behind our home, so it most definitely will be a factor in our daily lives. When we bought our home here in 1965 I welcomed the track feature because it gave us privacy and increased our yard space. That extra space toward the tracks has been used as a garden, a play yard, a croquet court, a football field and, in general, much used additional "back yard" space. The trains were not frequent and were never any particular bother. Multiplying their passage by four, however, is definitely unacceptable. The railroad representatives (from what we have read) do not seem to be aware of the human factor involved here. Our concerns center in three areas: emergency vehicles reaching their destination between areas north and south of the tracks, children getting to and from school safely -- whether on a school bus, walking or riding a bike, and, of course, our property values. This is a very desirable area in which to live and we truly wish it to remain so.

Sincerely,

Betsy Roth

Betsy Roth
20915 Stratford Ave.
Rocky River, OH 44116

FD33388



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DOCUMENT



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

Dear Sir:

Re: No. FD 33388

This letter is my protest to the proposed increase in rail traffic through the westshore communities from 13 to approximately 38 trains a day.

As a westshore resident, I sincerely believe that the safety, health and economic impact that this proposal would have on virtually all of us in such a densely populated area could be devastating.

In closing, while railroads play a vital role in our country, common sense has to exist when the safety and welfare of literally thousands of individuals and families are at stake.

I thank you for reading my letter and I hope that an alternate solution will be forthcoming in the future.

Sincerely,

Don Shepard

Address: 1176 Elbow Avenue
Lake Wood, Ohio 44107

September 23, 1997

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

ENVIRONMENTAL DOCUMENT



Dear Sirs:

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

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

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

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

Other issues of strong concern are:

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

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

Sincerely,

A handwritten signature in cursive script, appearing to read "Donna A. Groh".

September 24, 1997

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

ENVIRONMENTAL DOCUMENT



Dear Sirs:

My child(ren) *KIM E JOANNA SMITH* attend McKinley Elementary School in Lakewood, Ohio. Some of the children attending McKinley must cross the tracks at least two times a day to get to and from school.

I feel strongly against NS increasing rail traffic by three time or more. It may be more. Mr. Pat McCune, VP, Public Affairs for NS Corporation, said he could not guarantee that rail traffic would not exceed the railroad's proposed average of 31 to 36 trains per day. As NS's business increases it is more than likely the above numbers of trains through Lakewood and the West Shore area will increase also. This is not acceptable.

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

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

3) A tripling of trains through Lakewood would increase air pollution 800 tons per year. Most of the pollutant being nitrogen oxide.

Other issues of strong concern are:

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

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

Sincerely,

Claudia Smith

September 23, 1997

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

ENVIRONMENTAL DOCUMENT

Dear Sirs,

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

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

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

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

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

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

Sincerely,

Tom Scott

September 23, 1997

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

ENVIRONMENTAL DOCUMENT



Dear Sirs:

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

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

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

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

Other issues of strong concern are:

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

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

Sincerely,

John Reese Family
1216 Summit Ave.
Lakewood, Ohio 44107

Also, - the crossings at night are not .
very visible. The area has over
grown trees - bushes, etc.

Grates would help alot,
better yet please re-Route
the trains for a safe &
happy city of 60,000 plus
people.

Thank again
The Reese
Family.

September 24, 1997

ENVIRONMENTAL DOCUMENT

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



Dear Sirs:

My child(ren), Matthew & Nathan, attend McKinley Elementary School in Lakewood, Ohio. Some of the children attending McKinley must cross the tracks at least two times a day to get to and from school.

I feel strongly against NS increasing rail traffic by three time or more. It may be more. Mr. Pat McQuine, VP, Public Affairs for NS Corporation, said he could not guarantee that rail traffic would not exceed the railroad's proposed average of 31 to 36 trains per day. As NS's business increases it is more than likely the above numbers of trains through Lakewood and the West Shore area will increase also. This is not acceptable.

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

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- 3) A tripling of trains through Lakewood would increase air pollution 800 tons per year. Most of the pollutant being nitrogen oxide.

Other issues of strong concern are:

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

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Sincerely,

Scott & Susan Jamieson

September 24, 1997

ENVIRONMENTAL DOCUMENT



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

Dear Sirs:

Jeremy Wascah

My child(ren) *Will Elmore*, attend McKinley Elementary School in Lakewood, Ohio. Some of the children attending McKinley must cross the tracks at least two times a day to get to and from school.

I feel strongly against NS increasing rail traffic by three times ^S or more. It may be more. Mr. Pat McCune, VP, Public Affairs for NS Corporation, said he could not guarantee that rail traffic would not exceed the railroad's proposed average of 31 to 36 trains per day. As NS's business increases it is more than likely the above numbers of trains through Lakewood and the West Shore area will increase also. This is not acceptable.

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- 3) A tripling of trains through Lakewood would increase air pollution 800 tons per year. Most of the pollutant being nitrogen oxide.

Other issues of strong concern are:

- ① *Lakewood is the most densely populated suburb between New York City & Chicago. Please keep that in mind!!*
- ② Evacuation of the schools south of tracks should a train derail and spill hazardous cargo. There are no school buses in Lakewood, therefore, there would be no way for the children to get out of the city. A decrease of property value which would also be a decrease tax base for our schools. And a flight of families from Lakewood which would mean a general decline for our community.

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

Sincerely,

Marianne & Richard Wascah

P.S. We will do whatever it takes to fight this dangerous increase in rail traffic through our community.

September 24, 1997

ENVIRONMENTAL DOCUMENT



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

Dear Sirs:

My child(ren), Kayley Dare, attend McKinley Elementary School in Lakewood, Ohio. Some of the children attending McKinley must cross the tracks at least two times a day to get to and from school.

I feel strongly against NS increasing rail traffic by three time or more. It may be more. Mr. Pat McCune, VP, Public Affairs for NS Corporation, said he could not guarantee that rail traffic would not exceed the railroad's proposed average of 31 to 36 trains per day. As NS's business increases it is more than likely the above numbers of trains through Lakewood and the West Shore area will increase also. This is not acceptable.

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Other issues of strong concern are:

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Sincerely,

Kim Richter (Dare)

September 24, 1997

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

ENVIRONMENTAL DOCUMENT



Dear Sirs:

My child(ren), Joseph Way, attend McKinley Elementary School in Lakewood, Ohio. Some of the children attending McKinley must cross the tracks at least two times a day to get to and from school.

I feel strongly against NS increasing rail traffic by three time or more. It may be more. Mr. Pat McCune, VP, Public Affairs for NS Corporation, said he could not guarantee that rail traffic would not exceed the railroad's proposed average of 31 to 36 trains per day. As NS's business increases it is more than likely the above numbers of trains through Lakewood and the West Shore area will increase also. This is not acceptable.

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Sincerely,

Judy Way

September 24, 1997

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



ENVIRONMENTAL
DOCUMENT

Dear Sirs:

My child(ren), Kelsey, attend(s) McKinley Elementary School in Lakewood, Ohio. Some of the children attending McKinley must cross the tracks at least two times a day to get to and from school.

I feel strongly against NS increasing rail traffic by three time or more. It may be more. Mr. Pat McCune, VP, Public Affairs for NS Corporation, said he could not guarantee that rail traffic would not exceed the railroad's proposed average of 31 to 36 trains per day. As NS's business increases it is more than likely the above numbers of trains through Lakewood and the West Shore area will increase also. This is not acceptable.

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

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Sincerely,

Peter Rose

EXHIBIT
CONFIDENTIAL
DOCUMENT

September 24, 1997

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



Dear Sirs:

My child(ren) Mike & Sean Twining, attend McKinley Elementary School in Lakewood, Ohio. Some of the children attending McKinley must cross the tracks at least two times a day to get to and from school.

I feel strongly against NS increasing rail traffic by three time or more. It may be more. Mr. Pat McCune, VP, Public Affairs for NS Corporation, said he could not guarantee that rail traffic would not exceed the railroad's proposed average of 31 to 36 trains per day. As NS's business increases it is more than likely the above numbers of trains through Lakewood and the West Shore area will increase also. This is not acceptable.

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

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

Other issues of strong concern are:

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

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

Sincerely,

Régina S Twining
117462 Woodford
Lakewood, Oh 44107

ENVIRONMENTAL DOCUMENT

19550 Beachcliff Blvd.
Rocky River OH 44116-1612

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



September 28, 1997

To whom it may concern:

I am concerned about the plans for increased train traffic through Rocky River, Ohio. I fear it will adversely affect the ability of police and fire departments to protect citizens and property north of the railroad tracks. I also believe this will subsequently cause an increase in insurance rates and will have an adverse effect on area property values.

I do not want to see any increases in rail traffic. I would like to see less train traffic in the future.

Sincerely,

A handwritten signature in black ink, appearing to read "Timothy P. Quigley".

Timothy P. Quigley

cc: Congressman Dennis Kucinich

U.S. Surface Transportation Board
ATTEN: SEA Finance Docket 33388
1925 "K" Street N.W.
Washington D.C. 20423

**ENVIRONMENTAL
DOCUMENT**



To Whom It May Concern:

We are very concerned about Norfolk Southern Railroad's plans to increase the number of trains going through Lakewood, Ohio. We feel that it would greatly inhibit the safety of the people of Lakewood through increased accidents and fatalities, and the delay of paramedics, fire and police. The increased frequency of noise will also cause further disruption to all who live, work or are attending school in locations near the tracks.

We strongly urge you to what you can to change the Railroad's plans to increase train traffic in Lakewood.

Sincerely,

Karen D. Hruska
Karen D. Hruska

Dolores C. Hruska
Dolores C. Hruska
1627 Bunts Rd.
Lakewood, Ohio 44107-4515

ENVIRONMENTAL DOCUMENT

Nichole Grant
Horace Mann Middle School
1215 W. Clifton BLVD.
Lakewood, OH 44107

October 1, 1997



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

Ladies and Gentlemen:

Subject: Document Number FD33388

I am writing in regard to the increase of trains in Lakewood. I strongly oppose increasing the number of trains through our city. I feel this would be an enormous mistake.

Although, building overpasses and underpasses would be a solution to traffic, the Railroad Company could not build them in every neighborhood. In my community, we have no school buses and many students have to cross the tracks to get to and from school. I think increasing the number of trains simply increases the potential for accidents.

Many residents live on the opposite side of the tracks from emergency services such as: hospitals, fire departments, police, etc. An increase in train traffic could put these residents in a life-threatening situation if emergency vehicles were unable to reach them promptly. With more trains running on the tracks, it would increase the risk of a derailment or a hazardous waste spills. Residents live so close to the tracks that almost everyone would be affected.

Some solutions are; not tripling the number of trains, building some over and under passages, and providing cross bars throughout Lakewood. This could help decrease potential accidents.

I hope you consider this matter carefully. Thank you for your cooperation.

Sincerely,

Nichole Grant

Nichole Grant
Student

ENVIRONMENTAL DOCUMENT

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



Gentlemen -

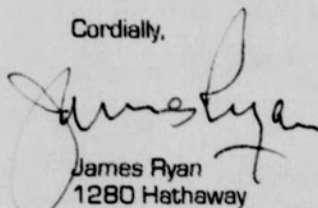
I am extremely concerned about any proposal to increase rail traffic in Lakewood. I am retired, living on Social Security, and my major asset is a home I now own at 1280 Hathaway, about half a mile from the railroad tracks. It is a double home and our primary source of income.

Briefly, my concerns are -

1. Potential loss of rental income.
2. Safety hazards arising from the inability of emergency forces to adequately respond.
3. Joint efforts of neighboring communities in emergency situations, such as large fires, crime, tornadoes, etc.
4. The increased possibility of derailments.
5. The increased hazards to school children and other pedestrians.

Please consider these factors in your decision making process. I would appreciate your efforts to prohibit a rail traffic increase in this area, as would all the citizens of this community.

Cordially,


James Ryan
1280 Hathaway
Lakewood, Ohio 44107

ENVIRONMENTAL DOCUMENT

September 24, 1997

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



Dear Sirs:

Natalie, George and Hannah
My child(ren) *Natalie, George and Hannah*, attend McKinley Elementary School in Lakewood, Ohio. Some of the children attending McKinley must cross the tracks at least two times a day to get to and from school.

I feel strongly against NS increasing rail traffic by three time or more. It may be more. Mr. Pat McCune, VP, Public Affairs for NS Corporation, said he could not guarantee that rail traffic would not exceed the railroad's proposed average of 31 to 36 trains per day. As NS's business increases it is more than likely the above numbers of trains through Lakewood and the West Shore area will increase also. This is not acceptable.

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

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

Other issues of strong concern are:

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

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

Sincerely,

Elizabeth M. Smith

CAROL HONARD
416 Kenilworth
Bay Village, Ohio 44140

ENVIRONMENTAL
DOCUMENT

FD33388

September 30, 1997

STB
Section of Environmental Analysis
1925 K St. N.W.
Washington, DC 20423

To Whom it May Concern:

I am writing to voice my concerns over the plans of Norfolk Southern Railways (NS) to increase railway traffic in my area. As a resident of Bay Village, Ohio, I am concerned with the added risks the three fold increase in railway traffic will cause.

1. Bay Village is a small bedroom community, bordered on the North by Lake Erie and by the railroad tracks to the South. Because of its size, we can not support large industries, shopping centers or hospitals within our city limits. Most of us must travel, on a daily basis, across the tracks in order to work, shop or gain access to major highways. Only one road has been constructed to bypass the tracks. Should NS increase traffic to more than one train every 45 minutes, crossing the tracks will be next to impossible. Traffic jams and long waits will be a constant occurrence. Autos sitting and waiting for 3 - 10 minutes will increase the fossil fuels released into the atmosphere and waste gasoline.
2. The extreme increase in railway traffic will jeopardize the safety of our community. Ambulances will be hindered in their attempt to reach emergency facilities. They will be forced to either wait for a train to pass or drive miles out of the way to reach the only passable road. When an emergency arise within the city that requires assistance from one of our neighboring communities, their response time will be seriously effected.
3. The likelihood of a collision between automobile and train will triple. We all know who the looser generally is in this type of accident.
4. The possibility of a derailment increases dramatically. What will these trains be caring? Will we be forced to live with the constant fear of toxic materials being released into our community? Many homes lie within a few yards of the tracks. When a derailment occurs, these homes will definitely be damaged or destroyed. What if someone is home at the time?
5. I do not live extremely close to the tracks so noise is not a major issue. Right now I hear the trains and do not take a great deal of notice. But how can you not notice a train every 37.89 minutes! It is bound to become a major irritant. And if each train is 3 to 10 minutes long, that means we will be bombarded with the sound almost every half hour.
6. Finally, how will this effect our property values. Who will want to move into a community that is noisy, difficult to enter or leave, or cannot insure adequate emergency measures?

The concerns expressed are not possibilities. Every one of these WILL inevitably happen. Air pollution WILL increase, gasoline WILL be wasted, someone WILL die because the ambulance cannot get through, someone WILL die because they tried to beat the never-ending trains, a train WILL derail, noise levels WILL increase to unbearable levels and the property values WILL fall. But will we have to wait for one or all of these to happen before action is taken? Or will you help us BEFORE this all happens?

Thank you for your attention and please consider the concerns of my community, and the cities of Lakewood and Rocky River when you address this matter.

Sincerely,

Carol M. Honard

FAX: Dennis Kucinich (216)228-6465

**ENVIRONMENTAL
DOCUMENT**



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

Dear Sir:

Re: No. FD 33388

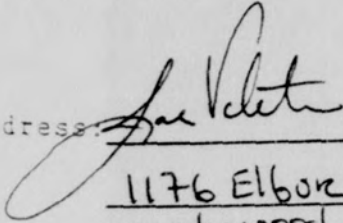
This letter is my protest to the proposed increase in rail traffic through the westshore communities from 13 to approximately 38 trains a day.

As a westshore resident, I sincerely believe that the safety, health and economic impact that this proposal would have on virtually all of us in such a densely populated area could be devastating.

In closing, while railroads play a vital role in our country, common sense has to exist when the safety and welfare of literally thousands of individuals and families are at stake.

I thank you for reading my letter and I hope that an alternate solution will be forthcoming in the future.

Sincerely,

Address: 

1176 Elbow Ave

Lakewood, Ohio 44107

10-3-97

Our family is deeply concerned regarding the tripling of trains by Norfolk Southern.

We have resided on the North side of the tracks for over 30 years.

We have witnessed many emergency situations where time was of the essence.

Lakewood has always been outstanding with police assistance. They respond within minutes.

Now we live in absolute fear of what could happen.

If this is passed, it will jeopardize the well-being of thousands of people.

In the event of a toxic spill we are hemmed in by Lake Erie. It would be disastrous.

The tracks were built in the days when no community existed. They should have been removed long ago before our population got to this proportion.

Please help stop the endangerment of our beautiful community.

ENVIRONMENTAL
DOCUMENT

Sincerely
Max & Donna Wodzak
16125 Lake Ave.
Lakewood, Ohio 44107

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

ENVIRONMENTAL DOCUMENT

September 29, 1997
ED 33388

Gentlemen:

NORFOLK AND SOUTHERN RAILROAD'S PROPOSED FREIGHT TRAFFIC INCREASE

NS has plans to increase rail freight from 14 to 38 trains per 24 hour period through western Cleveland, its western suburbs of Lakewood, Rocky River, Bay Village and Westlake, as well as northern suburbs in Lorain County. Because of concerns by the municipalities affected, a steering committee of the mayors of these suburbs, chaired by Mayor Jelep of Bay Village, has been meeting with U.S. Representative Dennis Kucinich to try to effect some compromise acceptable to NS, the Federal Surface Transportation Board, and the affected suburbs.

Lakewood, in particular, is a densely populated residential community, with its retail districts and what industry it does have south of the railroad tracks. In its three-mile length from West 117th Street to the Rocky River border, there are 27 crossings, with only one underpass. Hence, there are many concerns, chief of which is safety:

Increased response time for all 911 calls for emergency vehicles -- police, fire and emergency medical services -- are dispatched from Lakewood Hospital, where there are three vans and their personnel on duty twenty-four hours a day. The Director of Emergency Medical Services states that in the last five years they have responded to 4200 calls per year on an average, 1428 of which were from north of the tracks. This is approximately 34 percent of all calls. In the four months from May through August 1997, our security records show that there were 12 calls to the Carlyle alone; extrapolating this figure for a twelve month period, we could conceivably have between 30 and 40 calls. Quick response is mandatory and delay could result in poor quality of life, or even death, of a patient.

Safety of our school children is also a major concern. Pupils attending two of Lakewood's elementary schools have a choice of what school they attend, and some of those children must cross the tracks, either north to south or south to north, as the case may be. McKinley children live both north and south of the tracks. Many students at two of Lakewood's three middle schools and three high schools -- Lakewood High, St. Edward and St. Augustine -- cross the tracks daily. Some children attend St. Rose elementary school in Cleveland and also must cross the tracks, as must some children attending two Catholic elementary schools, two Lutheran and one Seventh Day Adventist elementary schools in Lakewood. How many of our children may be placed at further risk by the proposed increase in rail traffic?

Other concerns include possible derailments, perhaps resulting in injuries, as well as damage to homes close to the tracks, of which there are many in the three-mile length of Lakewood. Coincident with such derailments, spillage of chemicals or other hazardous materials could occur. Increased traffic will obviously result in increased noise and environmental pollution.

Also coincident with such an increase in rail traffic will come lowered property values, not only along the tracks but throughout the suburbs. Will people, especially those with small children, wish to buy or move to these suburbs?

A few years ago the second set of tracks was removed. If traffic increases as proposed, would it not be logical to assume that the second set might be restored, with further increase in the number of trains? Many accidents have been caused by pedestrians as well as motorists thinking that the train has gone by, and not being aware of an approaching train from the opposite direction.

Norfolk and Southern has proposed closing some streets at the tracks, a solution not likely to be welcomed by residents of those streets, as well as causing confusion of which routes are open and perhaps further increase in response time of emergency vehicles. Would it not be possible to route some of the increased freight traffic through an industrial area or areas less densely populated as the western suburbs are?

These are all problems the steering committee is wrestling with in their search for solutions acceptable to NS, the Federal Surface Transportation Board and the communities affected.

Representative Kucinich has requested that letters expressing your concerns be sent to him,

U.S. Representative Dennis Kucinich
14400 Detroit Avenue
Lakewood, Ohio 44107

and to the

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

Both the envelope and the enclosed letter must have the federal docket number, FD 33388.

Respectfully,

Phyllis G. Solomon
Phyllis G. Solomon (Mrs.)
The Carlyle Suite 908
12900 Lake Avenue
Lakewood, Ohio 44107



State of Illinois

ENVIRONMENTAL PROTECTION AGENCY

Mary A. Gade, Director

2200 Churchill Road, Springfield, IL 62794-9276

217-782-0547

October 1, 1997

ENVIRONMENTAL DOCUMENT



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

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

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

Dear Ms. Kaiser:

The Agency has received your letter of August 28 and September 10, 1997 regarding the Environmental Report Errata and the Supplemental Environmental Report for the above referenced project.

The Agency has reviewed this additional information and has the following comments:

Several of the proposed construction projects could require Dredge and Fill permits under Section 404 of the Clean Water Act from the U.S. Army Corps of Engineers for construction which occurs in waterways, floodplains, or wetlands. These Section 404 permits must be accompanied by Section 401 Water Quality Certifications from the Illinois EPA.

If the proposed construction projects will involve disturbing five acres or more of land area, storm water NPDES Permits will be required from the Illinois EPA.

For assistance please contact Tim Kluge of our Bureau of Water at 217-782-1654.

Sincerely,

Bernard P. Killian
Deputy Director

October 1, 1997



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

ENVIRONMENTAL DOCUMENT

SUBJECT #FD33388

Dear Sir:

As you know, there is considerable opposition to the proposed acquisition of Conrail by CSX and Norfolk Southern railroads. The affects of the current plan to increase train traffic through the West Shore neighborhoods of Cleveland pose many concerns to all of us.

As always, all of us are concerned about safety. My concerns about safety are varied. The most obvious problem is the inability of safety, fire, and paramedic equipment to reach the residents and hospitals that serve them. In Lakewood, the most heavily populated city between New York and St. Louis, no children ride school buses - all must walk to neighborhood schools and cross the railroad tracks to do so. It does not take a statistician to know that as the number of trains increase, so will the number of accidents.

Homes and businesses were built along the tracks for many years with the thought that train traffic would decrease, not increase. The second set of tracks in this far west area of Cleveland was removed 2 years ago by Norfolk Southern Railroad as an indication of this trend. Property values will obviously be negatively impacted if this plan moves forward - since our home is our most important investment, the result will be devastating.

A derailment would be catastrophic to many neighborhoods (like mine) due to the lack of buffers between homes and the tracks. In such heavily populated areas, there is no possible way to evacuate homes within a 1-mile radius - there is nowhere to go. Our communities are bordered on one side by Lake Erie and 1 mile south, the railroad tracks. Where would the residents go?

There are laws now that prohibit the transporting of hazardous chemicals on certain highways - the signs are everywhere. At the very least, we should begin the process to legislate the same standards for the railroads. We cannot tolerate the possibility of having increased traffic of caustic and highly flammable hazardous chemicals on the rails - especially through densely populated neighborhoods. The responsibility is yours - prevention is much less costly than cleanup.

Although noise pollution seems like a trivial matter to some, it is apparently of concern to the railroad and the unions that represent their employees. As I am sure you are aware, every year the railroads pay employees thousands of dollars as compensation for hearing loss due to constant exposure to train noise. Is it possible that the railroad intends to make similar payments to nearby residents? I am unsure who is responsible for the legislation that requires the train to blast their whistle for 4 seconds before every crossing. The crossings in our area are every 500 feet in some places - can you imagine the noise of 30-33 trains per day passing through this area and blasting their whistles for 4 seconds at every crossing? Perhaps someone should hire a sound engineer to determine the decibel levels and the affects on the surrounding population. If railroad employees are entitled to compensation, perhaps there are attorneys that would be interested in representing the residents.

Patrick McCune was quoted in a recent article as saying, "right now, no alternatives exist." We all know that there are always alternatives. If the railroad "merger" is rejected or the STB simply orders an alternate plan, we all know Mr. McCune will find one. I would ask him this - where do these trains travel now? You, the STB, are being asked to approve the merger of 3 railroads - how are we to believe that there is nowhere else for these trains to travel when they travel somewhere now? The expense of laying a second set of tracks for the 25-30 miles from Lorain to Cleveland is probably considerable. The railroad keeps suggesting that they are willing to talk about overpasses, etc. to avoid some of the traffic congestion and safety problems - where is all of this money coming from? I suggest that Mr. McCune spend some money finding an alternative that does not jeopardize the health, safety, and financial security of the western suburbs. We also heard from mayors in towns that already suffer the devastation from too many trains dissecting their cities - they have been asking the railroad and government agencies for help for years to no avail. We have no interest in being put in the same situation.

Mr. McCune stated at a recent meeting in our area that there is not an efficient track connection on the east side of Cleveland to divert the rail traffic to less populated areas - I challenge the railroad to find one...build one...study the area...be creative...use your skills as a manager and planner and do what is right...that is your alternative!

During a recent survey by volunteers in this area, the number of trains currently travelling through this area were counted. The railroad has been reporting that we currently have an average of 12-13 trains per day. The volunteers found the number is actually 18 per day on average. If the railroad estimates an increase to 33 trains per day, are we to believe that the number is actually going to be 39 or 40? Are they to be held accountable - will anyone be regulating how many trains will be permitted if this acquisition is approved?

October 1, 1997
STB - #FD33388
Page -3-

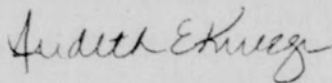
We all know that nothing stays the same. The population and the economy continue to grow. If 33 - 40 trains are needed in 1998, can we expect growth of 3% or even 5% a year for the next 5 years? That means the number will soon be 50 trains per day, then 60, or maybe 65. What will that number be in the year 2000? 2005? Surely the railroad has budgets and projected growth projections - they know what they expect the numbers to be for the next 5 years at least. I have seen none of this data but I hope you will request reports concerning these projections. The impact is staggering and these numbers are very important. It would seem impossible for you to make a decision without considering all of these facts.

We have been hoping for a commuter train service to connect Cleveland to the western suburbs - efficient and economical service from Cleveland to Toledo and ultimately to Chicago are goals for the long term. Cleveland is on the move ... we are proud of the progress we have made ... a commuter line is part of our plan to move forward. Freight trains, traffic congestion at the crossings, noise, dirt, safety hazards through residential neighborhoods... all are a huge step back for the economy and well-being of this area. We have worked hard to turn this "rust belt" community into a growing, exciting city to be proud of. Please help us...

During the original building of railroads through the plains out west, the phrase "The public be damned!" was used by railroad and elected officials. I certainly hope that history will not repeat itself. I appreciate how difficult your job must be. This, however, seems fairly simple - if this is allowed to proceed, entire communities and their residents will suffer. I cannot imagine who would win.

Thank you for your careful consideration.

Sincerely,



Judith E. Krueger
32181 Country Club Drive
Avon Lake, OH 44012

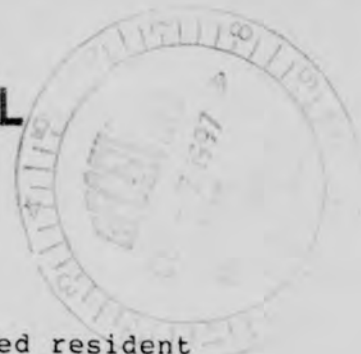
Home phone: 440-930-2303
Work phone: 440-871-9600

cc: Cong. Dennis Kucinich
14400 Detroit Avenue
Lakewood, OH 44107

cc: Mayor Tom Telepis
Dover Road
Bay Village, OH 44140

Mon., Sept 29, 1997
Paul Wilson
615 Parkside Dr.
Bay Village OH 44140
440 - 871 - 3996
No. FD 33388

**ENVIRONMENTAL
DOCUMENT**



Transportation Board,

I write this letter as an extremely concerned resident regarding the issue of additional freight traffic on the rail road extending through our lakeshore communities.

Foremost, I am concerned for the safety of my children and all other children that live and play in the vicinity of the railroad. The tracks attract children of all ages, and even the present rate of rail traffic poses a great danger, but to increase the traffic 200 %, from 13 to 38 trains, would be criminally negligent.

Fortunately, my family resides in Bay Village, the real threat is to Lakewood, Ohio. Lakewood is one of the most densely populated communities in the nation. The rail road passes countless double and multiple family homes practically through the backyards. The rail owns forty intersections in Lakewood without traffic gates.

Clearly, your board should be considering discontinuing this rail line altogether, or at the very least cutting the amount of traffic, or holding Conrail or Norfolk and Southern accountable for the gross oversight of forty residential intersections minus crossing gates.

Secondly, of course I am concerned with my investment in my family's home and the subsequent loss of property value with 38 trains rolling through my neighborhood a day. Bay Village, Rocky River and Lakewood, Ohio are residential areas with little industry. The rail goes through neighborhood after neighborhood. Every neighborhood would certainly lose property value.

All our communities and businesses would suffer economically because of the immense traffic problems this amount of train traffic would create. The town of Lakewood would become a ghost town. Already, if a person gets caught by a train in Lakewood, it can take ten minutes to go just one block to the other side of the tracks to get to the grocery for instance. The Lakewood fire and police departments would be grossly impacted by this proposal. Can you imagine a fire truck traveling through a rail yard to get to a fire?

I suggest a visit from your board to our communities so the board can see first hand how this rail line already adversely affects our neighborhoods.

To increase traffic would be disaster.

Paul Wilson, Bay Village, Ohio

P.S. To choose the corporate interests of the rail line over the general welfare, economy, and safety of thousands of citizens, would once again prove that we do not live in a democracy, but rather a government bought and paid for by corporate interests.

September 23, 1997

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



Dear Sirs:

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

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

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

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

Other issues of strong concern are:

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

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

Sincerely,

MRS. Jean Golden

I like my neighborhood the way it is now!! I am very concerned not only of my child's safety but the safety of all other neighbors & people in the community.

My deepest concern is if anyone should need immediate medical attention, these trains may delay the treatment my child or my family or friends ~~may~~ ^{may} need.

Please reconsider this!!

Jean Golden

STB

FD

33388

10-7-97

K

GOV



ENVIRONMENTAL DOCUMENT

INDIANA DEPARTMENT OF NATURAL RESOURCES

LARRY D. MACKLIN, DIRECTOR

Division of Water
402 W. Washington St., Rm. W264
Indianapolis, Indiana 46204-2748
317-232-4160
FAX: 317-233-4579

September 30, 1997



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

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

Dear Ms. Kaiser:

Thank you for notifying the Indiana Lake Michigan Coastal Coordination Program of the proposal for CSX Corporation, and CSX Transportation, Inc., Norfolk Southern Corporation, and Norfolk Southern Railway Company, and Conrail Inc. and Consolidated Rail Corporation to consolidate. Indiana has been exploring the development of a coastal zone management program, but does not have a federally approved program subject to 16 USC 1451, *et. seq.*

Environmental reviews by the Department of Natural Resources are conducted through the Division of Fish and Wildlife. Comments by the Indiana Department of Natural Resources on the environmental impact statement for the proposal can be sought by writing to the following address:

Stephen Jose, Environmental Coordinator
Division of Fish and Wildlife
Indiana Department of Natural Resources
402 West Washington St., Rm W273
Indianapolis, IN 46204

Again, thank you for notifying the Coastal Coordination Program of this activity.

Sincerely,

Dawn M. Deady, Coordinator
Lake Michigan Coastal Coordination Program

"EQUAL OPPORTUNITY EMPLOYER"



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BUSINESS



The Cleveland Museum of Art

ENVIRONMENTAL DOCUMENT

To Whom It May Concern-

October 1, 1997

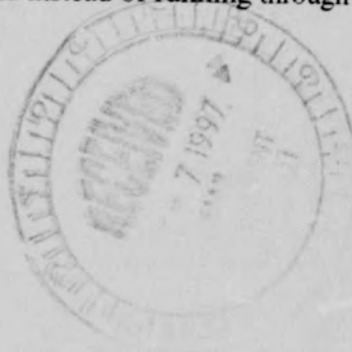
I write this letter as a concerned citizen who is opposed to the proposal to increase freight train traffic in Lakewood, Ohio. This is a densely populated community which can not handle the increased traffic. It would completely disrupt automobile traffic in my community, would be a threat to the safety of children who sometimes pass the tracks coming to and from school, and the noise pollution would be unbearable.

The best solution would be that Norfolk Southern Railroad relinquish the track lines running through Lakewood to the Regional Transit Authority of Cleveland so that light rail can be established on these lines, and public transportation can become available to Cleveland's western suburbs. I understand that Norfolk Southern does have the option to reroute its traffic through a less populated, southern area of Cleveland instead of running through Lakewood.

Sincerely-

Alicia Hudson
12037 Lake Ave. Apt. 304
Lakewood, Ohio 44107
(216) 221-4233

cc- Mayor Cain's Office



Management Recruiters
International, Inc. World Headquarters

200 Public Square
31st Floor
Cleveland, OH 44114-2301
(216) 696-1122
FAX (216) 696-3221

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September 30, 1997

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

RE: NO. FD 33388

Dear Ladies and Gentlemen:

I'm writing to voice my opposition to Norfolk & Southern's plan to expand rail traffic through the western suburbs. Such a move would create a safety hazard for the hundreds of families living adjacent to the tracks, not to mention motorists using track crossings.

I live less than a half-mile from the tracks in question, in Bay Village. N & S's plan would be a threat to my family's safety and well-being in several ways. First, my four year old son's in-home day care provider lives adjacent to the tracks. And as you know, unlike interstate highways, railroad tracks are not fenced on either side. We talk to our son regularly about staying away from the tracks, but you know that children do not always do what they are told. I fear that he may wander onto the tracks some day, and the probability of being injured would be greatly increased if N & S's proposal goes through.

Second, a derailment could easily lead to hazardous or toxic materials released into our air. We live close enough to the tracks that we could easily be injured by such an occurrence. And third, greatly increased rail traffic would make crossing the tracks, whether by foot or car, much more dangerous.

Safety is my greatest concern, but I would also add to that the inconvenience factor. These days, time is a scarce commodity. I don't think we should underestimate the value of peoples' time, and how much time would be collectively wasted with increased train traffic.

I strongly believe we should be looking at ways to enhance the living conditions in our communities, not worsen them. Therefore, I'm an ardent advocate of using the existing N & S lines for *commuter rail service*, rather than increased freight traffic. This is the most positive possible outcome of the challenge before us, therefore I encourage you to use your authority to keep N & S from expanding rail service through our communities.

Sincerely,

A handwritten signature in cursive script that reads 'Joseph C. Messinger'.

Joseph C. Messinger
402 Lake Forest Drive
Bay Village, OH 44140

STB

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STBSEA



SURFACE TRANSPORTATION BOARD
Washington, DC 20423

10/7/97 5:55:44 PM

Section of Environmental Analysis

**ENVIRONMENTAL
DOCUMENT**

October 2, 1997

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

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

Dear Mr. Shudtz:

This is in response to your September 19, 1997 letter stating that CSX was unaware of any outstanding data needs for the Conrail environmental review process. I was concerned by your letter because in my September 17, 1997 letter, I had specifically included attachments that identified SEA's outstanding data needs. My September 17th letter also expressed SEA's concern that the Errata to the Environmental Report (ER) was not received until August 28, 1997, approximately eight weeks after the applicants filed their ER.

In view of your letter, I felt it was necessary to meet with the study team in order to put together for CSX a summary of SEA's data requests and their status. Accordingly, I have broken down the information SEA needs from CSX into two categories: (1) a specific list of the data needs referenced in my September 17th letter and their current status; and (2) those additional data requests that SEA has made since September 17th and their current status.

I. Data Requests Made Prior to September 17, 1997 and Their Status:

1. **Safety -- Hazardous Materials.** The data on hazardous materials is critical to the safety analytical model that the SEA study team will use to predict the likelihood of accidents, derailments, and spills. This information is required by the Board's environmental rules at 49 CFR 1105.7(e)(7)(ii). Accordingly, CSX was asked to:

- A. Identify and describe those rail line segments over which there would be a substantial increase in hazardous materials transportation. Specifically, SEA requested that CSX provide information on the number of cars carrying hazardous materials both pre- and post-acquisition for all line segments. SEA made this request in the attached letters dated May 28, 1997 and July 3, 1997. In addition, SEA requested this information from CSX representatives at meetings on September 11, 1997, and again on September 19, 1997.

STATUS: Outstanding.

- B. Identify the types and quantities of hazardous materials transported by CSX and the specific routes of movement for these hazardous materials both pre- and post-acquisition. SEA made this request in the attached letter dated July 3, 1997.

STATUS: Outstanding.

2. **Rail Operations -- Safety.** Class of track and method of control (e.g., signaling) provide critical input to the safety analytical models that the SEA study team will use to analyze the potential safety effects of increased freight operations as well as the potential safety impacts of freight operations on commuter trains. Accordingly, CSX was asked to:

Provide data on class of track and method of control for: (1) all rail line segments that trigger the Board's environmental thresholds; and (2) all rail line segments with an increase of one or more freight trains and that carry passenger rail trains. The method of control and class of track data is critical to the safety analytical model that the SEA study team will use to predict the likelihood of accidents, derailments, and hazardous material spills and releases. SEA requested this information during a meeting on August 29, 1997.

STATUS: CSX provided the information to SEA on or after September 17, 1997. SEA is currently verifying this data.

3. **Rail Operations -- Passenger Rail.** CSX was asked to provide CSX capacity data, such as string line diagrams that depict time and distance of train movements, to assist SEA in determining where schedules would permit the movement of additional passenger trains for the following rail lines with commuter trains:

Washington, DC -- Frederick, MD
Washington, DC -- Baltimore, MD (Camden Line)
Washington, DC -- Martinsburg, WV

SEA requested this information on string line diagrams for commuter operations on August 7, 1997.

STATUS: Outstanding.

4. **Rail Operations - Freight Movements.** The SEA study team requires data on the movement of freight in and out of selected cities to assist in the verification of the rail operations information. Accordingly, CSX was asked to:

Provide the pre- and post-acquisition bi-directional gross-tonnage flow data for the cities of Cleveland, Toledo, Columbus, and Buffalo. SEA made this request on August 7, 1997.

STATUS: Outstanding.

5. **Air Quality.** An element of the air quality analysis is the identification of information relating to the transport of ozone-depleting materials. This information is required by the Board's environmental rules at 49 CFR 1105.7(e)(5)(C)(iii). Accordingly, CSX was asked to:

Address in the Environmental Report (ER), the transportation of ozone-depleting materials by identifying the materials, quantities transported, frequency of service, safety practices, etc. SEA made this request in the attached letter dated July 3, 1997. In addition, SEA requested this information from CSX representatives at meetings on September 11, 1997, and again on September 19, 1997. CSX stated it would deliver the requested information by the September 19th meeting.

STATUS: Outstanding.

6. **Cultural Resources.** The SEA study team needs access to certain facilities and right-of-way to conduct on-site assessments of potential impacts to cultural resources.

- A. **Exermont Intermodal Facility:** SEA requested information and access to this site in the attached letter dated August 12, 1997, to complete the Phase I survey. In addition, SEA requested this access from CSX representatives at meetings on September 11, 1997, and again on September 19, 1997.

STATUS: CSX provided this information and access on September 26, 1997.

- B. **Willard and Collingwood Yards:** SEA requested, in the attached letter dated July 3, 1997, a description of the proposed improvements, affected historic properties, potential impacts, and mitigation measures, along with USGS topographical maps locating and depicting the extent of each project. In addition, SEA requested this

information from CSX representatives at meetings on September 11, 1997, again on September 19, 1997, and yet again in a telephone call on September 22, 1997.

STATUS: CSX provided this information and access on September 26, 1997.

7. **Noise.** SEA continues its efforts to verify the noise receptor counts provided in the ER for rail line segments that would trigger the Board's environmental thresholds. This verification process is part of SEA's analysis of noise, as well as environmental justice. To permit accurate verification CSX was asked to:

Provide copies of aerial photographs of rail line segments that trigger the Board's environmental thresholds. SEA requested these photographs in the attached letter dated July 3, 1997.

STATUS: CSX is to provide these aerials photographs to SEA in November 1997.

8. **Land Use.** SEA must determine if the proposed acquisition has a net impact on the amount of prime farmland. This information is required by the Board's rules at 49 CFR 1105.7(e)(3)(ii). SEA was not able to verify by site visits the data provided in the ER. Accordingly, CSX was asked to:

Provide soil survey maps regarding the effects on prime farmland of all proposed rail line and rail facility constructions and rail line abandonments. SEA made this request in the attached letter dated July 3, 1997. According to SEA's current inventory, CSX provided soil maps for only four Ohio counties.

STATUS: Remainder of data request is outstanding.

9. **Transportation/Traffic.** SEA needs information on CSX's plans to improve and construct grade separations to determine to what effect, if any, these improvements and constructions can mitigate environmental impacts. Accordingly, CSX was asked to:

Provide information on Conrail's and CSX's present and planned grade separation projects underway with states that lists the location of each project, the planned start date, and provides a description of the project (e.g., new separation, widening, improvement, or maintenance) for all projects that are approved and fully funded. SEA made this request in the attached letter dated July 3, 1997. CSX provided information on active grade separation projects to SEA on September 26, 1997.

STATUS: SEA is in the process of verifying this recently-provided information.

10. **Construction Alternatives.** SEA needs a description of the alternatives considered for the proposed construction activities and the rationale for selecting the proposed constructions. SEA made this request in the attached letters dated May 28 and July 3, 1977.

STATUS: Outstanding.

II. Data Requests Made After September 17, 1997 and Their Status:

11. **Passenger Rail.** SEA needs to analyze the operating characteristics of the railroads, which includes an analysis of the existing and potential contractual agreements between freight and passenger carriers to determine how (and if) current and future passenger rail plans will be affected by the proposed acquisition. Accordingly, CSX was asked to:

- A. Provide a status of consultations and discussions with commuter passenger service providers that would like to initiate or expand passenger rail service. List any agencies that have discussed new routes, new service, or expanded service on CSX tracks, including a description of service, contract name, and funding status. SEA made this request at a meeting on September 24, 1997.

STATUS: Information due to SEA no later than October 3, 1997.

- B. Identify and provide in writing CSX's policy or practice regarding contract renewal negotiations for those contracts that will expire within the next three years. SEA made a request regarding contract renewals for commuter service at a meeting on September 24, 1997.

STATUS: Information due to SEA no later than October 3, 1997.

12. **Noise.** SEA has asked that CSX:

- A. Verify the rail line segments and rail line endpoints of the GIS data base that SEA's consultants have developed to represent all rail line segments affected by the proposed acquisition. This GIS data is necessary for SEA's analysis of all environmental study areas. SEA requested this information on September 19, 1997.

STATUS: CSX data was verified with SEA's consultants on September 24 and 25, 1997.

- B. Make CSX's noise consultants available to SEA to assist in data collection, geocoding aerial photographs, and counting noise receptors. SEA requested this assistance on September 19, 1997.

STATUS: Underway.

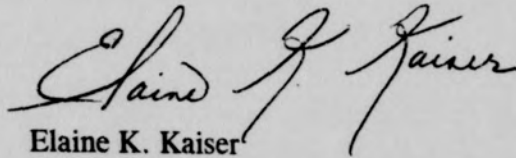
- C. Provide aerial photographs of rail line segments that exceed the Board's environmental thresholds (see Item 7). SEA requested these photographs on September 19, 1997.

STATUS: Agreement reached on September 25, 1997, for providing aerial photography in November.

It is imperative that CSX provides all outstanding information to SEA by close of business Monday, October 6, 1997. The only exception is the new aerial photography that CSX will provide to SEA in November 1997.

As you know, CSX's fulfillment of these information requests is critical to SEA's ability to conduct a comprehensive and defensible environmental analysis. I am extremely concerned about the time that SEA has already lost in obtaining needed information from CSX, and the impact that this has had on SEA's timely preparation of the Environmental Impact Statement. If you have need any further clarification about data requests, please contact Michael Dalton immediately at (202) 565-1530 or Charles Gardiner at (202) 955-1430, extension 202.

Sincerely yours,



Elaine K. Kaiser
Chief
Section of Environmental Analysis

Attachments

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ENVIRONMENTAL DOCUMENT



SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Section of Environmental Analysis

October 3, 1997

The Honorable Barney Frank
United States House of Representatives
2210 Rayburn Building
Washington, DC 20515-2104

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

Dear Congressman Frank:

Thank you for your letter dated August 5, 1997, on behalf of your constituents in southeastern Massachusetts. This letter is in response to your concerns about clean-up and remediation at the New Bedford, Massachusetts rail yard as well as your interest in any plans to upgrade rail line segments and facilities in the region.

The Surface Transportation Board's (Board) Section of Environmental Analysis (SEA) is conducting an environmental review of the potential environmental impacts associated with the proposed Conrail acquisition and will prepare an Environmental Impact Statement (EIS). As part of its environmental review, SEA will consider the liability of responsible parties for the clean-up of contaminated soil or hazardous materials on railroad property and railroad right-of-way. In addition, SEA will address the potential environmental impacts of the proposed acquisition on passenger and freight operations. A copy of the final scope of the EIS is enclosed for your reference.

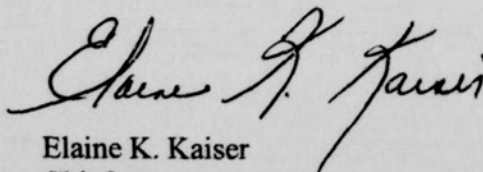
CSX, Norfolk Southern, and Conrail have submitted environmental reports and operating plans detailing the physical and operational changes associated with the proposed acquisition. SEA has reviewed this information and found no changes in rail traffic levels in southeastern Massachusetts related to the proposed transaction. In addition, the applicants have not proposed increases of rail traffic along the Boston, MA-Buffalo, NY corridor. Both this rail line and the New Bedford rail yard are owned and operated by Conrail, and will transfer to CSX if the proposal currently before the Board is approved.

Under the current procedural schedule adopted by the Board, SEA plans to issue the Draft EIS in November 1997, with a forty-five day public review and comment period. After

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

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

Sincerely yours,

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

Elaine K. Kaiser
Chief
Section of Environmental Analysis

Enclosure

STB FD

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ENVIRONMENTAL DOCUMENT

DEPARTMENT OF TRANSPORTATION
Surface Transportation Board

[STB Finance Docket No. 33388]

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

AGENCY: Surface Transportation Board

ACTION: Notice of Final Scope of Environmental Impact Statement (EIS).

SUMMARY: On June 23, 1997, CSX Corporation and CSX Transportation, Inc. (CSX), Norfolk Southern Corporation, and Norfolk Southern Railway Company (NS), and Conrail Inc. and Consolidated Rail Corporation (Conrail) filed an application (primary application) with the Surface Transportation Board (Board) under 49 U.S.C. 11323-25. NS, CSX, and Conrail are jointly seeking authority for NS and CSX to acquire control of Conrail and for the subsequent division of some of Conrail's assets and for the joint operation of other Conrail assets. The proposed transaction involves more than 44,000 miles of rail lines and related facilities covering a large portion of the eastern United States. To evaluate and consider the potential environmental impacts that might result from the proposed transaction, the Board's Section of Environmental Analysis (SEA) is preparing an environmental impact statement (EIS). The Board has determined that an EIS is warranted due to the nature and scope of environmental issues that may arise. SEA published the draft scope of the EIS in the Federal Register on July 7, 1997, a 30-day public comment period on the draft scope ended August 6, 1997, and the final scope of the EIS is included as part of this notice. Changes made to the draft scope are detailed in the Response to Comments section of this notice.

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

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

In the lower left-hand corner of the envelope, include:
Attention: Elaine K. Kaiser
Chief, Section of Environmental Analysis
Environmental Filing

For Further Information Contact: Mr. Michael Dalton, SEA Project Manager, Conrail Control Transaction, (202) 565-1530; or Ms. Dana White, SEA Environmental Specialist, at (202) 565-1552. (TDD for the hearing impaired: (202) 565-1695).

SUPPLEMENTARY INFORMATION

Background: The proposed transaction, also referred to as the proposed action, would result in the individual assignment of certain existing Conrail facilities and operations to either CSX or NS through operating agreements or other mechanisms, and the sharing and operation of other existing Conrail facilities and operations for the benefit of both CSX and NS. This would result in an expanded CSX rail system, an expanded NS rail system, and certain areas of joint ownership and operation. According to CSX, NS, and Conrail (collectively, Applicants), CSX and NS would continue to compete with each other in providing rail freight services and would expand their competition to areas in which Conrail is currently the only major rail carrier. Each of the two railroads would utilize its existing lines, would operate certain Conrail lines independently of the other, and would jointly operate certain Conrail lines.

Applicants anticipate that the proposed transaction would provide benefits that include: reduced energy usage, enhanced safety, reduced highway congestion, reduced system-wide air pollutant emissions, expanded competition, and a more efficient rail transportation system. The proposed transaction includes changes in railroad operations such as increases and decreases in train traffic, changes in activity at rail yards and intermodal facilities, rail line abandonments and rail line connection construction projects. The proposed transaction is detailed in the primary application, and is discussed in specific terms in the operating plans and the environmental report (ER) that are part of the application. The ER describes the physical and operational changes that would be associated with the proposed transaction and discusses the potential environmental impacts of those changes. Applicants also filed corrected and supplemental information in the Errata and Supplemental ER on August 28, 1997.

Applicants served the ER, the Errata and the Supplemental ER on appropriate Federal, state, and local agencies. Applicants also served these documents on affected cities with populations of more than 50,000, as well as on counties and regional planning organizations that could be affected.

Environmental Review Process and Alternatives: The National Environmental Policy Act (NEPA) process is intended to assist the Board and the public in identifying and assessing the potential environmental consequences of a proposed action before the Board may make a decision on a proposed action. During scoping, the first phase of the NEPA process, the Board's environmental staff, SEA, published a draft scope in July 1997, soliciting information and comments on the scope of environmental issues to be addressed in the EIS for the proposed transaction. Under the NEPA process, SEA will evaluate the potential environmental impacts of operational and physical changes that are related to the proposed transaction. Existing rail operations are the baseline against which the potential environmental impacts of the proposed transaction will be evaluated. SEA will not propose mitigation of environmental impacts relating

to existing rail operations and existing railroad facilities.¹

In making its decision in this proceeding, the Board will consider public comments and SEA's environmental analysis contained in the EIS, including any proposed environmental mitigation. The alternatives SEA will consider in the EIS are: (1) approval of the transaction as proposed; (2) disapproval of the proposed transaction in whole (No-Action alternative); and, (3) approval of the proposed transaction with conditions, including environmental mitigation conditions.²

Other parties may file inconsistent or responsive applications requesting modifications to the proposed transaction, such as requests for trackage rights or the acquisition of particular rail lines. The EIS will address potential environmental impacts and rail system changes proposed in the inconsistent and responsive applications.

Relationship with Other Agencies: The authority of the Board is broad and extends to all matters affecting change in rail operations resulting directly from the proposed transaction. Conditions may be imposed to mitigate adverse environmental impacts that are the result of the proposed transaction, or any alternative considered and approved by the Board. In determining appropriate conditions for the transaction, the Board will exercise its authority with due regard for the jurisdiction and expertise of other Federal agencies (e.g., the Federal Railroad Administration, the Environmental Protection Agency, the U.S. Army Corps of Engineers, and the U.S. Fish and Wildlife Service).

Related Activities: NS and CSX requested, and the Board allowed, the proposed construction of seven small rail line connections (Seven Connections) totaling approximately four miles to be filed and reviewed separately from the primary application. This separate environmental review process will address only the potential environmental impacts of the physical construction of these Seven Connections and Applicants' proposed operations over these individual lines. The operational implications of the transaction as a whole, including proposed operations over these Seven Connections, if authorized, will be examined in the context of the

¹ In merger and control cases, the Board's practice consistently has been to mitigate only those environmental impacts that result from the transaction. The Board, like its predecessor, the Interstate Commerce Commission, has not imposed mitigation to remedy preexisting conditions such as those that might make the quality of life in a particular community better, but are not a direct result of the merger (i.e., congestion associated with the existing rail line traffic, or the traffic of other railroads).

² The Board has broad authority to impose conditions in railroad control transactions under 49 U.S.C. 11324 (c). However, the Board's power to impose conditions is not limitless; the record must support the imposition of the condition at issue. Moreover, there must be a sufficient relationship between the condition imposed and the transaction before the agency, and the condition imposed must be reasonable.

EIS that is being prepared for the proposed transaction.³

Public Participation: SEA encourages broad participation in the EIS process during scoping and review of the Draft EIS. Interested agencies and persons were invited to participate in the scoping phase by reviewing the draft scope of the EIS. Due to the broad geographic scope of the proposed transaction, SEA did not conduct public scoping meetings. However, in addition to publication of the draft scope of the EIS in the Federal Register on July 7, 1997, SEA implemented an extensive public outreach program to notify the public that SEA was soliciting comments on the draft scope of the EIS and to encourage public participation in the environmental review process.

SEA distributed information about the proposed transaction and SEA's intent to prepare an EIS through the following outreach activities:

- On July 3, 1997, a scoping package that included the draft scope of the EIS was distributed to approximately 1,900 Federal, state and local elected and agency officials. In this package, the Board also announced its intent to prepare an EIS and requested comments on the draft scope.
- On July 7, 1997, SEA published a notice in the Federal Register to announce the Board's intent to prepare an EIS, to publish the draft scope of the EIS, and to request comments on the proposed scope.
- In July 1997, a press release detailing this same information was distributed to the media in the 24 affected states, and a legal notice was placed in the newspapers with the highest circulation for each of the potentially affected counties.
- During July and August 1997, SEA also prepared and widely distributed a Fact Sheet describing the proposed transaction to 7,000 elected officials, agencies and organizations for cities and counties potentially affected by the proposed transaction.
- To further assist SEA in receiving input from the public, SEA established a toll-free environmental hotline (1-888-869-1997), established a website (www.conrailmerger.com), and initiated media monitoring services that involved a weekly review of newspaper articles.

The SEA study team established a comprehensive database to record and maintain all comments received in writing and via telephone and the website. Written comments on the draft

³ Board Decision No. 9 in this proceeding, issued June 12, 1997, granted Applicants' petition for waiver related to the Seven Connections and explained what the environmental review process for those projects would be. Specifically, SEA intends to prepare a separate Environmental Assessment for each of these small construction projects. However, if SEA determines that any one of the construction proposals could potentially cause, or contribute to, significant environmental impacts, then the project will be incorporated into the EIS for the overall proposed transaction, and will not be separately considered. Also, no rail operations can begin over these Seven Connections until completion of the EIS process, and issuance of a further decision.

scope of the EIS were due to the Board within the 30-day comment period, which ended on August 6, 1997. All comments have been placed in the Public Record for this proceeding. In preparing the final scope of the EIS, SEA has considered all the environmental comments.

Response to Comments: SEA received more than 170 comments concerning the draft scope of the EIS. Twenty-one comments were received from Federal agencies, including the U.S. Departments of Agriculture, Commerce, Housing and Urban Development, Interior, and Transportation; the U.S. Army Corps of Engineers; the U.S. Coast Guard; and the Environmental Protection Agency. Forty-eight comments were received from state agencies in AL, DE, FL, GA, IL, IN, KY, LA, MD, MA, MI, MS, MO, NC, NJ, NY, OH, PA, RI, SC, TN, VT, VA, and WV. Seventy-eight comments were received from local, county, and regional agencies from the states of AL, DE, DC, FL, GA, IL, IN, KY, LA, MD, MA, MI, NC, NJ, NY, OH, PA, TN, and VA. Nine comments were received from citizens in DE, GA, and OH. Five businesses — including Interstate Commodities, Inc., Johnson Environmental Consulting Group, Inc., Newark (DE) Center for Creative Learning, Newark (DE) Day Nursery, and Port Richmond Community Council, Inc., provided comment, as did a rail carrier, National Railroad Passenger Corporation (Amtrak). Seven comments were received from other interested parties, including the League of Women Voters of New Castle County, DE; the American Public Transit Association; The Waterfront Historic Area League, New Bedford, MA; Indianapolis Power & Light Company, IN; Downtown Newark, DE; University of Delaware, DE; and Rutgers, The State University of New Jersey School of Law. The comments covered a broad range of topics, including air quality, water resources, noise, at-grade highway safety, rail accidents, emergency vehicle response times, hazardous materials transportation and spills, environmental justice, and current and future commuter rail service.

SEA reviewed and considered all comments received in its preparation of the final scope of the EIS. The final scope reflects changes made because of comments on the draft scope of the EIS. Other changes in the final scope of the EIS were made for clarification.

Specifically, the Safety Section of the final scope of the EIS provides that grade crossing safety generally will be considered for at-grade highway crossings with average daily traffic levels of 5,000 or more vehicles. In applying this threshold for the review of at-grade crossings in past environmental documents, SEA found it to be a conservative baseline.

SEA received several comments concerning hazardous waste. In response, section 1(D)(7) of the final scope of the EIS was added to indicate that the Draft EIS will assess the locations and types of hazardous waste sites and spills on the rights-of-way of proposed construction projects and rail line abandonments. SEA notes, however, that other Federal and state agencies have primary jurisdiction for investigation, clean-up, and remediation of hazardous waste sites.

SEA received approximately 20 comments related to potential impacts on commuter rail service. In response, Section 2 of the final scope has been expanded to include an analysis of potential passenger diversions, and reasonably foreseeable commuter rail inception or expansion plans (i.e., where capital improvements are planned, approved, and funded). Section 2 also addresses comments requesting that SEA discuss the potential impacts of increased train traffic on movable (draw) bridges over navigable channels.

Section 4, Energy, has been clarified in the final scope to address estimated system-wide changes in energy efficiency (fuel use), including the impact of truck-to-rail diversions. Section

4(C) addresses the overall estimated changes in energy efficiency resulting from rail-to-truck diversions subject to the Board's regulatory thresholds in 49 CFR.1105.7(e)(4)(iv).

Section 5, Air Quality, has been expanded to include the calculation of net increases of emissions from the proposed transaction for counties where increases in locomotive emissions are projected to be 100 tons or more per year. Section 6, Noise, has been modified to reflect the actual data that are available to analyze noise impacts. Estimates of receptors will be developed where noise levels are predicted to rise to 65 decibels L_{dn} or greater as a result of rail traffic increases related to the proposed transaction.

Section 9, Environmental Justice, has been expanded in the final scope to include a report on the demographics in the vicinity of rail line segments with projected rail traffic increases of eight (8) trains or more per day. The portion of Section 3 of the final scope of the EIS, involving Socioeconomic Issues, includes a consideration of socioeconomic impacts to the extent that they result directly from changes to the physical environment due to the proposed transaction. That approach is consistent with the U.S. Supreme Court decision in *Metropolitan Edison Co. v. People Against Nuclear Energy*, 460 U.S. 766 (1982). Those most directly and immediately affected by the proposed transaction, the employees of the consolidating carriers, will be covered by the labor protection afforded by the Board in considering the merits of the proposed transaction. Therefore, these impacts need not be addressed in the EIS. Section 3 also has been expanded to specifically state that the EIS will address the potential environmental impacts of proposed rail line construction and abandonment activities on Native American reservations and sacred sites.

Several comments on the draft scope of the EIS suggested there be an analysis of the cumulative impacts of certain environmental effects related to the proposed transaction. The final scope of the EIS indicates the Draft EIS will undertake cumulative effects analyses related to the proposed transaction where such effects could have regional or system-wide impacts. The effects to be analyzed will include air quality and energy. Cumulative effects also may be analyzed for other projects or activities related to the proposed transaction where information is provided in a timely fashion to the Board describing those projects, their interrelationship to the proposed transaction, and the type and severity of the potential environmental impacts, and SEA determines that there is the likelihood of significant environmental impacts.

Parties of Record: The Board received 228 notices of designation as a Party of Record (POR). As stated in Board Decision No. 6 in this case⁴, copies of Board decisions, orders, and notices will be served only on persons designated as PORs, members of Congress, and governors on the Board's official service list. All other interested persons who wish to receive copies of Board decisions, orders, and notices served in this proceeding are encouraged to make advance arrangements with the Board's copy contractor, DC News & Data, Inc., at (202) 289-4357.

For Additional Information: Contact Mr. Michael Dalton, SEA Project Manager, Conrail Control Transaction, (202) 565-1530; or Ms. Dana White, SEA Environmental Specialist, at (202) 565-1552 [TDD for the hearing impaired: (202) 565-1695]. Summary information

⁴ Board Decision No. 6 was issued May 30, 1997, and published at 62 FR 29387-29391.

about the proposed transaction and the final scope of the EIS can be found at the following Internet web site: <http://www.conrailmerger.com>. Requests for summary environmental information on the proposed transaction and the EIS process can be made through SEA's toll-free Environmental Hotline at (888) 869-1997.

ENVIRONMENTAL REVIEW SCHEDULE

The Board has adopted a 350-day procedural schedule for this proceeding,⁵ and has determined that preparation of an EIS is warranted in this case. The 350-day schedule will permit SEA to prepare an EIS that fully considers the potential environmental consequences of this proposed action. Below is a discussion of how SEA plans to conduct the environmental review process in this case.

On June 23, 1997, Applicants filed an ER containing the information specified in the Board's environmental rules at 49 CFR 1105.7(e), as part of the primary application. The ER was served concurrently on the agencies listed in the Board's environmental rules at 49 CFR 1105.7(b), and other appropriate entities. The ER describes the physical and operational changes in the rail systems and facilities anticipated as a result of the proposed transaction. In the ER, Applicants also discuss the potential environmental impacts that would be associated with the anticipated changes. The Applicants have provided, and continue to provide, SEA with supplemental information to the ER. Also, as previously discussed, on August 28, 1997, the Applicants filed an Errata and Supplemental ER.

Based on the Council on Environmental Quality's (CEQ) regulations, the Board's environmental rules at 49 CFR 1105, the ER, the draft scope, the comments received on the draft scope, and all other information available to date, SEA has prepared this final scope of the EIS. This final scope of the EIS will be distributed to all PORs, interested parties, and appropriate agencies.

Based on SEA's independent environmental analysis, review of all information available to date, and consultations with appropriate agencies, SEA will prepare a Draft EIS. The Draft EIS will address relevant environmental concerns, as described in the final scope of the EIS, and will recommend appropriate environmental mitigation. In addition, the Draft EIS will include environmental impacts associated with any inconsistent or responsive applications or settlement agreements.⁶ SEA intends to serve the Draft EIS in November 1997. SEA will serve the Draft

⁵ See Decision No. 6. This schedule is based on the filing date (F) of the primary application, which was June 23, 1997.

⁶ Under the procedural schedule previously established for this proceeding in Decision No. 6, inconsistent and responsive applicants must provide a description of the proposed inconsistent or responsive application by August 22, 1997. Inconsistent and responsive applicants must file Responsive Environmental Reports or verified statements indicating that there are no potentially significant environmental impacts by October 1, 1997. They must file inconsistent and responsive applications by October 21, 1997. SEA anticipates that the issues addressed in the final scope of the EIS will be similar to issues that may be raised in any subsequent filing of inconsistent or responsive applications.

EIS on all PORs to this proceeding, all interested parties, appropriate Federal, state, and local government agencies, and any other parties specifically requesting a copy of the Draft EIS. In addition, the Environmental Protection Agency will publish a notice of the availability of the Draft EIS in the Federal Register. There will be a 45-day comment period on the Draft EIS, as required by CEQ regulations at 40 CFR 1506.10(c).

After considering comments on the Draft EIS, SEA will issue a Final EIS. The Final EIS will address comments on the Draft EIS and will include SEA's final recommendations, including appropriate environmental mitigation. Environmental comments not received in accordance with the 45-day comment period for the Draft EIS will not be incorporated into the Final EIS. The Final EIS and SEA's final environmental recommendations serve as the basis for the Board's disposition of environmental issues.

SEA plans to serve the Final EIS in late March or early April 1998, prior to the Board's voting conference, which currently is scheduled for April 14, 1998. At the voting conference, the Board will announce whether it will grant or deny the application, or grant it with appropriate conditions, including environmental mitigation conditions. The Board intends to serve a written decision in this case by June 8, 1998. In that decision, the Board will address both environmental and transportation issues and impose any conditions deemed appropriate.

Parties who wish to file an administrative appeal of the Board's written decision (including any environmental conditions that the Board might impose) may do so within 20 days from the service date of the Board's written decision, as provided in the Board's rules. Any interested party will have approximately two months to consider the Final EIS prior to commencement of the aforementioned period for filing administrative appeals. The schedule will provide adequate time to pursue administrative review of the Board's June 1998 decision after it is issued. Any administrative appeals will be addressed in a subsequent decision. This process is consistent with CEQ rules (40 CFR 1506.10 (b)).

Projected Schedule⁷

• Preliminary Environmental Report ⁸ submitted to SEA. (F-30). ⁹	May 16, 1997
• Primary Application and Environmental Report filed. (F).	June 23, 1997
• Notice of Intent to Prepare an Environmental Impact Statement and Environmental Impact Statement Scoping Notice issued. (<u>Federal Register</u> Notice).	July 7, 1997
• Comments on the Draft Scope of the Environmental Impact Statement due (end of 30-day comment period).	August 6, 1997
• Descriptions of Inconsistent and Responsive Applications filed. (F + 60).	August 22, 1997
• Preliminary Draft Environmental Assessments for the Seven Separate Construction Projects referenced in Decision No. 9.	September 5, 1997
• Final Scope of the Environmental Impact Statement issued.	September 1997
• Responsive Environmental Reports and Verified Environmental Statements due. (F + 100).	October 1, 1997
• Inconsistent and Responsive Applications due. (F + 120).	October 21, 1997
• Draft Environmental Impact Statement served.	November 1997
• Draft Environmental Impact Statement comments due (end of 45-day comment period).	January 1998
• Final Environmental Impact Statement served.	Late March or Early April 1998
• Oral Argument.	April 9, 1998
• Voting Conference.	April 14, 1998
• Final Decision served.	June 8, 1998
• Administrative Appeals filing deadline.	June 29, 1998

⁷ Actual dates for environmental documents may vary slightly.

⁸ The Preliminary Environmental Report contained preliminary, descriptive information on the proposed transaction.

⁹ "F" is the filing date of the primary application. The Board established the time periods related to the filing date in the procedural schedule set out in Decision No. 6 in this proceeding.

Final Scope of the EIS:

Proposed Action and Definition of Alternatives:

The proposed action is Applicants' proposed acquisition and control, jointly or individually, of Conrail's rail lines and facilities, as explained in the primary application's operating plan and ER. The proposed transaction includes changes in railroad operations such as increases and decreases in train traffic on rail lines, changes in activity at rail yards and intermodal facilities, and rail line abandonment and construction projects.

Reasonable or feasible alternatives that will be evaluated in the EIS are: (1) approval of the proposed transaction; (2) the No-Action alternative; and (3) approval of the proposed transaction with conditions, including environmental mitigation conditions. Proposed modifications to the proposed transaction as requested by other parties in their inconsistent or responsive applications also will be addressed in the EIS.

Environmental Impact Analysis

Analysis in the EIS will address proposed activities and their potential environmental impacts, as appropriate. The scope of the analysis will include the following types of activities:

1. Anticipated changes in level of operations on rail lines (e.g., an increase in average trains per day) for those rail line segments that meet or exceed the Board's thresholds for environmental review in 49 CFR 1105.7. In circumstances where the Board's environmental rules do not provide a threshold, the EIS generally will use increases of eight trains per day or more as the threshold for addressing environmental impacts.
2. Proposed rail line abandonments.
3. Proposed changes in activity at rail yards and intermodal facilities to the extent such changes may exceed the Board's thresholds for environmental analysis in 49 CFR 1105.7.
4. Proposed requests for trackage rights or rail line acquisitions that meet or exceed the Board's thresholds that may be included in inconsistent and responsive applications.
5. Proposed physical construction of rail line segments other than the Seven Connections discussed above and in Decision No. 9.¹⁰ Subsequent references to construction projects in this scoping document do not include these Seven Connections. Alternatives to construction may include feasible alternate alignments that may be environmentally preferable.

¹⁰ As noted in Decision No. 9, in reviewing the Seven Connections separately, the Board will consider the regulatory and environmental aspects of these proposed constructions and Applicants' proposed operations over these lines together in the context of whether to authorize each individual physical construction project. The operational implications of the proposed transaction as a whole, including operations over the four or so miles embraced in the Seven Connections, will be examined in the context of the EIS for the overall proposed transaction.

Environmental Impact Categories

The EIS will address potential impacts on the environment that will include the areas of safety, transportation systems, land use, energy, air quality, noise, biological resources, water resources, socioeconomic effects related to physical changes in the environment, environmental justice, and cultural and historic resources, as described below.

1. Safety.

The EIS will:

- A. Consider at-grade rail crossing accident probability and safety factors. This will generally include grade crossings with average daily traffic levels of 5,000 or more trips.¹¹ Accident probability analysis will address the potential for rail and vehicle accidents.
- B. Consider increased probability of train accidents and derailments due to increased traffic on a system-wide basis.
- C. Address potential effects of increased freight traffic on commuter and intercity passenger service operations.
- D. Discuss the potential environmental impacts of the proposed transaction on public health and safety with respect to the transportation of hazardous materials, including:
 - (1) Changes in the types of hazardous materials and quantities transported or re-routed;
 - (2) Nature of the hazardous materials being transported;
 - (3) Applicants' safety practices and protocols;
 - (4) Applicants' relevant safety data on derailments, accidents and hazardous materials spills;
 - (5) Contingency plans to address accidental spills;
 - (6) Probability of increased spills given railroad safety statistics and applicable Federal Railroad Administration requirements; and
 - (7) Location and types of hazardous substances at hazardous waste sites or hazardous materials spills on the right-of-way of any proposed connection or rail line abandonment site.
- E. Address local truck traffic increases attributable to increased intermodal activities.
- F. Address safety issues associated with the integration of differing rail operating systems and procedures.

2. Transportation Systems.

The EIS will:

¹¹ Previous SEA environmental analyses have used the 5,000 average daily traffic level threshold.

- A. Describe system-wide effects of the proposed operational changes, constructions, and rail line abandonments, and evaluate potential impacts on commuter rail service and intercity passenger (Amtrak) service. Estimates will be made of the number of passengers who may be diverted from commuter rail to other modes of transportation due to constraints resulting from the proposed transaction that limit the number of passenger trains.
- B. Evaluate those commuter rail line segments that would experience increased freight traffic as a result of the proposed transaction for the capability of the rail line segments to accommodate the reasonably foreseeable addition of commuter trains.
- C. Discuss potential effects on proposed passenger rail service where such future rail operation inception or expansion is reasonably foreseeable (i.e., where capital improvements are planned, approved, and funded).
- D. Discuss potential diversions of freight traffic from trucks to rail and from rail to trucks, as appropriate.
- E. Address vehicular delays at rail crossings and intermodal facilities due to increases in rail-related operations as a result of the proposed transaction. Estimates of typical delays at grade crossings will be made for crossings that have vehicle traffic levels of 5,000 ADT or more and that exceed train traffic increases of three trains per day for non-attainment areas or eight trains per day for attainment areas.
- F. Discuss potential effects of increased train traffic on railroad bridges that cross navigation channels to the extent that such bridges allow only one mode of transportation to pass at a time.

3. Land Use and Socioeconomics.

The EIS will:

- A. Describe whether the proposed rail line construction and abandonment activities are consistent with existing land use plans.
- B. Describe environmental impacts associated with the proposed construction of new rail lines or expansion of facilities as to acres of prime farmland potentially removed from production.
- C. Discuss consistency of proposed rail line construction and abandonment activities with applicable coastal zone requirements.
- D. Address potential environmental impacts of proposed rail line construction and abandonment activities on Native American reservations and sacred sites.
- E. Address socioeconomic issues shown to be related to changes in the physical environment as a result of the proposed transaction.

4. Energy.

The EIS will:

- A. Describe the potential environmental impact of the proposed transaction on transportation of energy resources and recyclable commodities to the extent that such information is available.
- B. Discuss estimated changes in energy efficiency from truck-to-rail diversions.

C. Discuss the effect on energy efficiency (fuel use) from rail-to-truck diversions based on estimates of diversions which are subject to the Board's thresholds in 49 CFR 1105.7(e)(4)(iv).

5. Air Quality.

The EIS will:

A. Evaluate air emissions increases where the proposed post-acquisition activity would exceed the Board's environmental thresholds in 49 CFR 1105.7(e)(5)(i), in an air quality attainment or maintenance area as designated under the Clean Air Act as it existed on the date the primary application was filed.¹² Thresholds are as follows:

- (1) A 100 percent increase in rail traffic (measured in gross-ton miles annually) or an increase of eight trains a day on any segment of rail line affected by the proposal; or
- (2) An increase in rail yard activity of at least 100 percent or more; or
- (3) An increase in truck traffic at an intermodal facility of more than 10 percent of the average daily traffic or 50 vehicles a day.

B. Evaluate air emissions increases where the proposed post-acquisition activity would exceed the Board's environmental thresholds for a non-attainment area as designated under the Clean Air Act as of the date the application was filed.

Thresholds for non-attainment areas are as follows:

- (1) An increase in rail traffic of at least 50 percent (measured in gross-ton miles annually) or an increase of three trains a day or more; or
- (2) An increase in rail yard activity of at least 20 percent; or
- (3) An increase in truck traffic at intermodal facilities of more than 10 percent of the average daily traffic or 50 vehicles a day.

C. Discuss the net increase in emissions from increased railroad operations associated with the proposed transaction. Net emissions changes will be calculated for counties with projected transaction-related emissions increases of:

- (1) 100 tons per year or more of any pollutant in attainment areas;
- (2) 50 tons per year or more of nitrogen oxides or volatile organic compounds in serious¹³ ozone non-attainment areas; or

¹² Air quality attainment areas are areas that comply with national ambient air quality standards for particulate matter, sulfur dioxide, nitrogen oxides, ozone, carbon monoxide, and lead. Non-attainment areas are areas that do not comply with one or more ambient air quality standards. Maintenance areas are areas that were non-attainment in the past but have air quality that complies with standards at present. All of these areas are designated by EPA.

¹⁴ Ozone non-attainment areas are further classified as Marginal, Moderate, Serious, Severe, or Extreme Areas. These classifications are based on the level, in parts per million (ppm), of ozone measured for each area. Serious Areas are defined as containing 0.160 to 0.180 ppm, and Severe Areas are defined as containing 0.180 to 0.280 ppm.

- (3) 25 tons per year or more of nitrogen oxides or volatile organic compounds in severe¹⁴ ozone non-attainment areas.

D. Evaluate potential air quality benefits of system-wide emission reductions that would result from projected truck-to-rail diversions. Net increases, less any estimated reductions due to truck-to-rail diversions, will be compared to the entire emission inventory for affected non-attainment areas. This evaluation will be based on emission inventory data provided by the appropriate state agency.

E. Discuss the following information regarding the anticipated transportation of ozone depleting materials (such as nitrogen oxide and freon):

- (1) Materials and quantity;
- (2) Applicants' safety practices;
- (3) Applicants' safety record (to the extent available) on derailments, accidents, and spills;
- (4) Contingency plans to address accidental spills; and
- (5) Likelihood of an accidental release of ozone depleting materials in the event of a collision or derailment.

F. Discuss potential air emissions increases from vehicle delays at rail crossings where the rail crossing is projected to experience an increase in rail traffic over the thresholds described above in Section 5(A) for attainment and maintenance areas, and in Section 5(B) for non-attainment areas, and which have an average daily vehicle traffic level above 5,000. Such increases will be factored into the net emissions estimates for the affected area.

6. Noise.

The EIS will:

- A. Describe potential noise impacts of the proposed transaction for those areas that exceed the Board's environmental thresholds identified in Section 5A of the Air Quality discussion.
- B. Identify whether the proposed transaction-related increases in rail traffic will cause an increase to a noise level of 65 decibels L_{dn} or greater. If so, an estimate of the number of sensitive receptors (e.g., schools and residences) within such areas will be made.
- C. Identify transaction-related activities that have the potential to result in an increase in noise level of 3 decibels L_{dn} or more.

7. Biological Resources.

The EIS will:

- A. Discuss the potential environmental impacts of proposed rail line construction and abandonment projects on federal endangered or threatened species or designated critical habitats.
- B. Discuss the effects of proposed rail line construction and abandonment projects

on wildlife sanctuaries or refuges, and national or state parks or forests.

8. Water Resources.

The EIS will:

- A. Discuss whether potential impacts from proposed rail line construction and abandonment projects may be inconsistent with applicable federal or state water quality standards.
- B. Discuss whether permits may be required under Sections 404 or 402 of the Clean Water Act (33 U.S.C. 1344) for any proposed rail line construction and abandonment projects, and whether any such projects have the potential to encroach upon any designated wetlands or 100-year floodplains.

9. Environmental Justice.

The EIS will:

- A. Report on the demographics in the immediate vicinity of any area where major activity such as an abandonment or construction is proposed.
- B. Report on the demographics in the vicinity of rail lines with projected rail traffic increases above eight trains per day.
- C. Evaluate whether such activities potentially have a disproportionately high and adverse health effect or environmental impact on any minority or low-income group.

10. Cultural and Historic Resources.

The EIS will address potential impacts from proposed rail line construction and abandonment projects on cultural and historic resources that are on, or immediately adjacent to, a railroad right-of-way.

11. Cumulative Effects.

The EIS will:

- A. Address cumulative effects of environmental impacts that have regional or system-wide ramifications. This analysis will be done for environmental impacts that warrant such analysis given the context and scope of the proposed transaction. The environmental effects to be analyzed include air quality and energy.
- B. Evaluate cumulative effects, as appropriate, for other projects or activities that relate to the proposed transaction, where information is provided to the Board that describes (1) those other projects or activities, (2) their interrelationship with the proposed transaction, (3) the type and severity of the potential environmental impacts; and SEA determines that there is the likelihood of significant environmental impacts. This information must be provided to the Board within sufficient time to allow for review and analysis within the schedule for the preparation of the EIS.
- C. Discuss the potential environmental impacts of construction or facility modification activities within railroad-owned property affected by the proposed

merger, and additional environmental impacts related to the proposed transaction but not subject to Board approval, in order to identify cumulative impacts.

Issued: October 1, 1997.

By the Board, Elaine K. Kaiser, Chief, Section of Environmental Analysis.

Vernon A. Williams
Secretary

STB

FD

33388

9-30-97

K

BUSINESS

ALBANY PORT DISTRICT COMMISSION

ALBANY - RENSSELAER

FRANK W. KEANE, GENERAL MANAGER

September 26, 1997

ENVIRONMENTAL DOCUMENT

TERRENCE P. HURLEY
CHAIRMAN

Vernon A. Williams, Secretary
Surface Transportation Board
12th and Constitution Avenue, N.W.
Washington, D.C. 20423



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

Dear Secretary Williams:

I wish to express my thoughts on the planned purchase of Conrail by CSX Corporation and Norfolk Southern Corporation as proposed in the above referenced docket.

New York State's maritime, manufacturing, and agricultural interests need the best rail transportation at the most competitive rates possible. I hope this transaction will provide those key industries with new transportation options, increased market reach, faster service, lower costs, and improved equipment availability.

In addition, by improving rail access to Midwestern and Western markets, New York State would now also benefit from greatly improved service to markets in the South, Southeast, and along the Gulf Coast via a single-line for the first time in history. The resultant elimination of delays should mean lowered shipping costs and faster transit times which can create important new opportunities for New York's ports and industries.

Faster, less costly, and more reliable rail service will be a much-needed advantage for the economic development and job growth of our region and the entire state of New York.

Should these conditions be met I would urge the Surface Transportation Board to approve the purchase of Conrail by CSX Corporation and the Norfolk Southern Corporation.

Sincerely,

Frank W. Keane
General Manager

FWK/lw



PORT OF ALBANY

ALBANY, N. Y. 12202 • (518) 463-8763
FAX NO. (518) 463-8767

STB

FD

33388

9-30-97

K

PUBLIC

ENVIRONMENTAL
DOCUMENT

Sept. 24, 1997

Dear Sir,

This letter is to let you know that my husband and I are very much against the proposed Norfolk-Southern Rail Facility in our community.

Among other reasons, the truck traffic, air pollution, the type of businesses that will be brought into our area, and especially the up-rooting of the older people who have lived in and around Clarkdale all their lives.

We now have a community, though rapidly growing from the "country" it was a few years ago, where we can watch deer in our back yard and drive through our little town of Powder Springs and see the old homes and stores on Main St.

Please, Sir, if you can help us keep this from happening to our community we will forever be grateful.

Thank You
Gale & John Skinner

John B. & Dale Skinner
5247 Kellett Rd.
Powder Springs, Ga. 30127

770-439-1401

ENVIRONMENTAL
DOCUMENT

9.24.94



Friends -

As residents of Lakewood, Ohio
We are absolutely against the
proposed increase in trains coming
through our Community.

This is a town of a lot of pedes-
trian traffic - thanks to tree-
lined, side-walk lined streets.
This will cut the Community
directly in half. For us per-
sonally - our child's school,
our park, the lake, & many
of our friends will be on the
"Other Side". You will destroy
the spirit of this community
with more train traffic -

As it is, Lakewood residents
are fond of the few trains
~~that~~ that pass through - it is
still relatively safe, quiet
& manageable. This move
would break a community
apart - physically & spiritually.

Please don't let it happen!
There must be other means!

Sincerely -

Michael Nancy
Madison & Zoë Heaton
1537 Mars Ave.
Lakewood O. 44107

**ENVIRONMENTAL
DOCUMENT** September 24, 1997

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



Dear Sirs:

Please take a firm stance and the utmost possible measures in preventing Norfolk Southern railroad from increasing its train traffic in our community of Lakewood, Ohio. It is despicable that they are willing to turn such a quaint community into a major throughway.

For the sake of our children, their safety, and our property values we ask that you do everything in your power to prevent this hostile occurrence.

As multiple property owners and residents of Lakewood we would very much regret having to leave the community we have called home for the past ten years but should Norfolk Southern succeed we cannot and will not continue to raise our children in the Lakewood area.

We ask that you give us the same consideration you would hope to get if someone was threatening to possibly destroy the safety and/or lives of your children and community.

Your cooperation would be greatly appreciated.

William and Veronica Perry
1060 Lakeland Avenue
Lakewood, Ohio 44107
(216) 221-8374

ENVIRONMENTAL DOCUMENT

Gayatry Jacob-Mosier
617 Elmwood Rd.
Bay Village, OH 44140
Tel. & FAX (216) 808-8561

September 17, 1997

FD 33388
Federal Surface Transportation Board
Section of Environmental Analysis
1925 K Street NW
Washington, DC 20423



To Whom it May Concern:

It has recently come to my attention that Norfolk & Southern Railroad is planning on increasing the rail traffic through my community from 13 to approximately 38 trains per day. As a property owner in Bay Village and the mother of two small children, I would like to take this opportunity to express my opposition to this plan. Currently the level of rail traffic through Bay Village and the surrounding communities is relatively unobtrusive; however, tripling of that traffic will present both logistical problems for the affected communities as well as myriad safety concerns. A great deal of automobile traffic utilizes railroad crossings in Bay Village, Rocky River, and Lakewood. Further obstruction of traffic flow would reach unacceptable levels.

I worry about the safety of my children, the noise disturbance the increased traffic would make and also affects on values of properties. I also am concerned about access to cities across the railroad tracks in the event my family has an emergency. I, my family, and my community urge this body to work with Norfolk & Southern to prevent these problems for the West Shore communities of Cleveland. Thank you for your time and consideration.

Sincerely,

Gayatry Jacob-Mosier

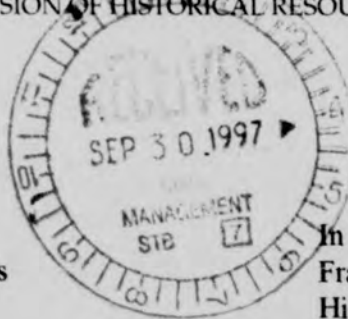


ENVIRONMENTAL DOCUMENT

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

September 17, 1997

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



In Reply Refer To:
Frank J. Keel
Historic Preservation Planner
Project File No. 974494

RE: Cultural Resource Assessment Request
Railroad Control Application, Finance Docket No. 33388
Southern/CXS/Conrail Railroad Acquisition
Statewide

Dear Ms. Kaiser:

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

It is the opinion of this agency that because of the project nature it is considered unlikely that archaeological or historical sites will be affected. Therefore, it is the opinion of this office that the proposed project will have no effect on any sites listed, or eligible for listing in the National Register. The project may proceed without further involvement with this agency.

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

Sincerely,

Laura B. Kammeyer
for George W. Percy, Director
Division of Historical Resources
and
State Historic Preservation Officer

GWP/Kfk

DIRECTOR'S OFFICE

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

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

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

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

September 23, 1997

U.S. Surface Transportation Board
ATTN: SEA-Finance Docket 73388
1925 K Street NW
Washington, DC 20423

ENVIRONMENTAL DOCUMENT



Dear Sirs:

BENJAMIN,
TONI MARIE &
EMILY

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

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

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

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

Other issues of strong concern are:

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

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

Sincerely,

Michael J. Giuliano
Barbara A. Giuliano

Mr. & Mrs. M. J. Giuliano
1218 Bonnieview
Lakewood, Ohio 44107

September 25, 1997

1342 Summit Avenue
Lakewood, Ohio 44107-2445

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

ENVIRONMENTAL DOCUMENT



Dear Sirs:

You hold in your hands the power to save or destroy lives.

My children, Jennifer, age 10, Erin, age 9 and Daniel, age 8, attend a wonderful school, Lincoln Elementary, in Lakewood, Ohio.

We chose to purchase our home because of its proximity Lincoln School and to their grandparents, who live on the same street, and whose home they pass daily as they walk to and from school.

Unfortunately, they must also cross the railroad tracks to go to and from school every day. There is no busing in Lakewood, and they must be extremely careful as they walk. There are no gates are on our grade level crossing at Summit Avenue.

We are very concerned that if you vote to approve the merger plan as proposed by Norfolk Southern Railroad (NS) and Conrail, the suggested tripling of train traffic will put our children, and the other 400 children who cross the tracks to get to school, at undue risk. Triple the trains means triple the risk, and likely, triple the injury and triple the fatalities.

Likewise, the threat of derailment, especially with a train carrying toxic chemicals, is tripled. There would be no way to evacuate the children to areas of safety.

Tripling the amount of train traffic would also mean tripling the amount of train stoppage, repair and blockage of crossings. The grandparents, both in their 70's, one a cancer and cardiac patient, live only 15 houses away, but if they needed medical help at the same time as a train was passing or stopped on the tracks, neither EMS nor their family members get to them.

No amount of jobs or money is worth the risks that our community will have to endure if this proposal is approved. Please, you must do everything in your power to see that this merger is stopped.

Lakewood is a wonderful community. If you would leave Washington and come here, you would know that. We live here because we like it and all that it has to offer. We do not want our children living in jeopardy - unnecessary risk that is easily preventable.

Please prevent future tragedies - vote against this unsafe, illogical plan, and use the power you have been given to do the right thing for the people of the communities, and not for the bottom line of the mega-million dollar company train companies. They will find other ways to survive. Our children will not be so fortunate.

Awaiting your refusal of this proposal,

A handwritten signature in cursive script that reads "Judith H. Norton".

Judith H. Norton

A handwritten signature in cursive script that reads "David F. Norton".

David F. Norton

EXHIBIT
DOCUMENT

LABORATORY NO. 100-1000

ATTN: SEC. - Please Review



September 24, 1997

ENVIRONMENTAL DOCUMENT

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



Dear Sirs:

My child(ren), Jim, attend McKinley Elementary School in Lakewood, Ohio. Some of the children attending McKinley must cross the tracks at least two times a day to get to and from school.

I feel strongly against NS increasing rail traffic by three time or more. It may be more. Mr. Pat McCune, VP, Public Affairs for NS Corporation, said he could not guarantee that rail traffic would not exceed the railroad's proposed average of 31 to 36 trains per day. As NS's business increases it is more than likely the above numbers of trains through Lakewood and the West Shore area will increase also. This is not acceptable.

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

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

Other issues of strong concern are:

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

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

Sincerely,

Peggy Lindrus

1238 Edwards Ave.
Lakewood, Oh. 44107
September 19, 1997

ENVIRONMENTAL DOCUMENT



Federal Surface Transportation Board
Washington, D.C. 20423

Dear Sir or Madam:

I understand that Norfolk & Southern want to triple the amount of trains that will be running through the city in which I live (Lakewood Oh.) and other surrounding cities. I also understand that Norfolk & Southern own other parts of track that run through rural areas. If Norfolk & Southern are permitted to carry through with their ideas, it would cause major trouble in the people's health and safety. Since I live on the north side of the tracks I would be directly affected. If there was a stopped train for any reason there would be no way that anyone who resides on the north side of the tracks could not receive police, medical and very little fire attention. Also, by increasing the amount of trains, there would be more accidents. These trains would create more noise and air pollution, and would make property values go down. I know Norfolk & Southern have the right to make as much money as they want and possible can, but not when it risks people's health and safety.

Sincerely,

Emily Roach

1447 Spring Garden
Lakewood, OH 44104
Sep. 19, 1994

ENVIRONMENTAL
DOCUMENT

Federal Surface Transportation Board
Wash. D. C. 20423

SEP 30 1997

Dear Sir or Madam:

I'm a student at St. James school in Lakewood, Ohio. A few months ago I found out that Norfolk and Southern would be running three times the amount of trains through our city. I know Norfolk and Southern has the right to do this, but this is hazardous to our safety. Also noise from the trains may affect students learning. If for any chance there is an accident on Lake or Clifton avenue the police, the fire department, or the paramedics will have problems crossing the tracks. I am concerned about the citizens safety and the safety of myself, and I think you should be too.

Yours Truly,
John Buck

17600 Detroit Rd. Apt #1011
Lakewood, OH 44107
September 19, 1997 - Friday

ENVIRONMENTAL
DOCUMENT

Federal Surface Transportation Board
Washington, DC 20423



Dear Sir or Madam:

I am writing in regard of the new plan of Norfolk & Southern to triple the amount of trains that run through our city. I am concerned about the number of trains running through because it is affecting our safety. The noise is keeping me, and probably many other people from sleeping. It's been waking me up late at night. Whenever a train passes, it disturbs me from studying and doing my homework for school. And I'm sure other students feel the same way. Also, the trains that pass by are stirring up the dirt and rocks around the tracks. The dirt and dust are polluting the air and water, and it's being breathed in by people, which is making us sick. My concerns to us and I are the number of trains & train cars carrying hazardous materials. Also, the more accidents that are going to occur involving people and cars is going to happen frequently. There is a greater chance of more derailments happening and more lives being at risk. By lives being at risk, more people are in danger from the trains passing or being stopped because the people south of the tracks are cut off from police, fire and paramedics. What happens if there is a robbery or a shooting or hostage situation going on or a huge fire is threatening the lives of people. Also if a train derailment occurs or a accident or chemical spill happens, people are in trouble, and the property values of houses & land go down. So I'm asking that if you can try to stop Norfolk & Southern from tripling the amount of trains, and worry more about peoples safety than profit for their business!

Yours Truly
Adam Joshua Gillette
Adam Joshua Gillette

17420 Woodford Ave.
Lakewood, OH 44107
September 19, 1997

ENVIRONMENTAL
DOCUMENT

Federal Surface Transportation
Board

Washington, D.C. 20423

Dear Sir or Madam:



I understand that Norfolk and Southern voted to increase the amount of trains passing by the area I live in. I also understand that there will be three times as many trains passing by. If the trains do increase, my city's health and safety may be endangered. More accidents may occur, and the noise pollution may increase as well. In an emergency, the help may be cut off if a train is stopping it. Thank you for your time. Please note my concern.

Yours Truly,
Brendan Nowlin

1218 Ethel Ave.
Lakewood, OH 44107
September 19, 1997

ENVIRONMENTAL DOCUMENT

Federal Surface Transportation Board
Section of Environmental Analysis
Washington, D.C. 20423



Dear Sir or Madam:

I believe that the Norfolk & Southern should not be permitted to triple the train traffic coming through Lakewood. I believe this because first of all my family and I would be cut off from the police, fire department, and the paramedics. I understand that Norfolk & Southern have a right to make a profit however, I also know that it can't be at the expense of the safety of the citizens. Also I know that many more accidents will occur and also derailments will occur more often. Furthermore the moving of hazardous materials and accident increase could pose a serious problem. As you can see the health and safety of many people is in serious danger if the train traffic is tripled.

Yours truly,
Rachel Rajnicek

ENVIRONMENTAL
DOCUMENT

1224 Chase Av.
Lakewood, OH 44107
September 26, 1997



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

Gentlemen: Re: FD 33388

There is one more citizen begging you to stop the proposed heavy increase of train traffic through the communities of Lakewood, Rocky River and Bay Village. This is a heavily populated area which has long adjusted to railroad crossings, delays, noise and pollution. To increase the number of trains could destroy, or greatly alter the character of these suburbs, producing a negative impact on the central city, Cleveland, as well.

There are alternatives. Please explore them.

Yours truly,

Jean M. Williams (Mrs. Robert M.)

ENVIRONMENTAL
DOCUMENT

September 24/1997

Federal Surface Transportation Board
Section of Environmental Analysis
FD 33388



I am most emphatically against additional train traffic through my suburb of Bay Village, Ohio.

Adding 38 additional trains a day would have trains moving through here almost continuously.

The noise would be deafening, the dust would be dangerous to ones health, but even more significantly would be the life threatening danger that would be the result of such a plan.

There would be only one north-south route remaining to exit Bay Village, and I would have to travel five miles to reach that point.

Residents would have no expedient way to reach the nearest hospital.

The traffic problems that would occur as a result of the additional train traffic would be overwhelming and absolutely mind-boggling!!

I can only speculate as to what would happen to property values in the suburbs that would be directly involved.

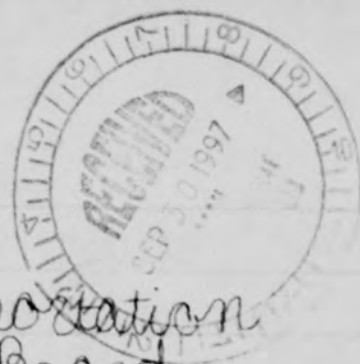
I therefore am certain that following thorough study of the enormous problems that would occur if such a plan were allowed to come to fruition - The nearest

would be a resounding negative note for the
proposed plan by the North and Southern Railroad.

Sincerely,
Dean T. Shane
(Mrs. James H.)
31509 Aldrich Drive
Bay Village, Ohio 44140

1199 E. 2nd
Lakewood, OH 44107
9/19/97

ENVIRONMENTAL
DOCUMENT



Federal Surface Transportation
Board
Washington D.C. 20423

Dear Sir or Madam:

I live in Lakewood OH, and we have a problem about the trains that are going to be coming and going. Norfolk and Southern have proposed that they want to triple the number of trains that go by during the day, and that would cause problems to a lot of people. It would cut off access for the police, fire services, and paramedics if there is an emergency and there is a train going by. There would be far more accidents, and there would be a lot more noise. The noise would affect my whole school because it is located right near the train tracks, and the noise would disturb classes more than it already does. All in all the trains would

cause a major problem for my
city and it would be better off not
to have them.

0

yours Truly,
Michelle Estaro

9/10/97

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

ENVIRONMENTAL
DOCUMENT



To Whom It May Concern:

We are writing to voice our concerns on the
purposed increase in railway traffic in our
cities.

An increase in daily freight trains would
create a real health and safety concern in
the cities involved.

LeRoy L. Verlein (
Hudson Valley - 21307 Lake Road Rocky Run.

Ryan Valin (
Hudson Valley - Westlake

David Klein - Westlake

Peter Klein

2202 MARSHFIELD

WESTLAKE

September 6, 1997

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



ATTENTION: Document Number FD33388

Gentlemen:

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

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

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

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

Sincerely,

A handwritten signature in cursive script that reads 'Patricia L. Johnson'.

ENVIRONMENTAL
DOCUMENT



September 2, 1997

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

ATTENTION: Document Number FD33388

Gentlemen:

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

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

Sincerely,

Linda Doerschuk

September 2, 1997

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



ENVIRONMENTAL
DOCUMENT

ATTENTION: Document Number FD33388

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

Sincerely,

Mary S. Broadbent
1236 Jackson Ave.
Lakewood, Ohio 44107

STB

FD

33388

9-30-97

K

PUBLIC

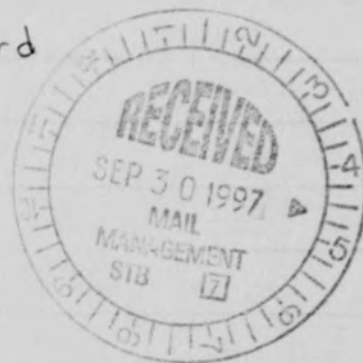
FD 33388

2029 McKinley Avenue
Lakewood, Ohio 44101

ENVIRONMENTAL
DOCUMENT

September 14, 1997.

Federal Surface Transportation Board
Section of Environment Analysis
1925 K. St. NW
Washing D.C. 20423



Dear Sirs and Ladies:

I am a home owner and parent of six children. I am very concerned about the proposal of the Norfolk and Southern railway companies which would permit increased rail traffic through the West Shore suburbs. There are no school buses in Lakewood, and most children must walk to school. Outside of school, many children walk to and from a variety of sports practices, to the Y.M.C.A, and to the library, and various other activities such as Boy and Girl Scout meetings. I beg of you, both as a parent, and on behalf of our children - whose voices cannot be heard - to prevent any and all such increases in rail traffic in Lakewood and all West Shore suburbs. Thank you for your consideration.


Sincerely Yours,

Bridget M. Rogers

Bridget M. Rogers

September 24, 1997

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

 **ENVIRONMENTAL
DOCUMENT**



Dear Sirs:

My child(ren), CAROLINE EVANS attend McKinley Elementary School in Lakewood, Ohio. Some of the children attending McKinley must cross the tracks at least two times a day to get to and from school.

I feel strongly against NS increasing rail traffic by three time or more. It may be more. Mr. Pat McCune, VP, Public Affairs for NS Corporation, said he could not guarantee that rail traffic would not exceed the railroad's proposed average of 31 to 36 trains per day. As NS's business increases it is more than likely the above numbers of trains through Lakewood and the West Shore area will increase also. This is not acceptable.

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

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

Other issues of strong concern are:

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

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

Sincerely,

Mary Evans

September 24, 1997

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

ENVIRONMENTAL DOCUMENT



Dear Sirs:

My child(ren), Steven - Danny, attend McKinley Elementary School in Lakewood, Ohio. Some of the children attending McKinley must cross the tracks at least two times a day to get to and from school.

I feel strongly against NS increasing rail traffic by three time or more. It may be more. Mr. Pat McCune, VP, Public Affairs for NS Corporation, said he could not guarantee that rail traffic would not exceed the railroad's proposed average of 31 to 36 trains per day. As NS's business increases it is more than likely the above numbers of trains through Lakewood and the West Shore area will increase also. This is not acceptable.

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

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- 3) A tripling of trains through Lakewood would increase air pollution 800 tons per year. Most of the pollutant being nitrogen oxide.

Other issues of strong concern are:

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

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

Sincerely,

John L. Alvarez

September 24, 1997

ENVIRONMENTAL DOCUMENT

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



Dear Sirs:

My child(ren), Robert, attend McKinley Elementary School in Lakewood, Ohio. Some of the children attending McKinley must cross the tracks at least two times a day to get to and from school.

I feel strongly against NS increasing rail traffic by three time or more. It may be more. Mr. Pat McCune, VP, Public Affairs for NS Corporation, said he could not guarantee that rail traffic would not exceed the railroad's proposed average of 31 to 36 trains per day. As NS's business increases it is more than likely the above numbers of trains through Lakewood and the West Shore area will increase also. This is not acceptable.

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

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

Sincerely,

Elisabeth G. Smith

Elizabeth Gear
12803 Arliss Dr.
Lakewood, OH 44107

ENVIRONMENTAL DOCUMENT



September 26, 1997

U.S. Surface Transportation Board
ATTN: S.E.A. - Finance Docket 33388
1925 "K" St., NW
Washington, DC 20423

Dear Sir/Madam:

It is with great distress that I am writing to you today. The plans of Norfolk Southern Railroad to increase traffic through our community west of Cleveland is very seriously affecting the peaceful enjoyment of our home. Indeed it appears the railroad had already implemented this increase.

Last night I was awakened at least hourly by trains in my backyard--that equates to roughly 8-10 trains running all night, blowing whistles, rattling windows, and rumbling through our entire nervous system. Do you realize the compounding effect this has on people's lives? With such badly interrupted sleep one's ability to work, to drive, to relate to their family members, to maintain good health and positive attitude is next to impossible.

The fact that railroads are able to operate with such little restraint or control seems quite contrary to our American way of life. We would not permit this kind of infringement on people's lives with such negative results from the airline industry, the highway or marine system, or any private commerce enterprise. The environment the railroad is conducting their transport in has dramatically changed in the last several decades and it no longer makes sense to continue this line. The grief it is causing is immeasurable. It is time to remove this line--not increase traffic!

I urge you to take action and deny this proposal and do whatever is possible to restore the communities to reasonable use of their homes.

Thank you for your consideration.

Sincerely,

Elizabeth Gear

Elizabeth Gear

ENVIRONMENTAL DOCUMENT

September 26, 1997



To Whom It May Concern:

I am writing to express my concerns about the proposed Norfolk Southern Railway piggy back rail yard in the Clarkdale/Austell/Powder Springs area. I used to live where my backyard was the very area under discussion. I enjoyed going for walks on trails leading through the beautiful woods to the Twin Lakes that have been forgotten by our residents. I often thought what a wonderful view it would make from a house.

I have lived in Powder Springs for over 12 years and have watched it change to a popular town for subdivisions of homes, not an environment suited for the heavy tractor trailer traffic that would add to the congestion, noise and pollution. Not to mention the increase in railway traffic that already adds to the noise and congestion. It would be far worse than the Fulton Industrial area where there are no homes or apartments filled with families.

I sold the house near Twin Lakes and moved to a subdivision in Powder Springs off Brownsville Road. I thought I was moving away from the potential hazard of the railway yard but I now realize that the heavy truck and train traffic will destroy the environment of our entire town and all of us will be stuck with homes in a heavy industrial area unless this proposal is stopped.

Thankyou,

Patty Davids
Powder Springs, Ga.

ENVIRONMENTAL DOCUMENT

30609 Cambridge Circle
Bay Village, Ohio 44140

September 10, 1997



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

Re: FD 33388

Dear Sir/Madam:

I have always understood the importance of transporting freight by rail in this country, but I never imagined it would be at the expense of established residential areas such as Lakewood, Rocky River, and Bay Village, Ohio. Aside from the dangers of delays of emergency vehicles and the enormous drawbacks of destruction of property values, both of which are extremely important, there is the matter of diminished quality of life for those residents whose homes are anywhere near the tracks.

Granted about seven trains used to go by on these tracks in a 24-hour period until Norfolk & Southern and CSX Corporations moved to acquire Conrail. It is now stated by Norfolk & Southern to be fourteen a day. Many of these are noticeably longer and more heavily loaded than before, and we are told carry toxic materials. Home structures are now subject to a great deal more vibration. There is a much higher noise level including the added warning whistles. These noises obliterate any other sound, such as telephone conversations, radio and TV information, to say nothing of sleep interruptions.

Norfolk & Southern originally led us to believe this line would not be used by them, but now they are asking to run 34 trains a day on it - perhaps having anticipated resistance and their possible willingness to settle for less. How can it be determined what would be an acceptable number? Even now there is added concern over maintenance of tracks with more frequent, longer and more heavily loaded trains; thus the greater possibility of derailments which could be catastrophic in some residential areas.

Rudy St. Louis, a staff attorney with the Transportation Board, has been quoted as saying the railroads "need to increase traffic to make money to pay off the merger."

Is this the position of one of our government agencies that hundreds of families in residential areas on this line have to sacrifice their own health as affected by a greatly diminished quality of life, as well as their emergency health services and the deterioration of their investment in their homes to help Norfolk & Southern pay for their acquisition of Conrail?

I hope you will take into consideration the above concerns before granting permission to Norfolk & Southern for any increase in the number of trains to run a day on this line.

Sincerely,

Marjorie G. Knap
(Mrs. Joseph D., Jr.)

cc: Congressman Dennis Kucinich
Mayor Thomas L. Jelepis

STB

FD

33388

9-29-97

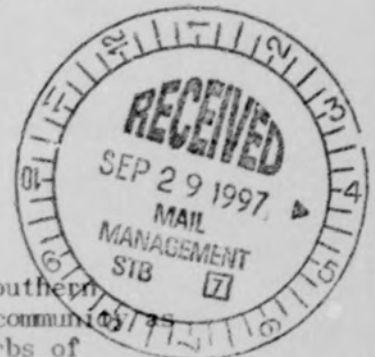
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PUBLIC

ENVIRONMENTAL
DOCUMENT

September 23, 1997
Darrell Mattern
30510 Winston Drive
Bay Village, Ohio 44140

Surface Transportation Board
Section of Environmental Analysis
1925 K Street, N.W.
Washington, D.C. 20423
FD33388



Dear Sir(s):

I would like to voice my opposition to the Norfolk and Southern Railroad's proposal to increase rail road traffic through my community as well as the other residential communities in the western suburbs of Cleveland, Ohio. The tripling of rail road traffic from ten trains a day to over thirty trains a day would cause many problems. I'm sure you have heard complaints about increased noise levels in residential areas as well as motor vehicle traffic delays caused by trains momentarily stopped at road crossings.

It seems another aspect of this situation may have been overlooked. I am a firefighter in one of the communities that the tracks run through and work on a department that has to respond on fire and medical emergencies to other communities due to mutual aid contracts with neighboring fire departments. Most of our mutual aid and hospital responses are to the other side of these tracks. Our department also relies on mutual aid units from these cities to assist us when our small department becomes overwhelmed by a large incident or multiple incidents. A train blocking a crossing could cause a delay in these responses at a critical moment with disastrous consequences to residents as well as firefighters. But I believe there is even a larger problem than this.

The rail road used to run two sets of tracks through our city. One track carried eastbound trains exclusively and the other track carried westbound trains exclusively. A few years ago the rail road tore up one set of tracks and did not replace them leaving one section of track to carry westbound AND eastbound trains on the same track. I wonder if these tracks are rated to carry the current level of train traffic let alone the planned triple increase? The sharing of westbound traffic and eastbound traffic also carries the possibility of a catastrophic collision of trains due to human error. These trains are running through a residential area and many houses are quite near the tracks. In 1982 we had a derailment at the Columbia Road crossing due to a stalled car on a crossing 2 miles west of the Columbia crossing. Fortunately the derailment missed houses, the overhead illuminating poles carrying 30,000 volts of electricity, and barely missed the gas pumps at a local gas station. It seems foolish to triple the train traffic through the western suburbs to over one train per hour when they will be funneled through one section of track in the light of this incident.

With the hazardous materials that most trains carry a crash with a breach of poisonous material into the residential community also could be deadly. Please take these hazards into consideration when evaluating Norfolk and Southern's projected traffic increase.

Sincerely,

Darrell Mattern

West LIFE

30¢

WESTLAKE / BAY VILLAGE / NORTH OLMSTED / ROCKY RIVER / FAIRVIEW PARK / NORTH RIDGEVILLE

Vol. 42, No. 50, September 8, 1982

B-shift

Derailment damage near \$1 million

A westbound 162-car Norfolk & Western train stopped to avoid hitting an auto stuck at the blocked Cahoon Rd. crossing in Bay Village Sunday morning at 2:40.

It was traveling 37 mph at the time and came to a halt 176 feet short of the crossing.

But in the process five cars were derailed and an estimated \$1 million in casualties resulted from car damage, property destruction and cleanup costs.

The auto was driven by a Lakewood man who will be cited for disregarding traffic controls on Wednesday. It was reported that he was driving a self-insured company car. The railroad is expected to file for damages. City and railroad officials were up the balance of the night, as were removal crews.

"Considering everything that went wrong, there was much that went right," said Bay Police Chief Peter Gray on Tuesday. "There were 21 propane cars and a number of chemical tanks that remained intact. The derailment took place in about the only place in Bay Village where it wouldn't have resulted in deaths and injuries to residents. A 33,000 volt power line almost snapped when the pole was broken but fell back in place in a vertical position. The new Gastown station could have gone up in flames if the car had gone a few feet further."



A volatile empty grain tank car stopped just short of the new Gastown pumps.

ELYRIA CHRON.

Driver of car on tracks before derail is charged

BAY VILLAGE — The Lakewood man whose automobile reportedly caused the derailing of a train at the Columbia Road railroad crossing will be charged with reckless operation.

Police Thursday decided to charge Steven M. Uffelman, 32, of 1432 Arthur Ave., with the misdemeanor. He could be fined up to \$500 and sentenced to six months in jail.

According to police, Uffelman's automobile was stuck on the railroad tracks at Cahoon Road when a westbound Norfolk & Western train approached at 2:40 a.m. Monday. The engineer braked the 162-car train and stopped short of the automobile, but five cars near the rear of the train derailed at Columbia Road.

UFFELMAN IGNORED barricades south of the Cahoon Road crossing, said police. His automobile became stuck because the crossing was under repair and wood between the rails had been removed.

Police Chief Peter Gray said Uffelman was charged with reckless operation, because there were three passengers in his vehicle and a Norfolk & Western employee riding in the

train's caboose was injured. Uffelman and the passengers were not in his car at the time of the derailing and the employee, the only person injured, did not require hospitalization.

Gray said police reports indicated Uffelman had been drinking, but was not intoxicated.

The Columbia Road railroad crossing remained closed to automobiles today, while workers repaired damage from the derailing.

5 N&W cars derailed

Five cars were derailed from a Norfolk & Western Railway Co. train early yesterday in Bay Village. One of the derailed cars was flung to within 18 inches of a pump at a newly opened Gastown service station.

Police said the engineer applied the emergency brakes on the westbound train when he saw a car apparently stalled on the Cahoon Rd. crossing at 2:40 a.m. That caused empty cars near the end of the train to jump the tracks.

Police said the railroad had been making repairs at the Cahoon Rd. crossing and the road had been closed. They said the driver of the car was trying to make his way through.

Police said the Columbia Rd. crossing would be closed for the cleanup. 7/6/82 P.D.

Derailment causes \$1 million damage

Clean-up crews spent two days hauling debris from areas near in Road railroad crossing in Bay Village where five cars derailed from Norfolk & Western train last Monday.

Don Piedmont, Norfolk & Western's public relations manager said wrecking crews spent six hours clearing the site Monday and planned to finish the job Tuesday. Bay Village police estimated damages at about \$1 million.

Police said the cars derailed when the engineer applied the emergency brakes to the westbound train after spotting a car apparently stalled on the Cahoon Road railroad crossing. One of the derailed cars came within 18 inches of a gas pump at a newly-opened Gastown service station.

Police said the car's owner, a 32-year-old Lakewood man, apparently had tried to cross the Cahoon Road tracks which had been closed for repair when his car stalled.

The train was carrying about 154 cars, 37 of which were loaded, Piedmont said. When the engineer applied the brakes, one loaded and four empty cars to the rear of the train jumped the tracks.

Two of the derailed cars wound up on the Westlake side and three on the Bay Village side, police said. An empty train-carrier car derailed and rolled from the Gastown service station.

working at the station that morning ran out of the building and escaped injury. A railroad worker in the train's caboose sustained minor injuries which did not require hospitalization, police said.

"It could have been worse," Bay Village Police Chief Peter Gray said of the accident. Some of the cars had been carrying liquid propane gas and hydro-cyanic acid which were not involved in the accident and did not rupture.

Fumes from the hydro-cyanic acid, which could have turned to hydro-chloric acid, if the cars carrying the acid were ruptured and ignited, safety officials said, are deadly.

Gray said the train's occupants could have been electrocuted if the derailed cars struck the 33,000-volt high-tension lines located along the track's southern side. The derailed cars were flung to the track's northern side, he said.

Tenants were evacuated for one hour from apartments north of the crossing on the east side of Columbia Road, while Bay Village and Westlake firefighters checked for ruptured cars containing liquid propane and three with hydro-cyanic acid.

No charges had been filed by that time against the Lakewood man, police said. The man, who was not injured, was charged with reckless operation.

STB

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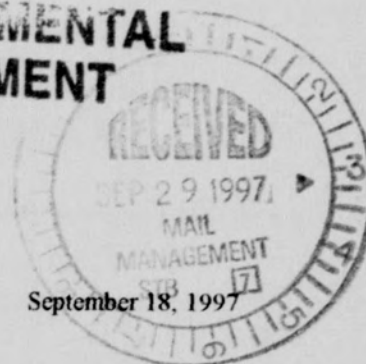
9-29-97

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FEDS

USDA NRCS
Natural Resources Conservation Service

ENVIRONMENTAL
DOCUMENT



United States
Department of
Agriculture

1902 Fox Drive
Champaign, IL
61820

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

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

Dear Ms. Kaiser:

We have reviewed the referenced project and have no comments.

Sincerely,

ACTING FOR
WILLIAM J. GRADLE
State Conservationist

nocomment

STB

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33388

9-29-97

K

BUSINESS

**NORFOLK
SOUTHERN**

Norfolk Southern Corporation
Strategic Planning
Three Commercial Place
Norfolk, Virginia 23510-2191
757 629-2887

ENVIRONMENTAL DOCUMENT

James W. McClellan
Vice President
(757) 629-2665
(757) 533-4884 FAX



September 24, 1997

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

Re: Finance Docket No. 33388
CSX and NS -- Control and Acquisition --
Conrail: Environmental Data/Coordination

Dear Ms. Kaiser:

Thank you for your letter of September 17, 1997. I understand that Chairman Morgan also provided a copy to Mr. Goode.

Norfolk Southern recognizes the challenge that is before your environmental staff in their scheduled production of an Environmental Impact Statement for this transaction. We are aware of the long hours and dedication of your staff and the third party consultants and fully appreciate their commitment to producing a first rate, independent environmental assessment of the proposed action.

Let me assure you that the time taken to get needed information into the SEA's hands was not a function of reticence on our part, but was instead related to the need to develop, aggregate, or fine tune information which did not exist "off-the-shelf" in the form requested. This was particularly challenging in some instances, as I know you are aware, as Norfolk Southern, your staff and the third party consultants have worked diligently to develop and coordinate the information to address the unique circumstances of this transaction.

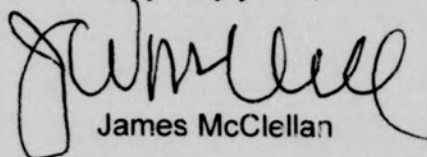
Norfolk Southern has committed greater resources to this environmental process than have been required in previous rail consolidations of which we are aware. In addition to the several million dollars needed for the initial three-volume environmental report and for the Board's own consultants working on the environmental impact statement, we have transferred our chief environmental officer Bruno Maestri to

Ms. Elaine K. Kaiser
September 24, 1997
Page 2

Washington to facilitate the process. He has been in place as the central point of contact for the environmental review process since August 1, 1997. I was glad to see that you have found his presence helpful. He is operating with the full support of our Norfolk Southern team and has been given full access to whatever resources he requires to respond to the evolving policy concerns and data needs of the SEA staff. In fact, we just last week added an additional environmental consulting firm to supplement the activities of our primary NEPA consultant and the numerous other consultants and support staff who have assisted in this endeavor. Last month we also retained the services of an additional law firm to provide direct support to Bruno's efforts on your behalf.

We remain fully committed to meeting all your needs with the best information available in a timely manner.

Very truly yours,



James McClellan

cc: Chairman Linda Morgan
Mr. D. R. Goode
Mr. B. Maestri

STB

FD

33388

9-29-97

K

STATES



Scott Oelslager
State Senator
29th District

Ohio Senate
Senate Building
Columbus, Ohio 43215
614/466-0626

Committees:
Highways and Transportation,
Chairman
Education and Retirement
Human Services and Aging
Judiciary

ENVIRONMENTAL DOCUMENT

September 23, 1997



Elaine K. Kaiser
Chief - Section of Environmental Analysis
Office the Secretary
Case Control Unit - Finance Docet No. 33388
Surface Transportation Board
1925 K St., NW
Washington, DC 20423-0001

Dear Ms. Kaiser:

Enclosed please find a copy of a handout that was distributed to the members of the House-Senate Transportation Committees studying the CSX-Norfolk Southern acquisition of Conrail. This was distributed to the members by Roland Docter of the City of Cincinnati.

At the conclusion of his prepared comments, I informed Mr. Docter that I would relay his concerns to the federal Surface Transportation Board, the Ohio Department of Transportation and to the Ohio Attorney General for their comments.

I would appreciate your taking a look at this document and am interested in learning the opinion of the Ohio Attorney General in this regard.

I look forward to hearing from you shortly.

Sincerely,

A handwritten signature in dark ink, appearing to be "W. Scott Oelslager".

W. Scott Oelslager
State Senator
29th District

SO/cch
Enclosure

City of Cincinnati



John F. Shirey
City Manager

Room 152, City Hall
801 Plum Street
Cincinnati, Ohio 45202
Phone (513) 352-3241
Fax (513) 352-6284

September 16, 1997

The Honorable Scott Oelslager, Chairman
Joint Transportation Committee
of the Ohio House & Senate
State House
Columbus, Ohio 43215

Re: CSX/NS/Conrail Consolidation

Dear Senator Oelslager:

As a follow-up to our attached communication regarding the acquisition of Conrail by CSX and Norfolk Southern, and as part of your September 16, 1997 Committee Hearing on the proposed acquisition, the City of Cincinnati wishes to emphasize the importance of several issues raised in our previous submission. Events which have transpired since our June 18, 1997 letter, have caused the City to now elevate to the highest level of concern the issue which was listed as (2) in Attachment A of that letter, namely:

To remove freight rail traffic from the City's Central Riverfront area, representing completion of the process and City/NW railroad Agreement which began with NW's recently completed, state-supported, Third Main Track in the Millcreek Valley.

For twenty years, the City has sought to eliminate through-freight movements from the linear park system it has created along the north bank of the Ohio River. To the City's knowledge, no through-freight trains have operated over the Riverfront Running Track (RFRT) in this decade. The City has been working with NS to complete the formalities of permanently eliminating this potential public safety hazard. It has come to our attention that claims for operating rights on the RFRT have been made by other railroads in the Conrail consolidation proceedings before the Surface Transportation Board.

The City has worked closely with NW to realize a joint objective to enhance rail efficiency and safety. To this end, the City entered into an agreement with NW to

The Honorable Scott Oelslager
Page 2

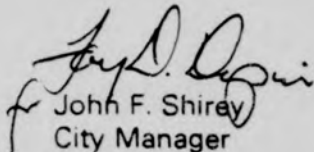
facilitate the construction of the "Third Main" track through the Millcreek Valley. The construction was funded in part by the State of Ohio. In exchange, the City was granted rights to purchase the NW property referred to as the Riverfront Running Track. NW has recently published its notice of intent to abandon the eastern portion of the RFRT and the City intends to purchase the property as soon as abandonment is accomplished. The western portion will proceed in a similar manner as soon as the existing rail customers are relocated as part of the construction of the City's new football stadium and riverfront redevelopment. It is of paramount importance to the City that the abandonment proceed and that the City take title to the RFRT property.

This RFRT abandonment proceeding before the Surface Transportation Board (STB) will be docketed as No. AB-290 (Sub-No.184X) as to NW and No. AB-167 (Sub-No. 1180X) as to Conrail. We believe that the above issues should be resolved as part of these STB proceedings related to the RFRT rather than as part of proceedings regarding the proposed Conrail consolidation.

As part of the process which generated the above City/NW agreement, in February, 1994 the City expressed to CSX Transportation the City's support for an Indiana and Ohio Rail System (I&O) request to obtain trackage rights and one daily "gratis" round trip on the CSX rail line running from C. P. Oklahoma through the Millcreek Valley to East Norwood. This was intended to permanently eliminate freight rail traffic through Cincinnati's Central Riverfront. Although CSX Transportation did not grant the request, the City of Cincinnati continues its interest in resolving such rail traffic issues to the benefit of all parties.

Thank you for this opportunity to express our comment and concerns. Any questions should be directed to William L. Rottner, Chief Counsel, Office of the City Solicitor, Room 214, 801 Plum Street, Cincinnati, Ohio, 45202. His telephone number is 513-352-3620 (Fax 513-352-1515).

Sincerely,


John F. Shirey
City Manager

Attachment

Copy: Ms. Beth Wilson, Ohio Rail Development Commission

City of Cincinnati



John F. Shirey
City Manager

June 18, 1997

FAXED AND MAILED

Room 152, City Hall
801 Plum Street
Cincinnati, Ohio 45202
Phone (513) 352-3241
Fax (513) 352-6284

The Honorable Scott Oelslager, Chairman
Joint Transportation Committee
of the Ohio House and Senate
State House
Columbus, OH 43215

Dear Senator Oelslager:

The following is in response to your invitation for the City of Cincinnati to submit to the Joint Transportation Committee reaction to the proposed acquisition of Conrail and the division of its operations between CSXT and Norfolk Southern.

The City of Cincinnati advocates that the merger consider the following as the City's primary concerns:

- (1) To provide for efficient, economical freight rail service for industries located within the city of Cincinnati; and
- (2) To enhance the efficient use of the City-owned Cincinnati Southern Railway's facilities.

In addition, several other City/railroad issues are also of immediate concern and require resolution. While it appears unlikely at this time that these issues will be affected by the proposed acquisition of Conrail, we have identified them in Attachment A to this letter for your consideration if warranted by future merger-related actions.

In accordance with your office's recent discussion with the Ohio Rail Development Commission staff, we request that this letter be considered part of the testimony about the CSX/Conrail merger which was submitted to your Joint Transportation Committee. We appreciate the opportunity to participate in your hearing process, and are available to discuss these issues with you in greater detail. If you have further questions, please contact Roland T. Docter, Administrator of Special Projects/Research, City Planning Department, at (513) 352-4884.

Sincerely,

John F. Shirey
City Manager

attachment

copy: Ms. Beth Wilson, Ohio Rail Development Commission

Equal Opportunity Employer

Acquisition of Conrail
City of Cincinnati
June 18, 1997

ATTACHMENT A

The following are railroad issues of immediate importance to the City of Cincinnati. While these issues are not likely to be directly affected by the proposed acquisition of Conrail and the division of its operations between CSXT and Norfolk Southern, they are identified below for consideration if warranted by future railroad merger-related actions.

- (1) To expedite resolution of railroad issues to allow timely construction of new sports stadium/s and region-serving commercial development in the City's Central Riverfront area;
- (2) To remove freight rail traffic from the City's Central Riverfront area, representing completion of the process and City/NW railroad Agreement which began with NW's recently completed, state-supported, Third Main Track in the Millcreek Valley;
- (3) To resolve access issues for the Indiana & Ohio Railcorp (I&O)/Rail Tex and other short-line rail haulers, including I&O's request to obtain operating rights over CSX's Oklahoma Connection track at the southern end of the CSX Queensgate Yard as well as through the Millcreek Valley.
- (4) To reduce or remove freight rail traffic from the City's Eastern (Ohio) Riverfront Corridor in order to implement the City's neighborhood redevelopment plan for this Corridor; and
- (5) To facilitate acquisition of rights to preserve corridors and/or operate future public passenger transportation service on selected rail corridors, including the Blue Ash Line owned by the I&O/Railtex.

STB

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9-29-97

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PUBLIC

**ENVIRONMENTAL
DOCUMENT**

September 26, 1997

29016 Millard Drive
Bay Village, Ohio 44140
Phone: (440) 835-3095



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

Dear Ms. Kaiser:

Re: FD-3338, request of Norfolk and Southern
and CSX Corporation to purchase Conrail
Corporation and triple fast freight traffic
through the western suburbs of Cleveland,
Ohio

Your prompt response to my letter of August 26th re
above matter was greatly appreciated.

Enclosed for your file and consideration in regards to
the safety and environmental dangers inherent in the
railroads' proposal is a copy of an article that appeared on
page one of the September 25th issue of "The Westlake-Bay
Villager" weekly newspaper.

It is captioned "The great Columbia Road derailment of
1982" and describes in great detail the facts regarding a
freight train derailment on Sunday morning, September 5,
1982 at the Columbia Road crossing of the same tracks that
are in question in regard to the current railroad proposal.

To make the situation more graphic, you should be aware
that Columbia Road is one and one fifty ($1 \frac{1}{5}$) miles from
Cahoon Road in Bay Village, the spot where an automobile was
hung up on the tracks, causing the freight train to brake
sharply. This train was heading west, but there were several
of its cars still to the east of Columbia Road when the
derailment took place, and the engine came to a halt only
178 feet short of the stalled car. This means, of course,
that the train itself was at least one and one fifth ($1 \frac{1}{5}$)
miles in length. The claim of the engineer is that it was
moving at only 37 miles per hour when he braked it, causing
five cars in the rear to jump the tracks. I have never seen
a train move along those tracks that slowly during daylight
hours. They usually travel at least ten miles per hour
faster. In addition, the late night trains, particularly
those between midnight and dawn, travel much faster than
that.

This article demonstrates very clearly just what kind

of tragedy is waiting to happen again, not only if fast freight trains continue to move along the rails through the heavily populated, closely clustered residential areas of the western suburbs, but the potential seriousness would be drastically increased and the likelihood of a tragedy increased almost to the point of certainty if the proposal to triple traffic were ever approved.

As it was, a freight car nearly demolished the gas station building at Columbia Road and would have killed the employee on duty, and was only a few feet from striking the gas pumps, which would have caused a disastrous fire and explosion. At that same location now is a gas station and convenience store. On the Westlake side of the tracks at that location is a commercial building with many offices and parking lot very close to the tracks.

The other point I would like to make is that this train sealed the rail crossings of Columbia Road (the central access road to the I-90 expressway), Dover Center Road (the main north-south road through the center of Bay Village and Westlake), and Cahoon Road.

The next railroad crossing west of Cahoon Road is Crocker-Basset Road, a mile at most further west. That road is the western access to I-90 and also the only direct route to the nearest hospital available to Bay Village residents. About five miles farther south of I-90 is another expressway, I-480, which runs through the middle of Lorain County (the one just west of Cleveland) and Cuyahoga County (where Cleveland is located), and is heavily traveled with west to east traffic in the morning because from it commuters have ready access to the largest band of factories, commercial areas, and high traffic targets. These include the NASA complex of 100 or more buildings, Hopkins Airport (the primary Cleveland area commercial airport and a hub center for at least one major airline), the Ford Motor Company's extensive factory complex, and a vast number of small to large industrial plants and a large variety of commercial facilities. This is just what is located close to I-480 on the west side of Cleveland. There is considerably more in the way of industrial and commercial locations to the east.

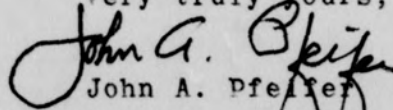
A serious proposal is on the drawing boards now to coordinate the extension of Crocker-Basset Road farther south through North Olmsted so that it would connect directly with I-480. There presently is no such direct route. If such construction is accomplished, the traffic on Crocker-Basset will be greatly increased in both directions where the tracks are located. There is substantial congestion now during the regular daily rush hours: 7 a.m. to 9 a.m. and 2:30 p.m. to 6:30 p.m.

On September 21st, the Federal Railroad Administration conducted a public discussion of this problem at a meeting held at the Lakewood, Ohio City Hall. An estimated 600 very distressed citizens appeared, expressing their concerns vocally. I submitted copies of the material I sent you in the past.

As noted by the enclosed article, the potential for a calamity is very real as long as heavy fast freight uses the railline. A disaster was avoided in 1982 only by a few feet and by the good fortune that the cars containing combustible or toxic substances were not damaged and did not spill, burn, or explode.

Again, thank you for your consideration of this serious problem and its very real ramifications.

Very truly yours,


John A. Pfeiffer

PS: I also enclose the letter of mine dated September 19, 1997 addressed to the Director of the Federal Railroad Administration. It described in more personal terms the situation of my neighbors and I in regard to becoming possible victims of a rail disaster.

Annals of railroading....

The great Columbia Road derailment of 1982

by Bob Tuneberg

It was early in the quiet hours of Sunday morning Sept. 5, 1982, when the horrible sounds of screaming steel railroad cars piling up on the Norfolk & Western tracks near the Columbia Road crossing awoke the peaceful community of Bay Village.

A 162-car westbound N & W train put on the brakes at 2:40 a.m. in an attempt to avoid a automobile stuck on the tracks at the Cahoon Road grade crossing.

The train was travelling at 37 miles per hour and came to a stop 178 feet short of that Cahoon Road crossing, which was closed to automobile traffic for repairs.

Five railroad cars jumped the tracks, all near the Columbia Road crossing, nearly wiping out the new Gastown (now Speedway) station. Damage from the accident was assessed at around \$1 million for lost rail cars, property destruction and clean-up efforts.

A Lakewood man, the driver of the automobile which caused the accident, was cited for disregarding traffic controls. Although the Cahoon Road crossing was closed for reconstruction, he drove around barriers. His car became stuck on the tracks, its frame resting on the rails and drive wheels dangling over the spaces where old grade timbers had been removed for replacement.

Peter Gray, Bay's Police Chief at the time, reported, "Considering everything that went wrong, there was much that went right. There were 21 propane cars and a number of chemical tanks that remained intact. The derailment took place in about the only place in Bay Village where it wouldn't have resulted in deaths and injuries to residents. A 33,000 volt power line almost snapped when the pole was broken but fell back in place in a vertical position. The new Gastown Station could have gone up in flames."

A Gastown counter employee who was interviewed by this reporter at the time, said, "I looked up and saw this freight car coming at me. I thought I was dead." The empty grain tanker came to rest under the Gastown canopy, just a few feet from a gas pump.

Fire Chief Greg Jackson said further potential for personal injury existed after the crash as a result of on-lookers combing the scene and ignoring police cordons. "Stay clear of any wrecked vehicle which could be carrying hazardous materials," said Jackson at the time.

In addition to the grain tanker which came to rest on the Gastown lot, two other boxcars sat twisted like broken toys along the grading just west of the Columbia Road crossing.

Clean up crews with cranes and other heavy equipment were on the scene by sunrise. City and railroad officials were also on hand throughout the night.

RAILROAD HEADACHES: Bay Mayor Thomas L. Jelepis is not the only Bay boss who has had headaches with railroad issues over the years. Longtime Bay resident Dorothy Cookston, a former reporter for the defunct daily, The Cleveland Press, issued a couple of correspondences in the months preceding the above-reported accident on the tribulations of former Bay Mayor James Cowles in getting grade crossing repairs in 1981-82.

"Mayor Cowles has been over on Bassett & Bradley Rds. counting the mufflers knocked off when Bayites cross those railroad tracks (too fast) and is again raising hell (fourth time) with Norfolk and Western bigwigs about repairing them," penned Cookston 15 years ago. "Latest is N & W's promise to get repair crews to them soon and plans to put bolted timber crossings at Bassett, Bradley & Dover and a rubberized one at Columbia. That we'll have to see."

A few weeks later, she followed with this note: "Mayor Cowles has a letter from Ohio's Dept. of Transportation saying those Bradley Rd. railroad tracks will soon be replaced with timber crossings. He's still awaiting Norfolk & Western's repairs on the Bassett Rd. track humps. After counting all the other mufflers broken off on that jump, he broke HIS OWN car muffler crossing it last Saturday."

Ironically, it was just a few months after Cowles' pleas for crossing repairs began that the Columbia Road derailment occurred, an accident caused by a automobile illegally driven over a grade crossing closed for repairs.

September 19, 1997

29016 Millard Drive
Bay Village, Ohio 44140
Phone: (440) 835-3095

Director,
Federal Railroad Administration,
Washington, D. C.

Dear Director:

Re: The proposal by Norfolk and Southern
Railroad to triple the fast freight
traffic along the rail line through the
western suburbs of Cleveland, Ohio

My wife and I, on behalf of our family as well as the rest of the residents of our street that borders the railway line, wish to protest the referenced proposal and request that your agency reject it. In fact, for safety and environmental considerations, we wish you would rescind any authority for the railroad to use that line for freight traffic under any circumstances.

To explain the overall geographic and other factors involved in the impact of freight traffic along that line, I have attached a copy of the letter I sent recently to Environmental Analysis Section of the Federal Service Transportation Board. They have been gracious enough to confirm receipt of the letter and to assure me it has become part of the evidence in the file concerning their evaluation of this proposal.

As noted in the enclosure, a very satisfactory alternative use of this existing rail line is to make an arrangement with the Regional Transit Authority (RTA) in Cleveland to convert this to an electric commuter rail service that would operate light weight, clean running electric cars. This would relieve the western suburban home owners and business owners close to the line of the concern that a serious tragedy could occur if there should be an accident--collision, derailment, toxic chemical spill, or fire--along this rail route. It also would substantially reduce traffic congestion and vehicle air pollution and accidents on the I 90 expressway that links the effected suburbs with downtown Cleveland.

As to how even the moderate current freight traffic has effected my family and neighbors, let me point out that Millard Drive runs parallel to the rail line, which used to be a double set of tracks but in the past two years has been a single set, for the railroad pulled out the other. I live on the north side of the street, and the standard

residential street and the home and lot of my neighbor across the street separate me from the rail line. This is a distance of about 200 to 225 feet from the actual lines.

When we moved into the area in 1978, the railroad had moderate traffic at infrequent intervals, and this was an inconvenience because of the noise, vibration, and pollution of the air, but it was at an acceptable level. The same was true of my neighbors, some of whom are original owners of the houses. This residential area was developed and completed about twenty years ago, and it is located only three blocks from the major western road that connects Bay Village with I-90 and the extensive shopping areas for the northern Westlake community and, most important of all, the nearest hospital and medical complex, Columbia St. Johns-West Shore Hospital and abutting doctors' offices.

Shortly after we moved into our house, however, we began to realize that the trains were more than a tolerable inconvenience. In a short time, they spewed significant amount of dirt and grime into the air so that our house, which is aluminum sided, could not be cleaned except by hiring professionals with high powered cleaning guns. The vibrations of the trains shook the framework of the house, rattled the windows, and overrode conversation and radio or television we might be using while the train was crossing our area.

As soon as we could muster the cash, we replaced all of the windows with Anderson insulated windows and also installed permanent additional Anderson storm windows on each. This greatly reduced noise and vibration, but it soon became obvious that a particularly thick film would accumulate within several months on the outside window surfaces. This was so bad that each section had to be removed, soaked for a long period of time in our bathtub in a tough cleansing solution, and then scrubbed extensively before the windows were clean. This has been repeated every six to nine months in the dozen years or more that we've had the windows.

In spite of the new windows and increased insulation in the attic and other appropriate places, the house quickly fills with dust and grime that requires very frequent cleaning inside. We have no children living with us, and our own activities should not generate this kind of problem.

Over the years, the foundations and even backyards of the houses across the street have developed very serious ground sinkage and foundation damage. These backyards often are only 100 to 125 feet from the rail line. This damage has reached such an extreme this year that some of those home owners have had to expend \$10,000 to \$15,000 to totally excavate, repair, and resurface the walls of their basements

and put in new drain tiles. Those who have not done this yet have serious similar problems. We have been experiencing similar but much slower developing problems and have decided to expend several thousand dollars now to try to prevent more serious destruction. There is no question in own minds that, no matter what other factors may be at fault for these foundation and yard sinking problems, the regular weight and vibration of the thirteen or so heavy fast freight trains each day greatly aggravated the problem. You may imagine how destructive it would be to triple this kind of weight and vibration.

Although in the past few years the daytime freight traffic moves at a reasonable speed that I would estimate at about forty miles per hour, there are late night runs between mid-night and six a.m. that are very high speed and greatly rattle our windows and shake our house. We have many pictures hanging on our walls, and almost daily, I have to straighten several that the vibrations have knocked off plumb.

At present, our very ordinary home is appraised for taxing purposes at nearly \$160,000, and we pay a very substantial property tax. Other houses on our street are appraised upwards of \$200,000 with even higher tax burdens. Everyone has invested many thousands of dollars to upgrade the homes and install extensive landscaping and other improvements, but if the proposal is approved to triple the rail traffic, our neighbors will lose all use of their backyards, have an almost uninterrupted disturbance of life inside their homes, and even we located across the street will have a drastic noise, vibration, and pollution problem to contend with. This situation would be obvious to any prospective home buyers and cause drastic drops in home values, making it almost impossible to sell homes that backed up to the tracks.

But in our view, the most serious problem is that of an accident, for a collision or derailment would send cars or locomotives careening through the houses across the street and might even reach ours. A fire fueled by toxic fumes or a large toxic spill of any kind could be a disaster. If something like that happened at night, lives of entire families asleep in bed would perish.

Even the problem of getting emergency, police, or fire vehicles across the tracks in a timely manner cannot be solved in any feasible way. Except for the large bridge-overpass at the extreme eastern end of Bay Village on Clague Road, there are only two other roads that reach I-90 entrances--Columbia Road (about one mile or more west of Clague Road) and Crocker-Basset Road (near the far western edge of Bay and only a few blocks from our street). There are only three other roads that cross the

tracks--Dover Center Road (the main north-south road through downtown Bay), Cahoon Road (a side road a long block west of Dover Center), and Bradley Road (several blocks west of Crocker-Bassett Road and near the western edge of Bay). There is no feasible way to make an underpass or overpass at any of those locations, for the gradual grade to reach a height sufficient for an overpass or bridge would require that the foundation supports block off the driveways and sidewalks of homes and businesses that go all the way up to within fifteen or twenty feet of the rail right-of-way. In some cases, such as at Columbia, Dover Center, and Bradley, such overpass-bridges would shut off entire side streets that are lined with homes or which are the only easily-used route to extensive residential areas.

We hope these letters help you to understand the actual physical problems involved in what we have considered to be an incredibly stupid proposal by the railroad, that you will reject the proposal as well as permission to use rail lines for heavy freight traffic through these and other heavily residential areas, and lend your influence to encouraging the railroad to do the right and practical thing, which is to make arrangements with RTA to use the line for safe and practical commuter purposes.

Very truly yours,

John A. Pfeifer

STB

FD

33388

9-29-97

K

PUBLIC

ENVIRONMENTAL
DOCUMENT

12700 Lake Ave #1701

Lakewood, Ohio 44107

Sept. 22, 1997



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

Dear Sirs,

you are or will be aware that the Norfolk Southern Corporation plans to increase its rail traffic through the cities of Lakewood, Rocky River, and Bay Village, Ohio. The nuisance, inconvenience, health and safety hazards of railroad traffic through our communities is a fact of life we have learned to live with. To triple these factors is totally unacceptable. Environmental and safety considerations should prohibit the plan. It would have a severely negative impact on our neighborhoods and our homes and businesses. The common good of our communities should not be sacrificed to the economic interests of a railroad company.

Sincerely,
Helen Brinick

ENVIRONMENTAL
DOCUMENT

September 23 1997



U.S. Surface Transportation Board
Attn: SEA Finance Docket 33388
1925 K Street N.W.
Washington D.C. 20423

Sirs,

Why should The West Shore Community of Cuyahoga County, Ohio become pawns of The Norfolk Southern and CSX Railroads? They are now in competition to operate more trains per day.

The proposal of 38 trains per day can easily become a greater amount. The frantic running of more trains than the "enemy" is sheer madness.

Rail maintenance would be monumental and easily let slide. — Then — derailment. Just one would ruin a community AND Norfolk and Southern Railway.

The dollar should never be rated against life and the quality of life.

Sincerely, Blythe R. Gehring

Copy to Mayor Madeline A. Cain
Lakewood, Ohio

Blythe R Gehring
14300 Detroit Ave Apt 604
Lakewood, OH 44107-4458

1273 Granger Ave.

Lakewood, OH 44107

9-19-97

ENVIRONMENTAL
DOCUMENT



Federal Surface Transportation Board
Washington D.C. 20423

Dear Sir or Madam

I'm a student of St. James in Lakewood. I am writing to you about Norfolk & Southern. If you put the railroad their would be lots of trouble for are city. Are city is quiet and we the people would like to keep it that way. Some people might even go deaf because of the loud noise. The sick and the injury will never make it to their destination. The students will never make it to school on time because of the train.

So please reconsider your answer.

Yours Truly,
Mariella
Longauer

1524 Parchmont Ave
Lakewood, Ohio 44107
Sept 19, 1997

ENVIRONMENTAL DOCUMENT

Federal Surface Transportation Board
Wash. D.C. 20423



Dear Sir or Madam:

I live in Lakewood and have a problem. The Norfolk and Southern railroad company has decided to triple the traffic on their tracks. I understand that they have a right to make a profit, but not when it threatens the safety and health of people. By tripling the traffic there will be more noise, dirt and property values will go down and there will be more accidents. Also classrooms will be disturbed and if there is a derailment some kids will be delayed. People living next to the tracks will be in danger. In general, the peaceful, quiet days are over.

Yours truly,
Kevin Demoline

ENVIRONMENTAL
DOCUMENT



September 10, 1997

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

Dear Sir:

Re: No. FD 33388

This letter is my protest to the proposed increase in rail traffic through the westshore communities from 13 to approximately 38 trains a day.

As a westshore resident, I sincerely believe that the safety, health and economic impact that this proposal would have on virtually all of us in such a densely populated area could be devastating.

In closing, while railroads play a vital role in our country, common sense has to exist when the safety and welfare of literally thousands of individuals and families are at stake.

I thank you for reading my letter and I hope that an alternate solution will be forthcoming in the future.

Sincerely,

Michael Atkinson

Address: 31024 Manchester Ln
Bay Village, OH 44140

ENVIRONMENTAL DOCUMENT

September 17, 1997



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

RE: No. FD 33388

To Section of Environmental Analysis:

I am writing you concerning Norfolk & Southern Railroad's proposed increase in rail traffic through Northeast Cleveland area from 13 to 38 trains a day. (No. FD 33388) I am a 16 year resident of Bay Village with children and feel that the increase would make living in Bay more difficult to drive through, more noisy to live near, and more unsafe for children to be near. Currently, we do not have many train delays but the increased proposal would significantly change that. There is only one street in Bay that has an overpass over the train tracks. All other south bound streets would be blocked by trains. Please consider rerouting this proposal by N&S Railroad. Thank you.

Sincerely,

Diane Konyk

Diane Konyk

339 Huntmere

Bay Village, OH 44140-2505

ENVIRONMENTAL DOCUMENT



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

Dear Sir:

Re: No. FD 33388

This letter is my protest to the proposed increase in rail traffic through the westshore communities from 13 to approximately 38 trains a day.

As a westshore resident, I sincerely believe that the safety, health and economic impact that this proposal would have on virtually all of us in such a densely populated area could be devastating.

In closing, while railroads play a vital role in our country, common sense has to exist when the safety and welfare of literally thousands of individuals and families are at stake.

I thank you for reading my letter and I hope that an alternate solution will be forthcoming in the future.

Sincerely,

Christine Schauer

Address: 1060 WAGAR RD.
ROCKY RIVER, OH 44116

ENVIRONMENTAL DOCUMENT

630 Fordham Pkwy
Bay Village OH 44140
September 24, 1997

Re: FD33388

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



Dear Sir,

I respectfully request that you deny the request of the Norfolk & Southern (N&S) Railroad to increase train traffic through Northern Ohio from the present 13 to approximately 38 trains per day.

My home is directly adjacent to the N&S railroad tracks and this proposed increase will drive my family crazy. The trains currently run throughout the entire day and night and the current number of 13 trains per day is tolerable, however, the proposed increase to 38 trains would pose safety hazards to my community of Bay Village, Ohio and would also pose health problems to my family. When would we sleep? With trains running throughout the evening, I believe our sleep patters would be greatly disturbed.

Please deny this request or at least consider limiting any increase to day hours. I believe that some airports have restrictions on evening flights because of the noise pollution. Why can't these type of restrictions apply to train traffic?

Thank you for your consideration of my request.

Sincerely,

A handwritten signature in black ink, appearing to read "Charles J. Turner".

CHARLES J. TURNER

cc: Congressman Dennis Kucinich

JOHN L. REULBACH, JR.

ATTORNEY AT LAW

14701 DETROIT AVE., SUITE 575
LAKEWOOD, OHIO 44107



September 24, 1997

**ENVIRONMENTAL
DOCUMENT**

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

RE: Docket # FD 33388 Northeast Ohio Area

Surface Transportation Board,

Please accept this letter as one citizen's input concerning the increase in train traffic allegedly contemplated by Norfolk Southern and CSX:

Please query the Railroad Companies as to how they can safely increase (by at least 100%) their train traffic, with a single set of rails running through nearly all of the western suburbs of Cuyahoga County, as well as Avon Lake and Avon in Lorain County:

It would appear that while train traffic is heading in one direction, train traffic in the opposite direction must stop and wait, somewhere.

Wherever that somewhere else is, other citizens will have to endure crossings blocked, continuously, for as long as it takes the railroads to clear traffic, every day, numerous times per day.

It seems rather obvious that the increase in train traffic that the "new" railroad is contemplating is not possible without having trains backed-up throughout all of Northern Ohio.

The impact on Ohio will be horrendous as all other forms of surface transportation will suffer; including fire, police, emergency and other vehicles.

Since the railroads are planning their lame-brained scheme in an extremely populated area on half the capacity that there was only a year or two ago, millions of people will be adversely affected.

My guess however is that the railroads have no intention of doubling the train traffic because to do so on a single set of rails make no economic or logistical sense.

So why then is the railroad threatening and posturing? Perhaps, because they already realize that the tracks running through Northern Ohio are inadequate for their needs and they are bluffing:

If they can get some monies or other concessions for moving a bit South...then why not threaten an area that they know will put pressure on government to grant that which they are desirous of having (i.e. a subsidized move to a less populated area with more railroad tracks)...with the attendant improvements that they will argue will be necessary to accommodate them.

However, in the event that are not bluffing, it is even more disturbing that they would even consider doubling the train traffic through one of the most densely populated areas that train traffic dissects, probably anywhere in the country.

In any event, we don't want the train traffic, as the railroad appears to be run by either incompetents or extortionists...either of both of which should be sufficient for the government to declare them unsuitable as our neighbors.

Thanks for your time.

Sincerely yours,

A handwritten signature in cursive script, appearing to read "John L. Reulbach, Jr.", written in dark ink.

John L. Reulbach, Jr.
Attorney-at-Law

JLR/rb

ENVIRONMENTAL DOCUMENT

David J. Steigman
385 Longbeach Parkway
Bay Village, Ohio 44140
(440) 892-3940



September 24, 1997

Federal Surface Transportation Board
Section of Environmental Analysis
1925 K. St. N. W.
Washington, DC 20423
#FD 3388

Dear Sir or Madam:

As a resident of Bay Village, Ohio, I have several serious concerns about Norfolk Southern's plans to triple the number of trains running through my community.

First and foremost, I am concerned about access to emergency medical care for my family and friends. Both the local urgent care facility and the closest hospital are on the other side of the railroad tracks. This plan will triple the likelihood that we would be unable to get emergency medical care in the event of an accident or other emergency, when minutes can make the difference between life and death. Local EMS, fire, and safety organizations have already testified about the terrible risks involved.

I am asthmatic. I have an accident-prone five year old daughter. My neighbors are both over ninety years old. Access to emergency medical care is absolutely vital to all of us. This railroad runs through a densely populated residential area. Every hour, this new plan could cut thousands of people off from emergency medical care facilities for ten to twenty minutes or more. There is a huge difference between one train every two hours as opposed to one or two trains coming through every hour. Unless the railroad is willing to pay for overpasses at the major intersections through this corridor, this plan represents an unacceptable safety risk. In an area this densely populated, with no hospitals on the North side of the tracks, this plan has a very good chance of killing someone.

There is another serious safety problem. There are hundreds of homes right next to the tracks in Bay Village, Rocky River, and Lakewood. These homes have virtually no buffer zone between their yards and the tracks. In addition, many children must cross the tracks to get to school every day. Tripling railroad traffic along this residential corridor, where many children play right near (and unfortunately sometimes on) the tracks, is a recipe for disaster.

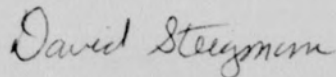
I am also concerned about the environmental impact of the increased traffic. Cuyahoga County already fails to meet EPA air quality standards, and our air is classified as

unhealthful for a wide range of airborne pollutants. We are forced to get expensive and time consuming tailpipe emissions tests performed for our automobiles. I cannot understand why twenty or so extra diesel trains would be permitted to run every day in a county that is already forced to take extreme measures to improve its unhealthful air quality.

Finally, there are the quality of life issues. Having one or two trains go by every hour, blowing their horns at every intersection, is serious noise pollution. I have no doubt that this will also affect property values. I can tell you that I would not have considered Bay Village as a place to live with that kind of train traffic.

In summary, I believe that this plan will present terrible safety risks, degrade our already unhealthful air quality, disrupt our residential communities, and lower our property values. I implore you to disapprove this plan.

Sincerely,

A handwritten signature in cursive script that reads "David Steigman".

David Steigman

STB

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9-29-97

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STBSEA



ENVIRONMENTAL DOCUMENT

SURFACE TRANSPORTATION BOARD
Washington, DC 20423

9/30/97 10:43:31 AM

Section of Environmental Analysis

September 25, 1997

Martin Gelfand
Office of the Honorable Dennis J. Kucinich
14400 Detroit Avenue
Lakewood, OH 44107

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

Dear Mr. Gelfand:

Thank you for your recent call regarding the environmental review process for the Conrail acquisition. Per your request, I am enclosing several items:

- Surface Transportation Board press release, dated April 22, 1997, announcing the railroads' intent to file a joint application with the Board to seek authority for the acquisition of control of Conrail by CSX and Norfolk Southern;
- Board Decision No. 6, dated May 30, 1997, which established and outlined the key milestones in the 350-day procedural schedule;
- Proposed Scope of the EIS, printed in the *Federal Register*, July 7, 1997;
- The Fact Sheet and Commonly Asked Questions Handouts that were distributed at the community meeting held on September 21, 1997 in Lakewood, Ohio;
- The Environmental Report and Errata filed by CSX, Norfolk Southern, and Conrail;
- The Supplemental Environmental Report filed by Norfolk Southern.

Once again, thank you for your concern. If we might be of further assistance, or if you have any additional questions, please contact me at (202) 565-1538 or Mike Dalton, SEA Program Manager, at (202) 565-1530.

Sincerely yours,

Elaine K. Kaiser
Chief

Section of Environmental Analysis

Enclosure

STB

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33388

9-29-97

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BUSINESS

ENVIRONMENTAL DOCUMENT



International Lawyers Referral Directory
September 19, 1997



Federal Docket # FD 33388
Surface Transportation Board
Sect. Of Environmental Analysis
1925 K Street, N.W.
Washington, DC 20423

Dear Board Members,

I oppose the proposed increase in traffic by Norfolk Southern through the western suburbs of Cleveland. We live in Bay Village and our office is right alongside the tracks. In the spring and summer months we can not keep the windows in our office open for fresh air because the train noise is deafening, not to mention the image it portrays to our clients who hear it over the phone.

My family and I are constantly awoken throughout the night by the roar of the trains, and heavy handed engineers blasting the train whistle. It was bearable when we heard only a few trains a night, but the traffic has definitely increased and it has to stop.

There was talk of the tracks being used to bring our local commuter trains through and I would be in total agreement if that could happen. Commuter rail transit would be an asset to the suburbs it serves, hopefully causing less congestion at rush hours, reducing pollution, drunken drivers, and gas consumption.

Your job is to be convinced that there are other tracks seriously underused in less populated, more rural areas that would be better suited to the train traffic carrying dirty and often dangerous cargo. Tell Norfolk Southern executives that their goal is to find a path that would direct them away from a majority of the taxpayers that are at risk of the potential liability of the catastrophes they could cause; train de-railings or spills, collisions with pedestrians, cars or "God forbid" school buses

I also urge you to use your powers to help deny the proposed joint acquisition of Corneal, by NS and CSX. It would create a monopoly that would force an increase to shippers, causing them to return to the highways.

I have never felt compelled to write to Washington about an issue, but am quick to complain if a fellow "Bayite" causes us be annoyed by their noise, litter and bad behavior obvious to our children. I feel the railroad is on that same track as a neighbor we have tolerated for too long. In fact, during the 20 minutes spent editing this letter 2 trains have rumbled by.....!

Seriously yours,

Teel M. McManaman

INTERNATIONAL LAWYERS COMPANY

P.O. Box 40335 • Cleveland, OH 44140-0335 • 800-LAW-LIST • 216-899-8660 • Fax 216-899-1005

STB

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33388

9-29-97

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STBSEA

ENVIRONMENTAL DOCUMENT



SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Section of Environmental Analysis

September 29, 1997

Dr. Rodger E. Stroup
State Historic Preservation Officer
Department of Archives and History
P. O. Box 11669
Columbia, SC 29211

Re: Finance Docket No. 33388 - CSX and Norfolk Southern - Control and
Acquisition - Conrail: National Historic Preservation Act, Section 106

Dear Dr. Stroup:

On June 23, 1997, CSX Corporation and CSX Transportation, Inc. (CSX); Norfolk Southern Corporation, and Norfolk Southern Railway Company (NS); and Conrail Inc. and Consolidated Rail Corporation (Conrail) filed a consolidated Railroad Control Application (RCA) with the U.S. Surface Transportation Board (STB) under 49 U.S.C. 11323-25. CSX, NS and Conrail (collectively the Railroads) are jointly seeking authority for CSX and NS to acquire control of Conrail, and for the subsequent division of Conrail's assets (the Acquisition). Receipt of the RCA is the action that formally initiates this proposed undertaking and our role as the Federal lead agency.

The purpose of this letter is to initiate consultation with your office in accordance with Section 106 of the National Historic Preservation Act as amended (Section 106, 16 U.S.C. 470f) and its implementing guidelines (36 CFR Part 800). Consequently, the STB is seeking your comments regarding those projects within our jurisdiction that may have the potential to affect historic properties.¹ This effort is being coordinated with preparation of an Environmental Impact Statement (EIS) to comply with the National Environmental Policy Act (NEPA).

A copy of the Environmental Report (ER) submitted with the RCA was sent to your office by the Railroads. The STB has received copies of January 17, 1997 and January 22,

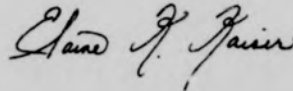
¹ The STB may impose conditions on rail line abandonments and new construction, but has limited jurisdiction over the Acquisition related activities. See 49 CFR Part 1105.8.

1997 letters to Dames & Moore signed by Nancy Brock of your office pursuant to the Acquisition. The STB's review of the ER indicates that there are no Acquisition related activities in the State of South Carolina.

A copy of the Environmental Report (ER) submitted with the RCA was sent to your office by the Railroads. The STB's review of the ER indicates that in South Carolina there are no proposed changes to rail line segments, railyards, or intermodal facilities, and no new construction projects. No rail lines are proposed to be abandoned and no other Acquisition-related activities are proposed.

Based on this information and in accordance with the rules and regulations found in 36 CFR Part 800.5b, the STB requests your concurrence with its finding that the Acquisition would have no effect on historic resources in the State of South Carolina and that Section 106 consultation with your office has been completed. We look forward to your response on this matter as rapidly as your schedule will allow. If you have any questions, please call the STB's cultural resources technical team leader for the Acquisition, Barry Wharton of HDR Engineering, Inc., at (813) 287-1960 for assistance.

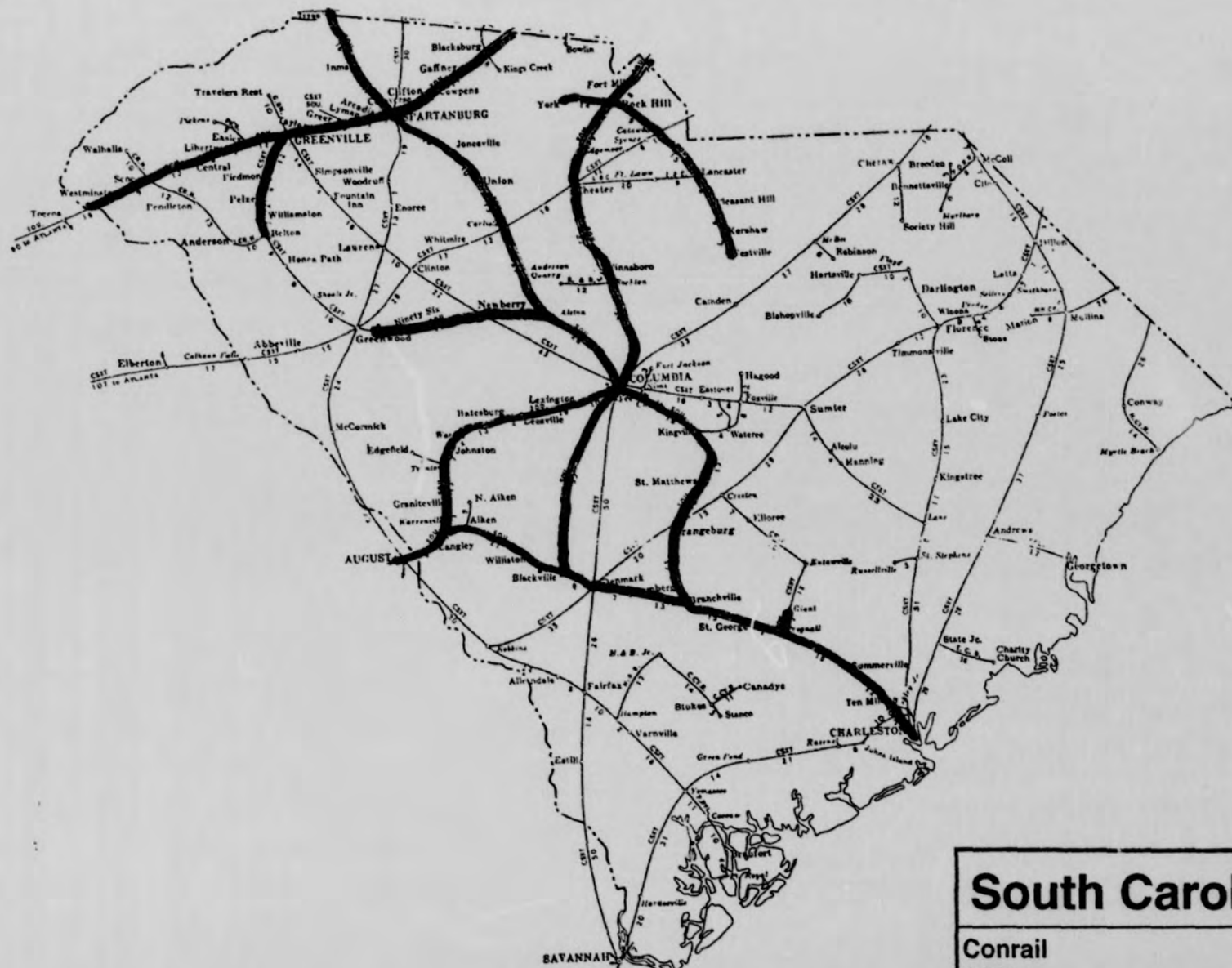
Sincerely yours,







Elaine K. Kaiser
Chief
Section of Environmental Analysis

Enclosure: South Carolina "Railroad Map"

cc: Paul McGinley, McGinley Hart
John Morton, HDR Engineering
William Novak, DeLeuw, Cather
Barry Wharton, HDR Engineering



South Carolina

Conrail	
CSX	
NS	
Acquisition Projects	



ENVIRONMENTAL DOCUMENT

SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Section of Environmental Analysis

September 29, 1997

Mr. Frederick C. Williamson
State Historic Preservation Officer
Rhode Island Historical Preservation Commission
Old State House, 150 Benefit Street
Providence, RI 02903

Re: Finance Docket No. 33388 - CSX and Norfolk Southern - Control and
Acquisition - Conrail: National Historic Preservation Act, Section 106

Dear Mr. Williamson:

On June 23, 1997, CSX Corporation and CSX Transportation, Inc. (CSX); Norfolk Southern Corporation, and Norfolk Southern Railway Company (NS); and Conrail Inc. and Consolidated Rail Corporation (Conrail) filed a consolidated Railroad Control Application (RCA) with the U.S. Surface Transportation Board (STB) under 49 U.S.C. 11323-25. CSX, NS and Conrail (collectively the Railroads) are jointly seeking authority for CSX and NS to acquire control of Conrail, and for the subsequent division of Conrail's assets (the Acquisition). Receipt of the RCA is the action that formally initiates this proposed undertaking and our role as the Federal lead agency.

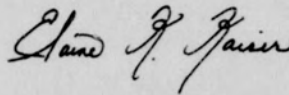
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A copy of the Environmental Report (ER) submitted with the RCA was sent to your office by the Railroads. The STB's review of the ER indicates that there are no Acquisition-related activities in the State of Rhode Island.

¹ The STB may impose conditions on rail line abandonments and new construction, but has limited jurisdiction over the Acquisition related activities. See 49 CFR Part 1105.8.

Based on this information and in accordance with the rules and regulations found in 36 CFR Part 800.5b, the STB requests your concurrence with its finding that the Acquisition would have no effect on historic resources in the State of Rhode Island and that Section 106 consultation with your office has been completed. We look forward to your response on this matter as rapidly as your schedule will allow. If you have any questions, please call the STB's cultural resources technical team leader for the Acquisition, Barry Wharton of HDR Engineering, Inc., at (813) 287-1960 for assistance.

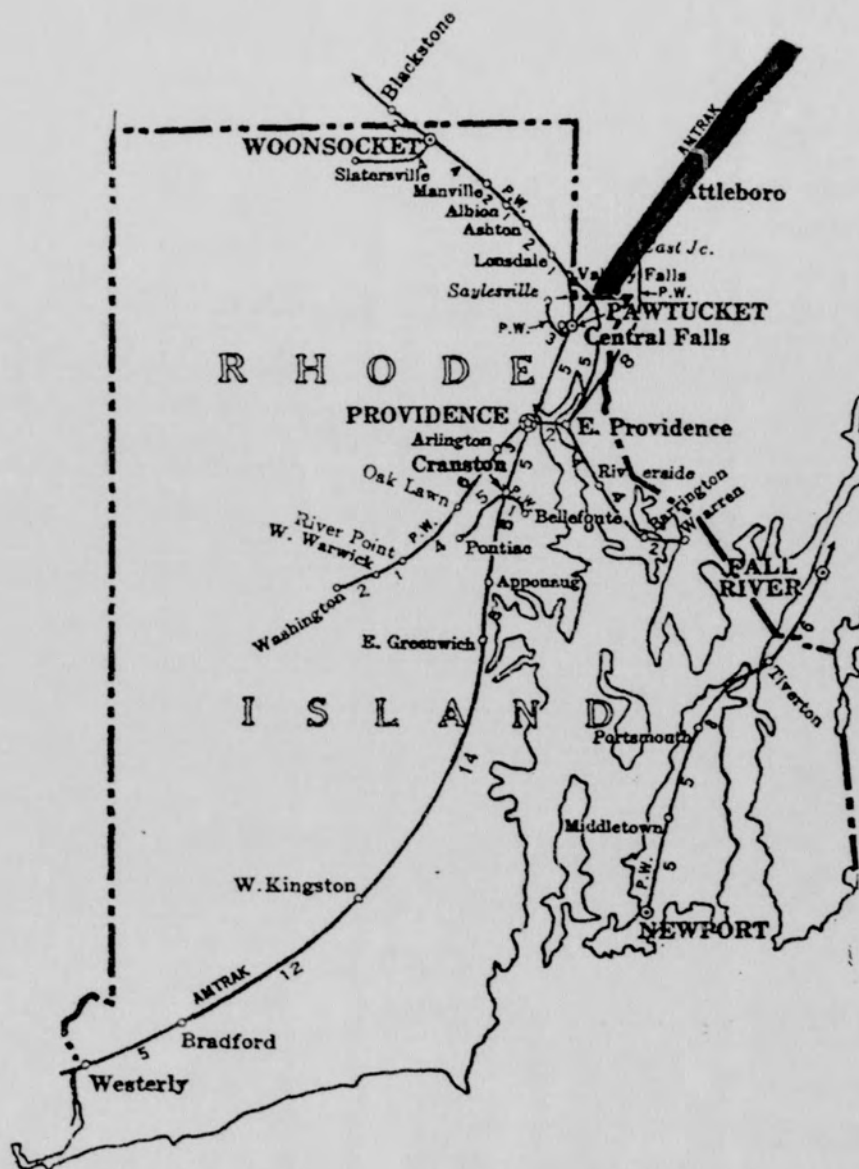
Sincerely yours,



Elaine K. Kaiser
Chief
Section of Environmental Analysis

Enclosure: Rhode Island "Railroad Map"

cc: Paul McGinley, McGinley Hart
John Morton, HDR Engineering
William Novak, DeLeuw, Cather
Barry Wharton, HDR Engineering



Rhode Island

Conrail	
CSX	
NS	
Acquisition Projects	

ENVIRONMENTAL DOCUMENT



SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Section of Environmental Analysis

September 29, 1997

Dr. Jeffrey J. Crow, Jr.
State Historic Preservation Officer
North Carolina Department of
Cultural Resources
Division of Archives and History
109 East Jones Street
Raleigh, NC 27601-2807

Re: Finance Docket No. 33388 - CSX and Norfolk Southern - Control and
Acquisition - Conrail: National Historic Preservation Act, Section 106; North
Carolina SHPO Reference Numbers: ER 97-9456, ER 98-7052, 97- E-0000-
0496, 97-E-0000-0456

Dear Dr. Crow:

On June 23, 1997, CSX Corporation and CSX Transportation, Inc. (CSX); Norfolk Southern Corporation, and Norfolk Southern Railway Company (NS); and Conrail Inc. and Consolidated Rail Corporation (Conrail) filed a consolidated Railroad Control Application (RCA) with the U.S. Surface Transportation Board (STB) under 49 U.S.C. 11323-25. CSX, NS and Conrail (collectively the Railroads) are jointly seeking authority for CSX and NS to acquire control of Conrail, and for the subsequent division of Conrail's assets (the Acquisition). Receipt of the RCA is the action that formally initiates this proposed undertaking and our role as the Federal lead agency.

The purpose of this letter is to initiate consultation with your office in accordance with Section 106 of the National Historic Preservation Act as amended (Section 106, 16 U.S.C. 470f) and its implementing guidelines (36 CFR Part 800). Consequently, the STB is seeking your comments regarding those projects within our jurisdiction that may have the potential to affect historic properties.¹ This effort is being coordinated with preparation of an Environmental Impact Statement (EIS) to comply with the National Environmental Policy Act (NEPA).

¹ The STB may impose conditions on rail line abandonments and new construction, but has limited jurisdiction over the Acquisition related activities. See 49 CFR Part 1105.8.

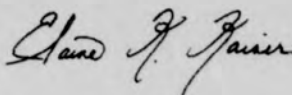
A copy of the Environmental Report (ER) submitted with the RCA was sent to your office by the Railroads. The STB has received copies of the following letters from you pursuant to the Acquisition:

- February 18, 1997 - identifying two National Register historic districts in Union, Halifax and Northampton Counties.
- February 19, 1997 - stating that there are no historic properties near Pinoca Yard and, therefore, no effect.
- July 15, 1997 - recommending that STB identify buildings older than 50 years and identify future owners and uses.

The STB's review of the ER indicates that there are no proposed changes to rail line segments or intermodal facilities, and no new construction projects. No rail lines are proposed to be abandoned and no other Acquisition related activities are proposed. Since there are no proposed Acquisition related activities on railroad lines in the vicinity of the two National Register historic districts in Union, Halifax, and Northampton Counties, there will be no effect on these two resources.

Based on this information and in accordance with the rules and regulations found in 36 CFR Part 800.5b, the STB requests your concurrence with its finding that the Acquisition would have no effect on historic resources in the State of North Carolina and that Section 106 consultation with your office has been completed. We look forward to your response on this matter as rapidly as your schedule will allow. If you have any questions, please call the STB's cultural resources technical team leader for the Acquisition, Barry Wharton of HDR Engineering, Inc., at (813) 287-1960 for assistance.

Sincerely yours,



Elaine K. Kaiser
Chief
Section of Environmental Analysis

Enclosure: North Carolina "Railroad Map"

cc: Paul McGinley, McGinley Hart
John Morton, HDR Engineering
William Novak, DeLeuw, Cather
Barry Wharton, HDR Engineering



North Carolina

Conrail



CSX



NS



Acquisition Projects



ENVIRONMENTAL DOCUMENT



SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Section of Environmental Analysis

September 29, 1997

Dr. Kathryn Eckert
State Historic Preservation Officer
Michigan Historical Center
717 West Allegan Street
Lansing, MI 48918

Re: Finance Docket No. 33388 - CSX and Norfolk Southern - Control and
Acquisition - Conrail: National Historic Preservation Act, Section 106;
SHPO Reference Number ER-97-346

Dear Dr. Eckert:

On June 23, 1997, CSX Corporation and CSX Transportation, Inc. (CSX); Norfolk Southern Corporation, and Norfolk Southern Railway Company (NS); and Conrail Inc. and Consolidated Rail Corporation (Conrail) filed a consolidated Railroad Control Application (RCA) with the U.S. Surface Transportation Board (STB) under 49 U.S.C. 11323-25. CSX, NS and Conrail (collectively the Railroads) are jointly seeking authority for CSX and NS to acquire control of Conrail, and for the subsequent division of Conrail's assets (the Acquisition). Receipt of the RCA is the action that formally initiates this proposed undertaking and our role as the Federal lead agency.

The purpose of this letter is to initiate consultation with your office in accordance with Section 106 of the National Historic Preservation Act as amended (Section 106, 16 U.S.C. 470f) and its implementing guidelines (36 CFR Part 800). Consequently, the STB is seeking your comments regarding those projects within our jurisdiction that may have the potential to affect historic properties.¹ This effort is being coordinated with preparation of an Environmental Impact Statement (EIS) to comply with the National Environmental Policy Act (NEPA).

A copy of the Environmental Report (ER) submitted with the RCA was sent to your office by the Railroads. The STB has received copies of the following letters from you pursuant to the Acquisition:

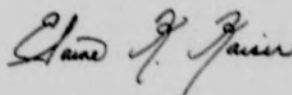
¹ The STB may impose conditions on rail line abandonments and new construction, but has limited jurisdiction over the Acquisition related activities. See 49 CFR Part 1105.8.

- January 22, 1997 - stating no effect for potential increases in at the Detroit (Wayne County) intermodal facility.
- January 22, 1997 - stating no effect for rail line segments in Michigan.
- February 3, 1997 - stating no effect for potential increases in activity at rail yards, Wyoming Yard, Grand Rapids, Kent County.
- February 4, 1997 - stating no effect for potential new connection in Wayne, Wayne County.

The STB's review of the ER indicates there are no potential historic resources within any proposed construction sites and that there are no proposed abandonments in the State of Michigan.

Based on this information and in accordance with the rules and regulations found in 36 CFR Part 800.5b, the STB requests your concurrence with its finding that the Acquisition would have no effect on historic resources in the State of Michigan and that Section 106 consultation with your office has been completed. We look forward to your response on this matter as rapidly as your schedule will allow. If you have any questions, please call the STB's cultural resources technical team leader for the Acquisition, Barry Wharton of HDR Engineering, Inc., at (813) 287-1960 for assistance.

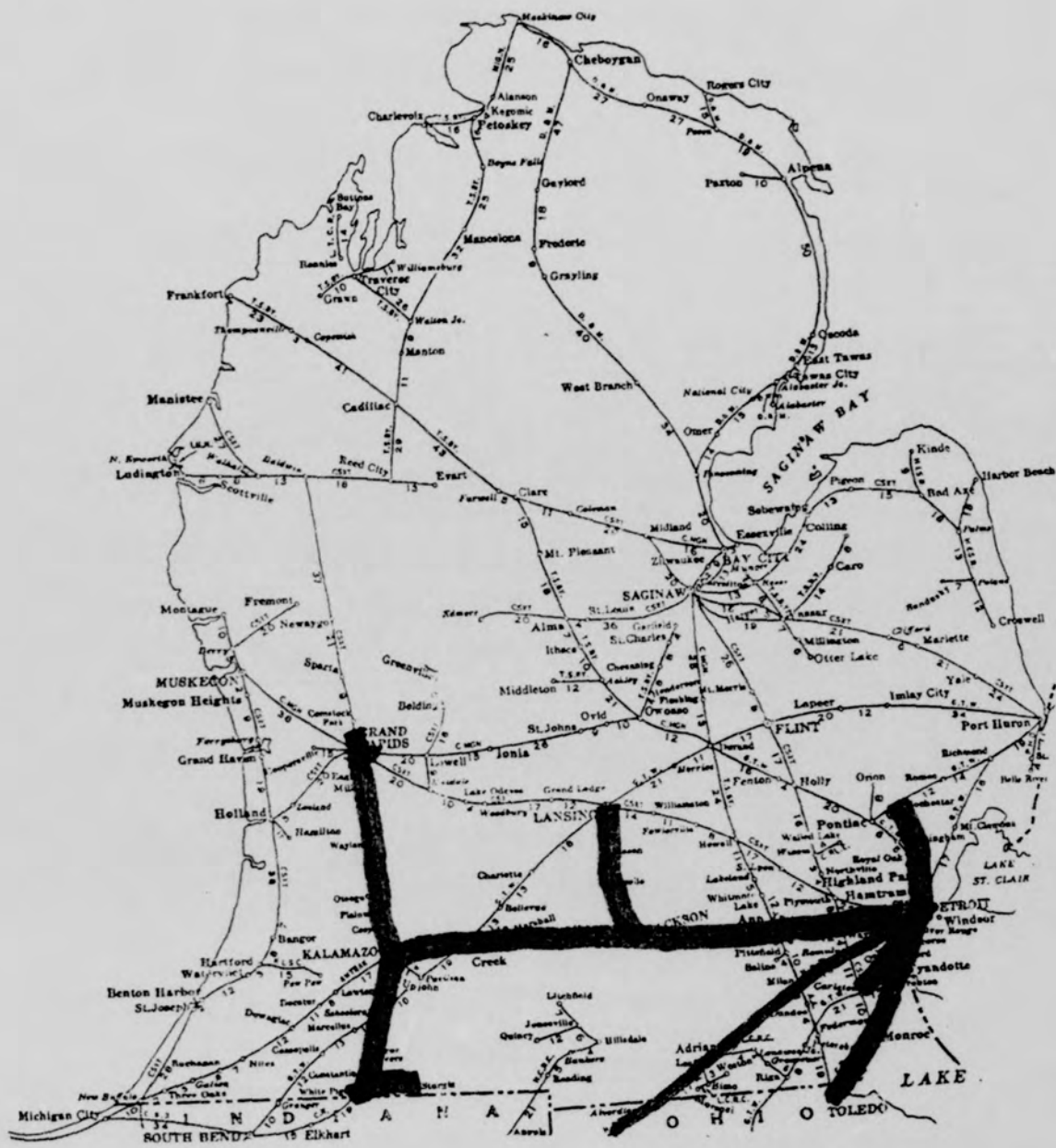
Sincerely yours,



Elaine K. Kaiser
Chief
Section of Environmental Analysis

Enclosure: Michigan "Railroad Map"

cc: Paul McGinley, McGinley Hart
John Morton, HDR Engineering
William Novak, DeLeuw, Cather
Barry Wharton, HDR Engineering



Michigan

Conrail	
CSX	
NS	
Acquisition Projects	



ENVIRONMENTAL DOCUMENT

SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Section of Environmental Analysis

September 29, 1997

Ms. Judith B. McDonough
State Historic Preservation Officer
Massachusetts Historical Commission
220 Morrissey Boulevard
Boston, MA 02125

Re: Finance Docket No. 33388 - CSX and Norfolk Southern - Control and
Acquisition - Conrail: National Historic Preservation Act, Section 106

Dear Ms. McDonough:

On June 23, 1997, CSX Corporation and CSX Transportation, Inc. (CSX); Norfolk Southern Corporation, and Norfolk Southern Railway Company (NS); and Conrail Inc. and Consolidated Rail Corporation (Conrail) filed a consolidated Railroad Control Application (RCA) with the U.S. Surface Transportation Board (STB) under 49 U.S.C. 11323-25. CSX, NS and Conrail (collectively the Railroads) are jointly seeking authority for CSX and NS to acquire control of Conrail, and for the subsequent division of Conrail's assets (the Acquisition). Receipt of the RCA is the action that formally initiates this proposed undertaking and our role as the Federal lead agency.

The purpose of this letter is to initiate consultation with your office in accordance with Section 106 of the National Historic Preservation Act as amended (Section 106, 16 U.S.C. 470f) and its implementing guidelines (36 CFR Part 800). Consequently, the STB is seeking your comments regarding those projects within our jurisdiction that may have the potential to affect historic properties.¹ This effort is being coordinated with preparation of an Environmental Impact Statement (EIS) to comply with the National Environmental Policy Act (NEPA).

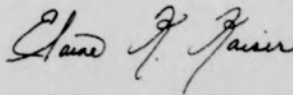
A copy of the Environmental Report (ER) submitted with the RCA was sent to your office by the Railroads. The STB's review of the ER indicates that in the Commonwealth of

¹ The STB may impose conditions on rail line abandonments and new construction, but has limited jurisdiction over the Acquisition related activities. See 49 CFR Part 1105.8.

Massachusetts there are no proposed changes to rail line segments, railyards, or intermodal facilities, and no new construction projects. No rail lines are proposed to be abandoned and no other Acquisition-related activities are proposed.

Based on this information and in accordance with the rules and regulations found in 36 CFR Part 800.5b, the STB requests your concurrence with its finding that the Acquisition would have no effect on historic resources in the Commonwealth of Massachusetts and that Section 106 consultation with your office has been completed. We look forward to your response on this matter as rapidly as your schedule will allow. If you have any questions, please call the STB's cultural resources technical team leader for the Acquisition, Barry Wharton of HDR Engineering, Inc., at (813) 287-1960 for assistance.

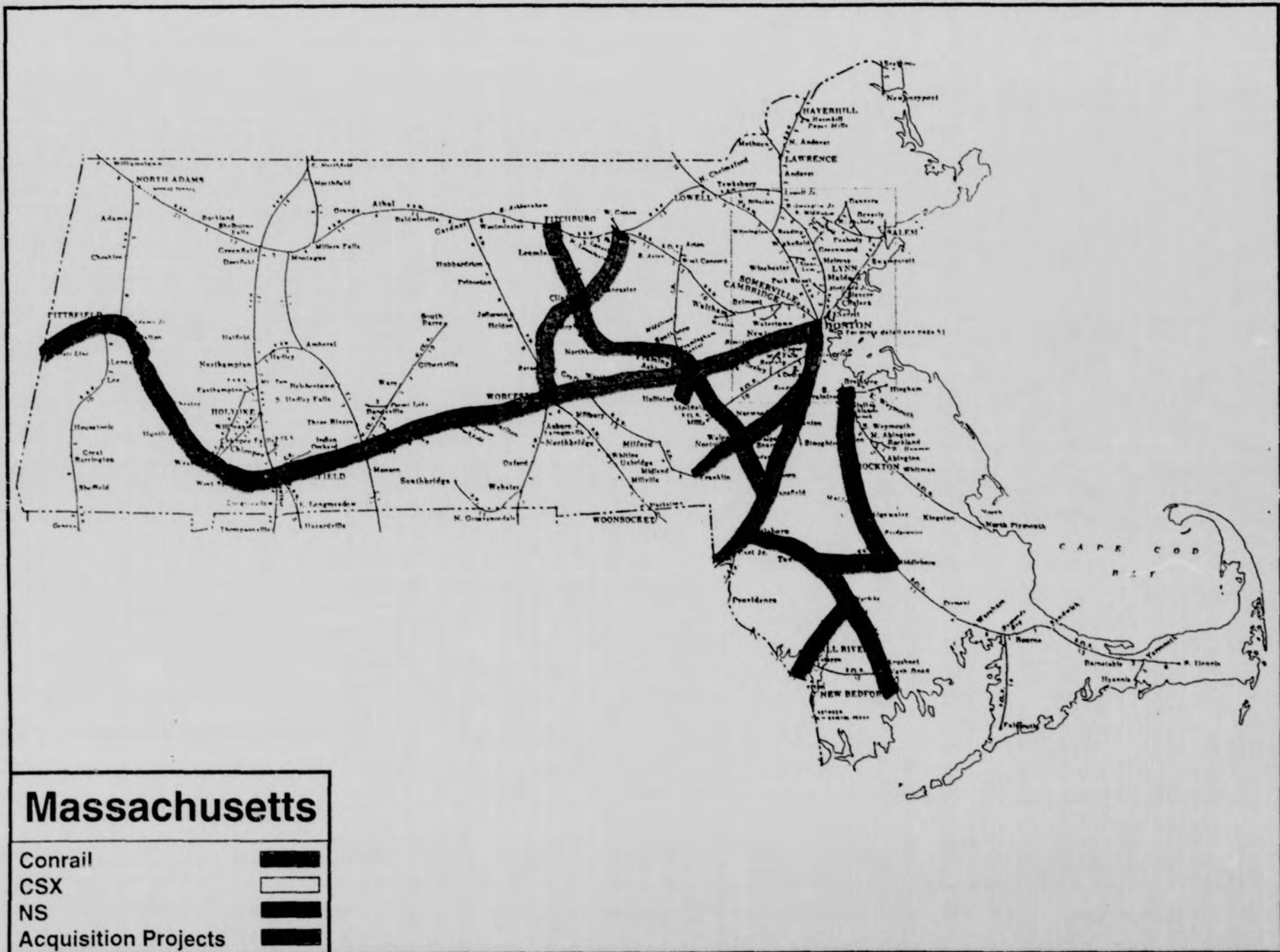
Sincerely yours,



Elaine K. Kaiser
Chief
Section of Environmental Analysis

Enclosure: Massachusetts "Railroad Map"

cc: Paul McGinley, McGinley Hart
John Morton, HDR Engineering
William Novak, DeLeuw, Cather
Barry Wharton, HDR Engineering





ENVIRONMENTAL DOCUMENT

SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Section of Environmental Analysis

September 29, 1997

Mr. Daniel R. Griffith
State Historic Preservation Officer
Delaware Department of State
Division of Historical and Cultural Affairs
15 The Green
Dover, DE 19901-3611

Re: Finance Docket No. 33388 - CSX and Norfolk Southern -Control and
Acquisition - Conrail: National Historic Preservation Act, Section 106

Dear Mr. Griffith:

On June 23, 1997, CSX Corporation and CSX Transportation, Inc. (CSX); Norfolk Southern Corporation, and Norfolk Southern Railway Company (NS); and Conrail Inc. and Consolidated Rail Corporation (Conrail) filed a consolidated Railroad Control Application (RCA) with the U.S. Surface Transportation Board (STB) under 49 U.S.C. 11323-25. CSX, NS and Conrail (collectively the Railroads) are jointly seeking authority for CSX and NS to acquire control of Conrail, and for the subsequent division of Conrail's assets (the Acquisition). Receipt of the RCA is the action that formally initiates this proposed undertaking and our role as the Federal lead agency.

The purpose of this letter is to initiate consultation with your office in accordance with Section 106 of the National Historic Preservation Act as amended (Section 106, 16 U.S.C. 470f) and its implementing guidelines (36 CFR Part 800). Consequently, the STB is seeking your comments regarding those projects within our jurisdiction that may have the potential to affect historic properties.¹ This effort is being coordinated with preparation of an Environmental Impact Statement (EIS) to comply with the National Environmental Policy Act (NEPA).

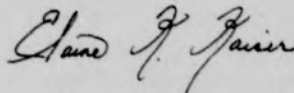
A copy of the Environmental Report (ER) submitted with the RCA was sent to your office by the Railroads. The STB has received a copy of your February 7, 1997 letter requesting more information about potential construction associated with rail line segment traffic increases between Arsenal, PA, and Davis, DE, and noting that some historic resources are located near the rail line.

¹ The STB may impose conditions on rail line abandonments and new construction, but has limited jurisdiction over the Acquisition related activities. See 49 CFR Part 1105.8.

While the Arsenal, PA, to Davis, DE, Conrail segment will experience an increase of approximately 8.3 trains per day under Norfolk Southern, there is no proposed construction associated with the Acquisition under STB review. The STB's review of the ER indicates that there are no proposed changes to rail yards or intermodal facilities and no new construction projects in the State of Delaware. No rail lines are proposed to be abandoned and no other Acquisition related activities are proposed. However, it has been noted that the NS proposes to improve the Shell Pot Connection and make associated bridge repairs. The STB has requested NS to define this proposed work and whether it is a component of the Acquisition. As soon as the NS has provided the STB with a response to this inquiry, the STB will notify you as to whether the proposed Shell Pot Connection is part of the Acquisition. If the proposed Shell Pot Connection is part of the Acquisition, the STB will evaluate the potential for effect on historic and cultural resources under Section 106 and will continue consultation with your office.

Except for the Shell Pot Connection, the STB requests your concurrence with its finding that the Acquisition would have no effect on historic resources in Delaware and that Section 106 consultation with your office has been completed in accordance with the rules and regulations found in 36 CFR Part 800.5b. If you have any questions, please call the STB's cultural resources technical team leader for the Acquisition, Barry Wharton of HDR Engineering, Inc., at (813) 287-1960 for assistance.

Sincerely yours,



Elaine K. Kaiser
Chief
Section of Environmental Analysis

Enclosure: Delaware "Railroad Map"

cc: Paul McGinley, McGinley Hart
John Morton, HDR Engineering
William Novak, DeLeuw, Cather
Barry Wharton, HDR Engineering

Delaware

Conrail

CSX

NS

Acquisition Projects



ENVIRONMENTAL DOCUMENT



SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Section of Environmental Analysis

September 29, 1997

Mr. John W. Shannahan
State Historic Preservation Officer
Connecticut Historical Commission
59 South Prospect Street
Hartford, CT 06106

Re: Finance Docket No. 33388 - CSX and Norfolk Southern - Control and
Acquisition - Conrail: National Historic Preservation Act, Section 106

Dear Mr. Shannahan:

On June 23, 1997, CSX Corporation and CSX Transportation, Inc. (CSX); Norfolk Southern Corporation, and Norfolk Southern Railway Company (NS); and Conrail Inc. and Consolidated Rail Corporation (Conrail) filed a consolidated Railroad Control Application (RCA) with the U.S. Surface Transportation Board (STB) under 49 U.S.C. 11323-25. CSX, NS and Conrail (collectively the Railroads) are jointly seeking authority for CSX and NS to acquire control of Conrail, and for the subsequent division of Conrail's assets (the Acquisition). Receipt of the RCA is the action that formally initiates this proposed undertaking and our role as the Federal lead agency.

The purpose of this letter is to initiate consultation with your office in accordance with Section 106 of the National Historic Preservation Act as amended (Section 106, 16 U.S.C. 470f) and its implementing guidelines (36 CFR Part 800). Consequently, the STB is seeking your comments regarding those projects within our jurisdiction that may have the potential to affect historic properties.¹ This effort is being coordinated with preparation of an Environmental Impact Statement (EIS) to comply with the National Environmental Policy Act (NEPA).

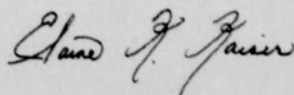
A copy of the Environmental Report (ER) submitted with the RCA was sent to your office by the Railroads. The STB's review of the ER indicates that in the State of Connecticut there are no proposed changes to rail line segments, rail yards, or intermodal facilities; and no

¹ The STB may impose conditions on rail line abandonments and new construction, but has limited jurisdiction over the Acquisition related activities. See 49 CFR Part 1105.8.

new construction projects. No rail lines are proposed to be abandoned and no other Acquisition-related activities are proposed.

Based on this information and in accordance with the rules and regulations found in 36 CFR Part 800.5b, the STB requests your concurrence with its finding that the Acquisition would have no effect on historic resources in the State of Connecticut and that Section 106 consultation with your office has been completed. We look forward to your response on this matter as rapidly as your schedule will allow. If you have any questions, please call the STB's cultural resources technical team leader for the Acquisition, Barry Wharton of HDR Engineering, Inc., at (813) 287-1960 for assistance.

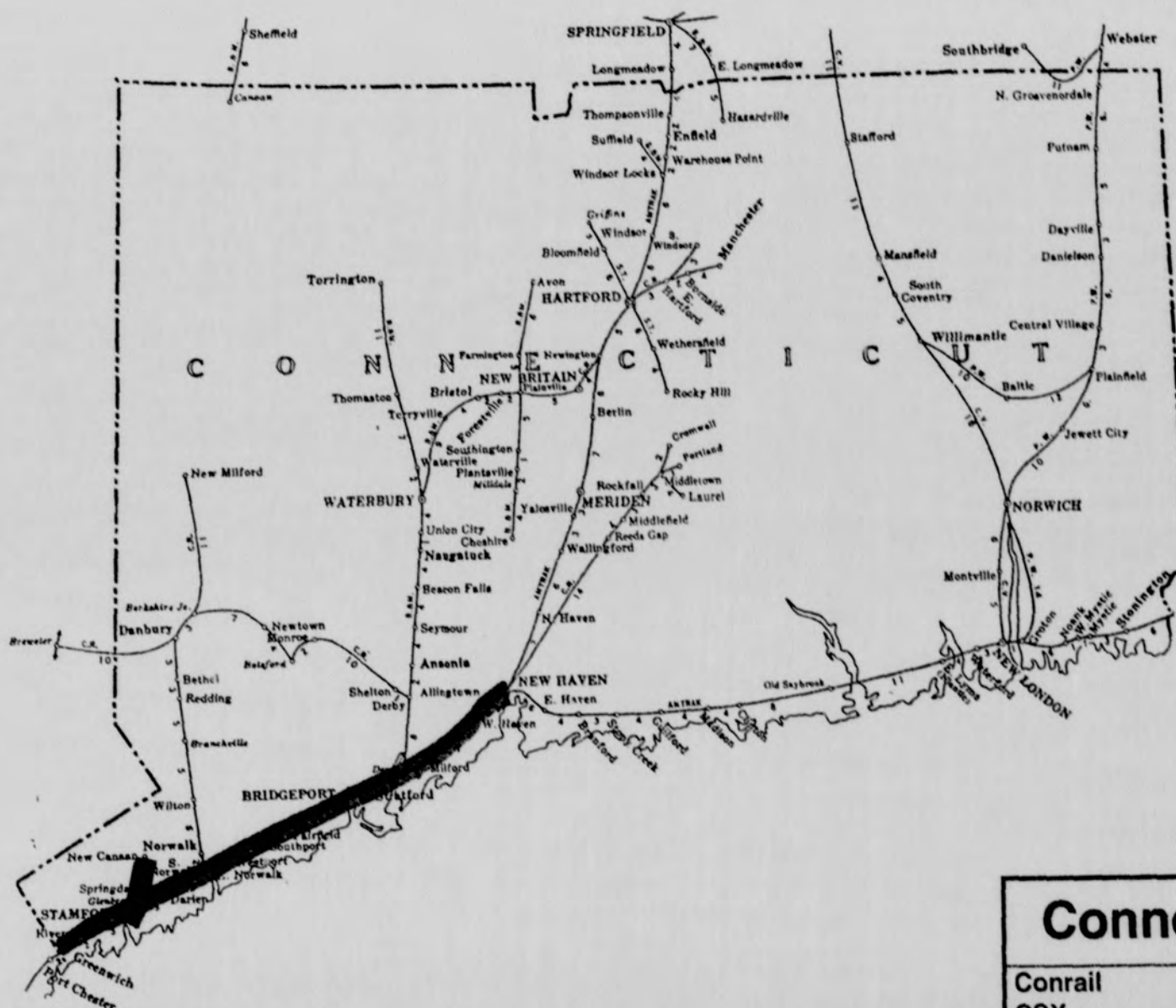
Sincerely yours,



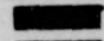
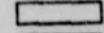
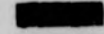
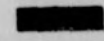
Elaine K. Kaiser
Chief
Section of Environmental Analysis

Enclosure: Connecticut "Railroad Map"

cc: Paul McGinley, McGinley Hart
John Morton, HDR Engineering
William Novak, DeLeuw, Cather
Barry Wharton, HDR Engineering



Connecticut

Conrail	
CSX	
NS	
Acquisition Projects	



ENVIRONMENTAL DOCUMENT

SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Section of Environmental Analysis

September 29, 1997

Mr. David D. Wells
State Historic Preservation Officer
Director, Department of Consumer
and Regulatory Affairs
614 H Street, NW
Suite 1120
Washington, DC 20001

Re: Finance Docket No. 33388 - CSX and Norfolk Southern - Control and
Acquisition - Conrail: National Historic Preservation Act, Section 106

Dear Mr. Cross:

On June 23, 1997, CSX Corporation and CSX Transportation, Inc. (CSX); Norfolk Southern Corporation, and Norfolk Southern Railway Company (NS); and Conrail Inc. and Consolidated Rail Corporation (Conrail) filed a consolidated Railroad Control Application (RCA) with the U.S. Surface Transportation Board (STB) under 49 U.S.C. 11323-25. CSX, NS and Conrail (collectively the Railroads) are jointly seeking authority for CSX and NS to acquire control of Conrail, and for the subsequent division of Conrail's assets (the Acquisition). Receipt of the RCA is the action that formally initiates this proposed undertaking and our role as the Federal lead agency.

The purpose of this letter is to initiate consultation with your office in accordance with Section 106 of the National Historic Preservation Act as amended (Section 106, 16 U.S.C. 470f) and its implementing guidelines (36 CFR Part 800). Consequently, the STB is seeking your comments regarding those projects within our jurisdiction that may have the potential to affect historic properties.¹ This effort is being coordinated with preparation of an Environmental Impact Statement (EIS) to comply with the National Environmental Policy Act (NEPA).

A copy of the Environmental Report (ER) submitted with the RCA was sent to your office by the Railroads. The STB's review of the ER indicates that in Washington DC, there are no proposed changes to rail line segments, rail yards, or intermodal facilities, and no new construction projects. While traffic increases are anticipated on two Conrail segments

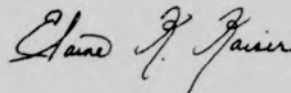
¹ The STB may impose conditions on rail line abandonments and new construction, but has limited jurisdiction over the Acquisition related activities. See 49 CFR Part 1105.8.

(Anacostia to Virginia Avenue and Virginia Avenue to Potomac Yard), no construction or changes to rail line segments are proposed in this Acquisition. Increased traffic is limited to the moving and handling of more rail cars on the existing trackage. Increased traffic does not have the potential to affect historic or cultural resources since the railroad traffic is part of the historic setting and does not involve ground disturbance or physical alteration of the existing facilities.

No rail lines are proposed to be abandoned and no other Acquisition related activities are proposed. However, it has been noted that CSX proposes to make clearance modifications to the Virginia Avenue Tunnel. The STB has requested CSX to define this proposed work and whether it is a component of the Acquisition. As soon as the requested information is received from CSX, the STB will evaluate the potential for effect on historic and cultural resources under Section 106 and will continue consultation with your office.

Except for the clearance modifications to the Virginia Avenue Tunnel, the STB requests your concurrence with its finding that the Acquisition would have no effect on historic resources in Washington, D.C. and that Section 106 consultation with your office has been completed in accordance with the rules and regulations found in 36 CFR Part 800.5b. We look forward to your response on this matter as rapidly as your schedule will allow. If you have any questions, please call the STB's cultural resources technical team leader for the Acquisition, Barry Wharton of HDR Engineering, Inc., at (813) 287-1960 for assistance.

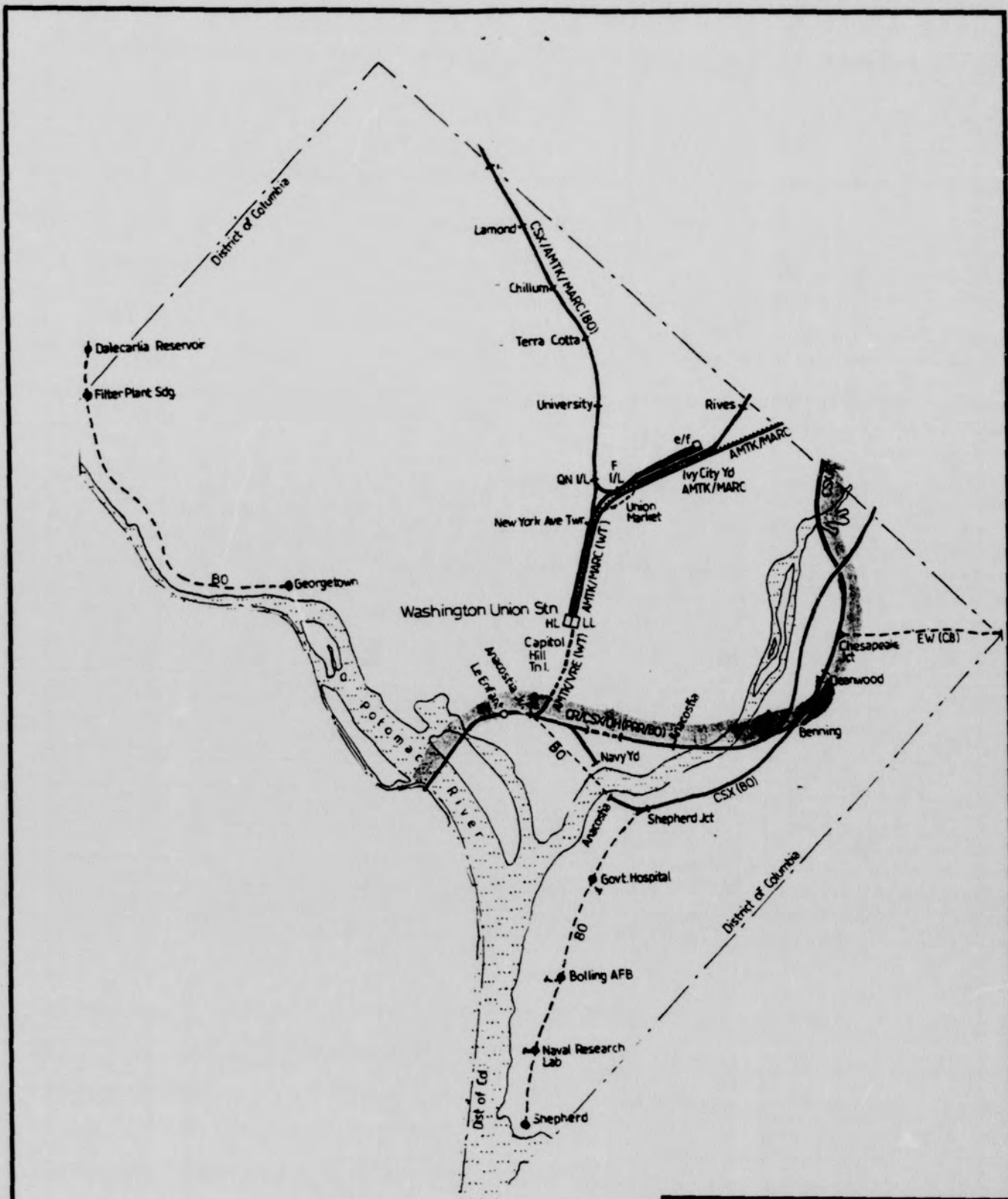
Sincerely yours,



Elaine K. Kaiser
Chief
Section of Environmental Analysis

Enclosure: District of Columbia "Railroad Map"

cc: Paul McGinley, McGinley Hart
John Morton, HDR Engineering
William Novak, DeLeuw, Cather
Barry Wharton, HDR Engineering



Washington, DC

Conrail	
CSX	
NS	
Acquisition Projects	

STB

FD

33388

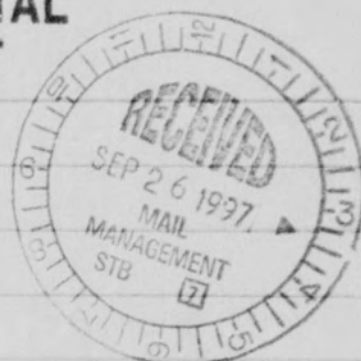
9-26-97

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PUBLIC

ENVIRONMENTAL
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1306 Ethel Ave.
Lakewood, Ohio 44107
September 19, 1997



Federal Surface Transportation Board
Washington, DC 20423

Dear Sir or Madam:

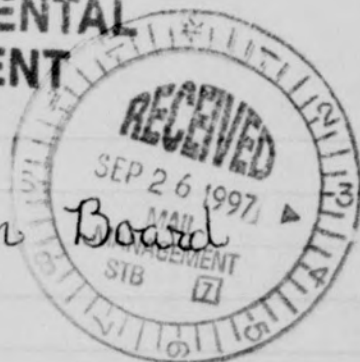
This concerns the railroad and the trains. It is not wrong to make a profit in America, but the increase in trains will hurt the health of people living by the railroad tracks. It will really hurt the people living on the north side of the tracks because they can not get to the police and the hospital when a train is stopped. Thank you for your time and please let Norfolk & Southern know of my concern.

Yours truly,
~
Tom Pivovar

1532 Wagar Ave
Lakewood, OH 44107

9/19/97

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Federal Surface Transportation
Washington, D.C. 20423

Dear Sir or Madam:

I'm a student in Lakewood, OH and I think that the Norfolk & Southern is going to cause problems. The trains are noisy and they go right by my school. It is hard enough to concentrate with the ones that come by now. There is a possibility that firemen, policemen, or the paramedics can't get to a house in time because of a train. And with more trains that means more accidents and more deaths!

Sincerely,

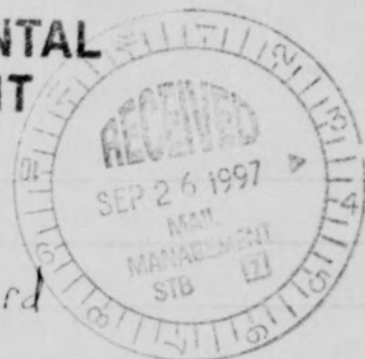
Kate Grdina

17441 Woodford Ave.

Lakewood OH 44107

September 19, 1997

**ENVIRONMENTAL
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Federal Surface Transportation Board
Washington, DC 20423

Dear Sir or Madam:

I understand that Norfolk + Southern is planning to triple the number of trains running through the city of Lakewood. Lakewood is highly populated, and tripling the railroad traffic would greatly increase the number of health and safety problems in areas north of the tracks. Police, Paramedics, and fireman would not be able to get through to people in time because they would have to wait for trains. Lastly, the property values would decrease which is not fair to people buying And/Or selling their homes. I ask you to please take action in account To this problem.

Yours Truly,
Tim Jamieson

2151 Overbrook Ave.
Lakewood, OH 44107
September 14, 1997

ENVIRONMENTAL
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Federal Surface Transportation Board
Washington, DC 20423



Dear Sir or Madam:

Hello, I was just writing to tell you about the railroads running through the northern part of Lakewood and how it affects the people around the railroad. First it produces lots of noise and dirt pollution from the engine and all the hazardous materials that runs through there at night. Also how it brings car derailment from the train, and different accidents like train train accidents, people train accidents, and car train accidents. And the cost off from fire and police departments if train stop. So if you will please stop the amount of trains coming through Lakewood.

Yours Truly,
Vic Bulow

1478 Wayne Ave.
Lakewood, CO. 44107
September 19, 1997

ENVIRONMENTAL
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Federal Surface Transportation
Board
Wash. DC 20423



Dear Sir or Madam:

I am a student in the city of Lakewood. Recently, I have learned of Norfolk & Southern's plans to triple the number of trains that pass through our city every day. This really worries me. Although I know Norfolk & Southern has the right to make a profit but, they don't have the right to cut our city in half. The increase in trains would make residents north of the tracks inaccessible to paramedics, the fire station, and the police station. Noise and air pollution would increase. My school is close to the tracks and the trains would disrupt our lessons in addition to other problems it may cause such as the end of life as we know it in our city.

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Yours Truly,
Devon C. Lynch-Huggins

ENVIRONMENTAL
DOCUMENT

1581 Wagar Ave.
Lakewood, OH 44107
Sept 19, 1997



Federal Surface Transportation Board
Wash. DC 20423

Dear Sir or Madam:

I am writing this to kindly ask you not to triple the amount of trains that go through Lakewood. There are many reasons I think you should not do this. First of all, this means triple the amount of noise and dirt. Also, that means more hazardous materials are going through our city. One of the reasons that is very, very important to me is that this causes three times as many accidents as we already have. I'm talking about car/train accidents, and pedestrian/train accidents. Also, when there are that many trains going by, it cuts off the police, fire department, and ambulances.

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One more thing is that the values of properties by the railroad tracks go down. So all I am asking is please, for the safety of the city of Lakewood, do not triple the amount of trains coming through here.

Yours truly,
Beth Ann Wirtz

Sept. 22, 1997 #FD-33388

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

**ENVIRONMENTAL
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I live at 28013 Knickerbocker Rd. in Bay Village, Ohio. I have resided here for 24 years. My property line on the south abuts with Norfolk & Southern tracks. In the past, they have set fire to my property, destroyed trees twice which they reimbursed me for.

The constant rumble of some of the trains have cracked my ceiling and walls more than once. The dust filters into our house and furniture. Property here cannot even sell any more because of the proposed increase. It will be unbearable living with the dust and noise. What is really needed in this area is a mass transit system.

I realize that one person can't fight a conglomerate like the railroad, but if the government belongs to the voters, then why can't we be heard.

Large business is becoming monopolies and the railroad is starting too also.

Respectfully

Robert W. Chambers
28013 Knickerbocker Rd
Bay Village, Ohio #44140

ENVIRONMENTAL
DOCUMENT

9.22.97
No: FD 333 88



Dear Federal Surface Transportation Board,

I've never felt so strongly before, as to actually sit down and write a letter. I wanted to be heard. Maybe, because I'm a mother of three, young, active, boys. Maybe, because I'm older and wiser. I've lived by and walked those N&S rails. I'm glad business by rails is still around. But, compromise a community several communities? For N&S profit? Our world is just enough. Please, help us stay a little safer v.s. N&S more profitable. I haven't heard all of N&S's arguments, but usually it's all about "\$ \$ \$ \$". Please, listen to those who live on the tracks, the communities that live with the tracks!! The trains go slow, it's not OK to increase the numbers!

Sincere in Bay Village,

Maureen McEllynn

ENVIRONMENTAL
DOCUMENT

ENVIRONMENTAL
DOCUMENT

September 2, 1997

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



ATTENTION: Document Number FD33388

Gentlemen:

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

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

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

Sincerely,

A handwritten signature in cursive script, appearing to read "Lee E. Nelson".

September 2, 1997

ENVIRONMENTAL DOCUMENT



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

ATTENTION: Document Number FD33388

Gentlemen:

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

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

Sincerely,

Margaret L. Krach
12502 Edgewood Dr #301
Lakewood OH 44107-1664

ENVIRONMENTAL DOCUMENT

September 2, 1997



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

ATTENTION: Document Number FD33388

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

Sincerely,

Joey Castello

September 2, 1997

ENVIRONMENTAL DOCUMENT

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



ATTENTION: Document Number FD33388

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

Sincerely,

Janet C. Tyle
1480 Warren Rd
Lakewood, OH 44107

ENVIRONMENTAL DOCUMENT

September 2, 1997

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



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Sincerely,

Theresa Fornace

ENVIRONMENTAL DOCUMENT

September 2, 1997

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



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Sincerely,

Robert A. Yanof

September 2, 1997

ENVIRONMENTAL DOCUMENT



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

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Sincerely,

A handwritten signature in cursive script, appearing to read "Lance L. Polek".

LANCE L. POLEK

13955 CLIFTON BLVD.

LAKEWOOD.

ENVIRONMENTAL DOCUMENT

September 2, 1997

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



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Sincerely,

A handwritten signature in cursive script, appearing to read "Jeff Weitz". The signature is written in dark ink and is positioned below the "Sincerely," text.

ENVIRONMENTAL DOCUMENT

September 2, 1997

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



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Sincerely,

A handwritten signature in cursive script, appearing to read "John E. Se.".

ENVIRONMENTAL
DOCUMENT

September 2, 1997



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

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Sincerely,

Shane Starata

2207 CLARENCE AVE.

LKWD. OH.

STB

FD

33388

9-26-97

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ENVIRONMENTAL DOCUMENT

September 2, 1997

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



ATTENTION: Document Number FD33388

Gentlemen:

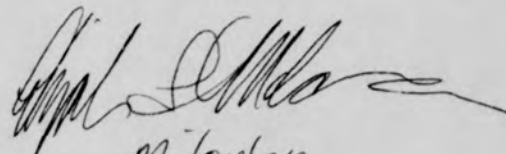
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Sincerely,


E.S. Mitouan
2070 Carabel Ave
Lkwood, Oh. 44107

ENVIRONMENTAL DOCUMENT

September 2, 1997

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



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Sincerely,

Marcia Marrie
1584 Parkwood Rd.
Lakewood, OH 44107

ENVIRONMENTAL DOCUMENT

September 2, 1997



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

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Sincerely,

Chad Kufc
1277 Brockley Ave
Lkwd Oh 44107

ENVIRONMENTAL DOCUMENT

September 2, 1997

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



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

Sincerely,

Phyllis Herringer
1227 Nicholson
Lakewood, Ohio 44107

ENVIRONMENTAL
DOCUMENT



September 22, 1997

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

RE: FD 33388

Dear FSTB:

It was with great dismay that I heard of Norfolk & Southern Railroad's proposal to increase rail traffic through my community if they are successful in acquiring Conrail assets.

As I live 1-1/2 blocks from the railroad tracks, I already can foresee the difficulties an increase from approximately 13 to 38 trains per day would create.

Ninety percent of my travel from home is south over the tracks. Frequently, as I leave the house, I hear a train whistle and know that I can hold my departure for at least five to ten minutes to allow for the train to pass and backed-up traffic to disperse.

Aside from delays, the train whistles can be truly annoying. Some engineers love the sound of their horn and use it longer than necessary. Summer is particularly bad with the windows open as phone conversations and TV audio are temporarily drowned out. Along with the rattling of the windows from the vibration of the passing train, it can be quite a cacophony.

The thought of all of these aggravations tripling in occurrence is frightening. The resale values of homes in my area certainly would decrease.

Add in the safety issue of crossing the tracks and the inability of emergency vehicles to get to their destinations promptly and you have a very serious situation.

As a very concerned citizen, I urge the Board not to approve this acquisition.

Sincerely,

Arlene Harvanec
591 Juneway Drive
Bay Village, OH 44140

cc: Mayor Thomas L. Jealepis
Congressman Dennis Kucinich

ENVIRONMENTAL
DOCUMENT



September 10, 1997

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

Dear Sir:

Re: No. FD 33388

This letter is my protest to the proposed increase in rail traffic through the westshore communities from 13 to approximately 38 trains a day.

As a westshore resident, I sincerely believe that the safety, health and economic impact that this proposal would have on virtually all of us in such a densely populated area could be devastating.

In closing, while railroads play a vital role in our country, common sense has to exist when the safety and welfare of literally thousands of individuals and families are at stake.

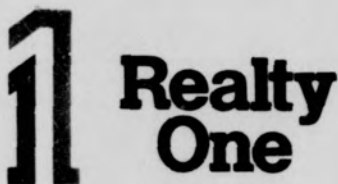
I thank you for reading my letter and I hope that an alternate solution will be forthcoming in the future.

Sincerely,

Kathleen J. Rosenau

Address: 28514 Knickerbocker
Bay Village, Ohio

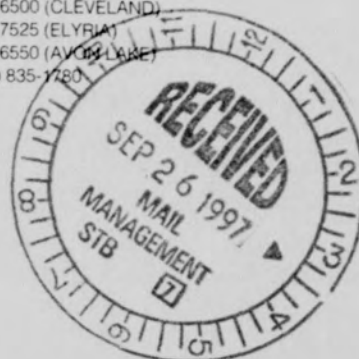
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ENVIRONMENTAL DOCUMENT

BAY VILLAGE OFFICE
662 DOVER CENTER ROAD
BAY VILLAGE, OHIO 44140-2376
(216) 835-6500 (CLEVELAND)
(216) 323-7525 (ELYRIA)
(216) 933-6550 (AVON LAKE)
FAX: (216) 835-1780

September 10, 1997



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

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Re: No. FD 33388

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In closing, while railroads play a vital role in our country, common sense has to exist when the safety and welfare of literally thousands of individuals and families are at stake.

I thank you for reading my letter and I hope that an alternate solution will be forthcoming in the future.

Sincerely,

Eileen W. Seachini

Address:

30606 Winston
Bay Village, Ohio
44140

ENVIRONMENTAL DOCUMENT

September 2, 1997

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



ATTENTION: Document Number FD33388

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

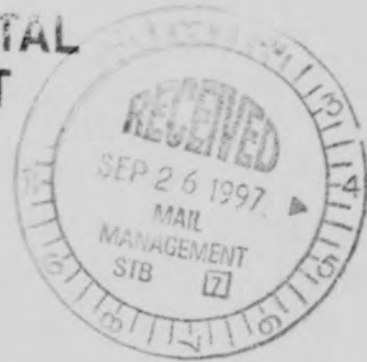
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Again, please consider the health and safety of thousands of residents in Northern Ohio and prevent the escalation of unsafe and unhealthy freight movement through our cities along Lake Erie.

Sincerely,

Lance C. Gaf
1225 Nicholson
Lakewood Ohio 44107

ENVIRONMENTAL
DOCUMENT



U.S. Surface Transportation Board
Attn: SEA - Finance Docket 33388
1925 "K" Street, NW
Washington, DC 20433

Dear Members of the STB:

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

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

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Sincerely,

V.L. SMITH
12550 LAKE AVE #808
LAKEWOOD, OH. 44107

cc: Madeline A. Cain
Mayor - Lakewood, Ohio

ENVIRONMENTAL
DOCUMENT

September 2, 1997

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



ATTENTION: Document Number FD33388

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Sincerely,

Mary Stach

ENVIRONMENTAL
DOCUMENT

September 2, 1997



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

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Sincerely,

MR. Geisler-Lainer

ENVIRONMENTAL
DOCUMENT

September 2, 1997

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



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Sincerely,

Peter A. Melen
1607 Lincoln Ave.
Lakewood, Ohio, 44107

September 2, 1997

ENVIRONMENTAL
DOCUMENT



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

ATTENTION: Document Number FD33388

Gentlemen:

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

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

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

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

Sincerely,

Anthony Decker
13841 Edgewater
Lakewood, Ohio 44107

ENVIRONMENTAL DOCUMENT

September 2, 1997



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

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

Sincerely,

PAA.GA

Peter A. Groh
1184 Virginia

Lakewood, Ohio 44107

September 2, 1997

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

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

Sincerely,

A handwritten signature in cursive script, appearing to read "Donald E. Springfield".

ENVIRONMENTAL DOCUMENT



U.S. Surface Transportation Board
Attn: SEA - Finance Docket 33388
1925 "K" Street, NW
Washington, DC 20433

Dear Members of the STB:

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

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

Our home is in Lakewood, Ohio where we have 27 streets that are bisected by NS tracks. Additional trains and longer, faster trains are a danger to our citizens and children. Lakewood does not have school busing and students attending 8 schools cross the tracks at least twice each day.

Our police, fire and emergency vehicles would be seriously impacted by any increase in freight rail traffic through our city.

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

Sincerely,

Josephine T. Davis
JOSEPHINE T. DAVIS
J. T. DAVIS

12550 LAKE AVE. #106
LAKEWOOD, OHIO 44107

cc: Madeline A. Cain
Mayor - Lakewood, Ohio

ENVIRONMENTAL DOCUMENT

September 2, 1997

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



ATTENTION: Document Number FD33388

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

Sincerely,

Patricia Bless
D Paul Bless

1235 Bonnieview
Lakewood, Ohio 44107

STB

FD

33388

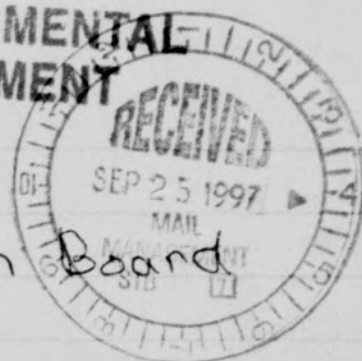
9-25-97

K

PUBLIC

1458 Woodward
Lake wood, OH, 44107
September, 19, 1997

ENVIRONMENTAL
DOCUMENT



Federal Surface Transportation Board

Wash. DC 20423

Dear Sir or Madam:

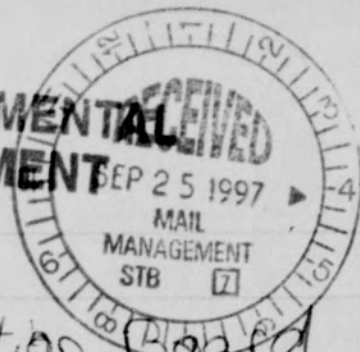
I am a student and I concerned about schools. If the Norfolk + Southern get there way, all the property value will go down. Their will be a lot of noise. Police, paramedics and firemen will be cut off by the trains plus if its a emergency they have to wait. There will be alot of hazardous materials in the air and more accidents then before, also the city will be cut in half. Thank you for your time.

yours truly,

Steve Knotek

1374 Hall Ave
Lakewood OH 44107
September 19, 1997

ENVIRONMENTAL
DOCUMENT



Federal Surface Transportation Board
Washington D.C. 20423

Dear Sir or madam:

I am a student who lives in Lakewood OH and I am worried that if Norfolk & Southern makes many more trains go through our city that some of us will be cut off from police fire and paramedics. I know that Norfolk & Southern has a right to do this but this will create more noise, dirt and hazardous materials. Please consider the people of Lakewood when extending our railroad.

Yours Truly,
Andrew Gillick

1327 Bonnieview #406
Lakewood Ohio 44109
September 19 1997

ENVIRONMENTAL
DOCUMENT



Federal Surface Transportation
Board
Washington, DC 20423

Dear Sir or Madam,

I live in Lakewood, Ohio, The Norfolk and Southern railroads are going to cause problems in our city. It is going to make all the property values go way down. If we have more trains it's going to hold up the firemen, police, and also the paramedics. Since there will be three times more trains than we have already and that will interrupt us. Also it will cause much more noise. Right now while we are in classes these trains disrupt our classes. We need help. Thank you for your time and patience.

Sincerely,

Tabitha Komar

1292 Mathews - up
Lakewood, OH 44107
Sept. 19, 1997

ENVIRONMENTAL
DOCUMENT



Federal Surface Transportation Board
Wash. DC 20423

Dear Sir or Madam:

I am a student of Lakewood, Ohio and I feel that there are too many trains already, and I do not want more. When in school we can not hear each other when they are going by. Many children have to cross tracks every day. I am worried about there safety and mine. There is enough trouble, and if Norfolk-Southern railroads run more, it will be worse!

Yours Truly,

Ben Sterley

ENVIRONMENTAL
DOCUMENT

9-17-97



To Whom It May Concern:

I disagree with the Train Companies' plan to triple the number of trains travelling the tracks in Lakewood. I believe increased train traffic could mean increased noise, pollution, more delays where streets are intersected by railroad tracks, greater possibility of dangerous collisions, and decreased property values for our community.

Sincerely:

A Home owner:

ELAINE SCHROLL
1287 EDWARDS AVE

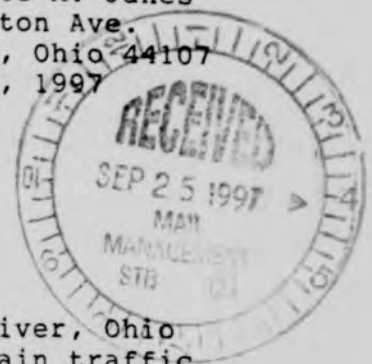
LAKEWOOD, OHIO 44107-2350

FD 33388

ENVIRONMENTAL
DOCUMENT

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

Bernadette M. Janes
1484 Winton Ave.
Lakewood, Ohio 44107
Sept. 21, 1997



Surface Transportation Board:

Residents of Lakewood, Bay Village and Rocky River, Ohio are very concerned about a possible expansion of train traffic by Norfolk Southern railroad company. In my opinion, the proposed threefold increase in train traffic through our West Shore communities could result in greatly increased delays for emergency vehicles in cases of fire, urgent medical needs, and law enforcement priorities. All medical facilities are located south of the train tracks, as are police and all but one of the city's fire stations. Since there are no overpasses or underpasses at most crossing points, residents north of the tracks must depend on the speed with which emergency vehicles can reach them. A threefold increase in the number of trains passing through would have these vehicles waiting at the crossings for three times the number of trains crossings at this time. Such delays could mean the difference between life and death for heart attack patients, as well as victims of fire or of criminal assault.

The effect on property values is another factor to be considered. Decreased access to speedy medical, fire and police assistance, as well as the inevitable increase in noise, danger to children walking to and from school, and air pollution from hazardous substances transported through the area, could render neighborhoods north of the tracks less desirable, robbing residents of the full resale value of their homes.

I write this letter to urge the Surface Transportation Board to require that Norfolk Southern be allowed to use the existing switching station at Collinwood in conjunction with Conrail, to avoid Norfolk Southern's need to increase its present number of trains. Such an increase is patently unfair and dangerous to the residents of these communities, and it is clearly unnecessary in view of the possible availability of that switching station. I strongly urge the Surface Transportation Board to take the above remarks seriously and take action on this issue before any final contracts or agreements are issued. Please use your power in our behalf, to ensure that residents north of the tracks do not suffer the delay in services so important to their lives and well-being.

Bernadette M. Janes
Bernadette M. Janes

copy to Rep. Kucinich

Elaine L. Skorich

ENVIRONMENTAL
DOCUMENT

1365 Warren Road
Lakewood, OH 44107

(216) 221-5436

September 15, 1997

Federal Surface Transportation Board
Section of Environment Analysis
1925 K. Street NW
Washington D. C. 20423



RE: **FD 33388**

To Whom It May Concern:

This letter is to protest increased rail traffic through the West Shore suburbs of Cleveland, Ohio. It is my understanding that the number of Norfolk and Southern trains coming through this area will be increased from 14 to 38. This is not an acceptable number.

I am a third year law student who lives only 10 houses away from the railroad tracks in Lakewood, Ohio, and who will be greatly affected by this increased traffic. When I rented my house, I understood that trains came through our neighborhood 14 times each day, and I accepted my apartment anyway. An increase in the number of trains, however, would not only greatly disturb my sleep and study time but would also disturb many other individuals living in these suburbs.

Because of the diverse populations who live in these suburbs, there are many factors to consider. Some people are students who need quiet in order to study and get what small amount of uninterrupted sleep that they can. Some people are elderly and need their rest. Some of the residents have children whose sleep is disturbed frequently by the trains. Many people travel the roads that are intersected by the train tracks. An increase in train traffic would increase the risk of accidents on or near the tracks. Pedestrians, motorists, children at play, even domestic pets would be at a greater risk of being involved in an accident if the railroad traffic were to increase.

Please take into consideration my protest as well as the others that you receive and do not permit Norfolk and Southern to increase its rail traffic through the West Shore suburbs of Cleveland. Thank you.

Sincerely,

Elaine L. Skorich

Elaine L. Skorich

cc: U.S. Representative Dennis Kucinich

September 22, 1997

ENVIRONMENTAL DOCUMENT



US Surface Transportation Board
SEAC - Finance Docket 3388
1925 K St. NW
Washington DC 20423

To Whom It May Concern,

I am writing you in regards to the possible increase of train traffic through my neighborhood of Lakewood Ohio.

As a business person, I am a strong believer in free enterprise. I also trust in the judgment of business leaders to be concerned about the communities in which they operate. This case is an exception. Not only do I believe that the railroad companies do not have our communities best interest in mind. I believe it is the farthest thing from their mind.

The increase in train traffic through my neighborhood will not only decrease property values in the area. It also represents several dangers that would destroy Lakewood as a community. Many of the homes along the tracks are no more that a few feet from the track. One derailment has the potential for destroying families and lives. Not to mention the cargoes that these trains carry form fuels to chemicals. These cargoes could make area of the community unlivable. Not to mention that the quickest way out of the area for some people is over the rail tracks.

The increase in traffic also represents a danger of increase in auto to train accidents. Many of the rail crossings do not have gates. Even with gates a few accidents might be caused by people trying to make it through the gates or if traffic might be backed up onto the tracks preventing individuals from getting off the tracks in time. This is also a community with many children. Many children like to watch trains or play on

the tracks. These risk are not the fault of the railroad companies but are risk that not preventable by any actions of the railroads except to shut the lines down.

The increase in traffic could also cause delays in response times for emergency vehicles. The community has already gone through the expense of building a fire station on the north side of the line to help with this situation at cost to the local community not the railroad companies. This may help with fires but not when it comes to getting an individual to the hospital on the other side of the tracks. When someone is having a heart attack or has had an accident EMS can't afford to go around the tracks or wait for a train to pass. The length of current trains could cause delays of several minutes when a person might not have time to wait.

The railroad companies are staying that it would be too costly to go around Lakewood. The possibility of accidents and the needs of the community demand's that they find another way around our community.

The rail lines through our community are a detriment to the lives and safety of our community. I urge you to order that the rail lines through Lakewood Ohio be close permanently.

Sincerely,

A handwritten signature in dark ink, appearing to read 'Mark Czarnecki', with a stylized flourish at the end.

Mark Czarnecki

MEMORANDUM

ENVIRONMENTAL
DOCUMENT



TO: U. S. Surface Transportation Board
Washington, D.C.

cc: Rep. Dennis Kucinich, U.S. House of Representatives
Honorable Madeline Cain, Mayor of Lakewood
Councilman Bryan Flannery, City of Lakewood

FROM: James E. Pearce
12705 Arliss Dr.
Lakewood, OH 44107
216-226-6250; 216-696-6250

RE: Proposed Sale of Conrail and Increased Train Traffic in Lakewood, Ohio
and Greater Cleveland

DATE: September 21, 1997

Honorable Board Members:

This is to advise you that I strongly oppose any increase in the volume of train traffic through densely populated Lakewood, Ohio. Indeed, during the past few months I have observed what I believe to be an increase in train traffic already. This is most dismaying.

Norfolk & Southern officials state that 14 trains a day pass through Lakewood. I believe the number is higher, perhaps as high as 18 or more according to counts by several Lakewood citizens and reported on television news.

Specifically, my concerns are as follows:

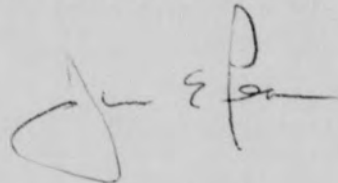
1. Increased train traffic poses a serious threat to public safety as it has the potential for inhibiting the movement of emergency vehicles throughout the city.
2. Increased train traffic will likely cause a greater number of accidents at the many railroad crossings through the center of Lakewood.
3. There will be an increase in the danger posed by the shipment of hazardous materials through such a densely populated area.
4. There will be an increase in the already high level of noise pollution.

5. Increased train traffic, particularly at the levels envisioned by officials from Norfolk & Southern, may lower property values, causing homeowners to suffer economic loss.

6. Increased freight train traffic means that light rail commuter transit trains will not be able to run through Lakewood, Rocky River, Bay Village, and other suburbs as had been hoped recently. These communities would be well-served by such light rail transit.

For these reasons, I ask that you decline to permit the sale of Conrail to CSX and Norfolk & Southern. Or, in the event such sale is approved, to require Norfolk & Southern to limit the number of trains which pass through Lakewood in any 24 hour period to 14. Further, I ask that you require Norfolk & Southern to construct additional overpasses to ensure that emergency vehicles will not be impeded by train traffic. I also request that you require Norfolk & Southern to adopt operating procedures which would require locomotive engineers to pass through Lakewood as quietly as possible. This is very feasible. All one need do is listen and observe several trains pass through the City. It is obvious that some engineers are more respectful about adding to noise pollution than others, and that it is entirely possible to bring a train through in a relatively subdued manner without compromising safety.

Thank you for your attention to this matter. I will be happy to answer your questions.

A handwritten signature in dark ink, appearing to be "J. E. P." or similar, written in a cursive style.

ENVIRONMENTAL DOCUMENT

30612 Willoway Ln.
Bay Village, Ohio 44140

Sept. 10, 1997



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

FD33388

Dear Gentlemen:

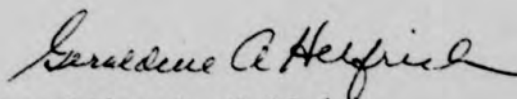
The impact of the Norfolk & Southern Railroad's decision to increase traffic thru Cleveland's westside and westshore suburbs could have devastating consequences for this whole area.

SAFETY - We have enough train/car accidents as it is without - increasing the number of trains. Primary, however, is the fact that should the railroad crossings be tied up by trains or an accident, there is only 1 other way out of Bay Village that does not involve a train track crossing.....that is a life limit when it comes to getting an ambulance to St. John's, Cleveland Clinic, Lakewood Hospital, etc. Are you going to be responsible for deaths caused by the inability of ambulances to cross a track due to a train? Don't local citizens have a voice when it comes to safety?

ECONOMIC - Our home values will immediately drop, and so will the tax base that supports our schools and community, and so will the prospective buyers in this market. WHO will buy a house with 3 times the number of trains we already have??? The number that the press relates is that they will go from 11 trains a day to 33? IS THIS WHAT BIG BUSINESS CAN GET AWAY WITH??? Don't local citizens have a voice when it comes to our economic status?

HEALTH - We now hear the whistles at every crossing at all hours with 11 trains...what will 33 be like, and how will anyone be able to sleep thru the night with that? This is noise pollution at its worst, along with the dirt and dust that trains emit. Don't local citizens have a voice when it comes to a healthy environment?

WHY ISN'T OUR GOVERNMENT STANDING BEHIND US ON THIS????


Geraldine A. Helfrich

September 10, 1997

ENVIRONMENTAL DOCUMENT



To Whom It May Concern:

We are writing in response to the S and W plan to increase the trains through Bay Village by two thirds per day. When we first heard this, we were appalled. An increase of 2 or 3 trains a day is acceptable, but not increasing the amount by two thirds. We have recently moved to Bay Village and were attracted to the community for a number of reasons, one of which was its reputation as a peaceful, quiet community. Imagine our surprise when we were awakened our first night there by repeated train whistle blowings. It is like an alarm clock going off repeatedly during the night and awakens us every time. Now we know the reason for this - safety - and have more or less adjusted ourselves to this even though we don't like the alarming noise. Imagine how we feel to hear that these incidents of train whistle warnings will be increased.

Also, I realize there is the added danger to the environment of the pollutants from the train engines as well as the noise pollution I have mentioned.

Another consideration is the threat to our communities' patients seeking emergency care who live on the north side of the railroad tracks. Both hospitals used by Bay Village (Lakewood and Columbia St Johns) are on the south side of the tracks and could pose a life threatening situation for a person in an emergency situation who had to wait for the road over the tracks to clear due to a train passing.

In summation, for the above reasons, we are totally against increasing the amount of trains through Bay Village.

Sincerely,

Michael and Marjorie Meluch

Michael Meluch
Michael Meluch

ENVIRONMENTAL
DOCUMENT

September 20, 1997



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

RE: **F.D. 33388** - Norfolk Southern/CSX Proposal to Acquire Conrail

To Members of the Surface Transportation Board:

I am writing to express my opposition to the recently unveiled proposal by Norfolk Southern (NS) and CSX Railroads to acquire Conrail. I am requesting the Board to deny the proposal since, per NS, one of the results will be an increase in the number of trains running through the western suburbs of Cleveland from 14 to 38 per day. Our local representatives have addressed for the Board the numerous safety and other issues which will result from the Board's approval of the proposal. Therefore, please consider my personal objections, which are numerous since our home is one of the many which directly abuts the railroad tracks; the tracks are literally in our backyard.

We live in the City of Rocky River, which is one of the most desirable communities on the west side of Cleveland. The City has many fine points, including its atmosphere, schools, and proximity to Lake Erie and downtown Cleveland. As a result, many homeowners elect to add onto their homes in lieu of leaving the community to obtain a bigger house. Rather than move from the City, we purchased a new house in Rocky River, put on a \$60,000-\$65,000 addition, and moved in to the house in June, 1996.

At the time we decided to move, the trains were more of a nuisance than anything else. For the nine years we have lived in Rocky River, we have heard rumors that NS was going to eventually abandon the tracks running through our community. Some years ago when the tracks were taken from two down to one, we believed NS might be seriously considering the abandonment. There were also rumors that those homeowners whose property abutted the tracks might be able to purchase the railroad property if the tracks were abandoned. For these various reasons, although it was not our first choice to live on the tracks, we decided to stay in Rocky River and invest further in our community by making a home addition.

Over this past summer, the trains have become more than a nuisance. Often, as many as three to four trains come through in an hour or even less. This is particularly annoying when they are coming through in the early morning hours. The engineers frequently blow their whistles much longer than necessary, often almost the entire way between crossings. While I understand federal law requires the whistles to be blown, many of the engineers carry it to extremes. It is often next to impossible to sleep with the trains coming through as they do.

This past Friday morning, September 19, three trains came through between 4:15 a.m. and 4:45 a.m. Of those three trains, only the first carried a significant number of cars. The last two could not have had more than 5 cars attached to the engines. Nevertheless, the engineers blasted their whistles, perhaps more obnoxiously than ever. I personally believe these actions to be in direct response to the opposition NS has encountered to its proposal. This noise occurs with only 14 trains coming through in a day; it will become unbearable if that number is increased to 38 or more. While sleep deprivation may seem a minor issue in comparison with the other issues, it is a very real problem. Despite what NS officials might have you believe, the residents in the area completely agree that the trains have become worse over the years and, most particularly, this summer.

Aside from the noise, I wish you to consider the following points:

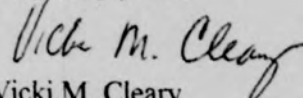
- 1) I am concerned that trains are permitted to carry hazardous chemicals through the backyards of people in highly populated areas, while trucks are prohibited from carrying such chemicals over highways which run through populated areas. I have read that if a train carrying hazardous chemicals derails in Rocky River, the entire City will have to be evacuated. It seems that the families who live on the tracks would not have much of a chance in a derailment situation. Further, the railroads apparently do not accept responsibility for derailments, since I understand that a suburb east of Cleveland is still fighting with Conrail over a derailment that occurred over one year ago.
- 2) In Rocky River, there are schools located on both sides of the tracks. This means that every day numerous children must cross the railroad tracks to get to and from school. Personally, we have three young children, ages 15 months though 6 years, who we have repeatedly warned to stay away from the tracks. If the number of trains increases, the risk of injury or death to children who must cross the tracks or who are curious about them, and to motorists who are tired of waiting for trains also dramatically increases.
- 3) Property values in this area, especially for those homes on the tracks, will most likely dramatically decrease as the number of trains increases. Even in the current market, and with only 14 trains a day, buyers hesitate to buy a house on the tracks. The sales prices of houses which abut the tracks are almost always, without exception, less than similar properties which do not abut the tracks. There is no question in my mind that, even if we could sell our house, we would take a great loss in doing so. When we put the addition onto our house, we did it with the intention of staying here for some time. Now, however, if the acquisition of Conrail is approved, we may be forced to try to sell since we cannot live with 38 trains a day going through our backyard. Undoubtedly, the sale will be at a great personal loss, both financially and emotionally.

- 4) The back of our house and garage, as well as everything in the backyard, is constantly covered with dust and dirt, obviously thrown off the tracks by the trains. There are also increased health concerns because of the coal and hazardous chemicals being carried by the cars. Again, as the number of trains increases, so do the dirt, dust and health issues.

There are options available to the NS/CSX proposal, one of which would have the trains re-routed to where the tracks run through industrial, not residential, areas. Our various leaders are considering options and trying to figure out ways to address what area residents and fire, police and hospital officials believe to be a major problem. NS should be willing to consider other alternatives to accomplish its objectives, as well as to address what those of us in the western suburbs believe are very legitimate concerns. What is perhaps the most distressing about this whole matter is NS's attitude. From the quotes of NS representatives, particularly Patrick McCune, it is clear that NS really cares very little about people and how its proposal will affect the citizens. NS has come across as caring for nothing more than increasing its business profits. It also appears that NS basically views this matter as a done deal. It seems incredibly unfair that a business's profits can be allowed to interfere with quality of life of so many people.

If the Board approves the acquisition proposal, it should do so only if NS can come up with an alternative. Requiring NS to re-route the trains and/or otherwise come up with solutions to the public's legitimate concerns is nothing more than a cost of doing business for NS. Please do not allow the public's quality of life, and perhaps life itself, become a cost to us of NS doing business.

Very truly yours,

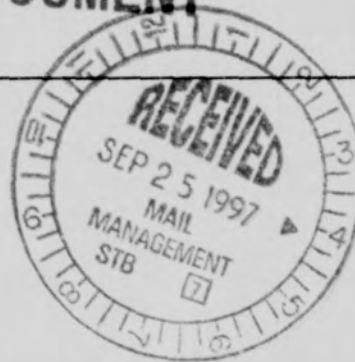


Vicki M. Cleary
20779 Stratford Avenue
Rocky River, OH 44116
(440) 333-3645

ENVIRONMENTAL DOCUMENT

FROM THE DESK OF KAREN & LOU FORTE

1355 Manor Park Ave
Lakewood, OH 44107



September 22, 1997

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

Reference Document Number: FD33388

Dear Boardmembers:

We urge you not to allow any additional rail freight traffic on the Cleveland-Vermilion line of Norfolk Southern. Our communities cannot withstand the increased safety hazards, noise and pollution. Lake Erie is our northern border and the train tracks bisect our city. Many residents will experience long delays for emergency services due to the slow moving freight trains. Lakewood is a very densely populated area with many residences and businesses in very close proximity to the tracks. The increase in traffic congestion and safety hazards to our children crossing the tracks to get to schools and playgrounds will surely cause a decline in our standard of living. Overpasses and underpasses are not a viable solution in our area.

Please help us to maintain our standard of living and property values by stopping NFS's plan to re-route.

Sincerely,

Karen and Lou Forte

ENVIRONMENTAL
DOCUMENT



U.S. Surface Transportation Board
Attn: SEA - Finance Docket 33388
1925 "K" Street, NW
Washington, DC 20433

Dear Members of the STB:

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

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

Our home is in Lakewood, Ohio where we have 27 streets that are bisected by NS tracks. Additional trains and longer, faster trains are a danger to our citizens and children. Lakewood does not have school busing and students attending 8 schools cross the tracks at least twice each day.

Our police, fire and emergency vehicles would be seriously impacted by any increase in freight rail traffic through our city.

More overpasses and underpasses would not remove all of the rail threats to our neighborhoods. On interstates through populated areas, signs bear the letters "HC" - hazardous cargo - with a slash through it, meaning certain trucks should take routes through industrialized areas, rather than through residential zones. Why shouldn't the same apply to freight trains?

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

Sincerely,

Helen C. Nichols
12550 Lake Ave., Suite 1504
Lakewood, Ohio 44107

cc: Madeline A. Cain
Mayor - Lakewood, Ohio

ENVIRONMENTAL
DOCUMENT



U.S. Surface Transportation Board
Attn: SEA - Finance Docket 33388
1925 "K" Street, NW
Washington, DC 20433

Dear Members of the STB:

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

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

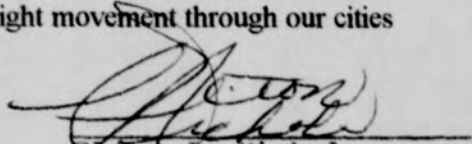
Our home is in Lakewood, Ohio where we have 27 streets that are bisected by NS tracks. Additional trains and longer, faster trains are a danger to our citizens and children. Lakewood does not have school busing and students attending 8 schools cross the tracks at least twice each day.

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More overpasses and underpasses would not remove all of the rail threats to our neighborhoods. On interstates through populated areas, signs bear the letters "HC" - hazardous cargo - with a slash through it, meaning certain trucks should take routes through industrialized areas, rather than through residential zones. Why shouldn't the same apply to freight trains?

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

Sincerely,


Milton J. Nichols
12550 Lake Ave., Suite 1504
Lakewood, Ohio 44107

cc: Madeline A. Cain
Mayor - Lakewood, Ohio

STB

FD

33388

9-24-97

K

GOV



MARYLAND Office of Planning

Parris N. Glendening
Governor

CENTRAL ADMINISTRATIVE UNIT

REC'D: 10/1/97

September 18, 1997

DOCUMENT # 10/2/97 9:15:32 AM



Ronald M. Kreitner
Director

Ms. Elaine K. Kaiser
Chief, Environmental Analysis
Case Control Unit, STB Finance Docket 33388
Surface Transportation Board
1925 K Street, N.W.
Washington, DC 20423-0001

ENVIRONMENTAL
DOCUMENT

STATE CLEARINGHOUSE REVIEW PROCESS

Reply Due Date:	October 16, 1997
State Application Identifier:	MD970916-0908
Project Description:	Scoping for Draft Environmental Impact Statement CSX Corp. and Norfolk Southern Railway Corp's Proposed Acquisition and Control of Conrail (see MD970108-0012)
State Clearinghouse Contact:	Bob Rosenbush

Dear Ms. Kaiser:

This letter acknowledges receipt of the referenced project. We have initiated the Maryland Intergovernmental Review and Coordination Process (MIRC) as of the date of this letter. You can expect to receive review comments and recommendations on or before the reply date indicated. Please place the State Application Identifier Number on all documents and correspondence regarding this project.

This project has been sent to the following agencies or jurisdictions for comment: The Maryland Departments of Budget-Management-Capital, Business and Economic Development, Environment, Housing and Community Development including the Maryland Historical Trust, Natural Resources, Transportation, Tri-County Council for Western-Maryland; and the Maryland Office of Planning.

Your participation in the MIRC process helps to ensure that this project will be consistent with the plans, programs, and objectives of State agencies and local governments. Issues resolved through this process enhance the opportunities for project funding and minimize delays during project implementation.

If you need assistance or have questions concerning this review, please contact the staff person noted above. Thank you for your cooperation.

Sincerely,

Linda C. Janey, J.D.
Manager, Clearinghouse & Plan Review Unit

LCJ:BR:lr

STB

FD

33388

9-22-97

K

CITIES

HC - DR

9/29/97 7:32:32 AM

SEA's Environmental Hotline

Retrieval Form

(888) 869-1997

ENVIRONMENTAL
DOCUMENT

Date: 9/22

Time: 3:55 pm

Initials: BF

CALLER INFORMATION:

Name: Maurice Keyes

Telephone Number: (202) 939-8010

Title: Environmental Program Coordinator

Agency: ~~DEPARTMENT OF THE ARMY~~ OFFICE OF POLICY & PLANNING

Street Address: DC Department of Public Works

City: 2000 14th ST NW 6th FLOOR
DC

State: ●

Zip Code: 20009

REASON FOR CALL:

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

Caller had Questions concerning
• Procedural schedule
• Comment process

FOLLOW-UP ACTION TAKEN:

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

* SEND COPY OF Environmental Report.

NOTES:

Would like to discuss CSX EIS with someone
Specifically - air quality portions of statement of work
Added to db 9/24/97.

STB

FD

33388

9-19-97

K

CITIES

Nancy C. Fording.
481 Bassett Road
Bay Village, Ohio 44140



ENVIRONMENTAL
DOCUMENT



FD 33388

This is to express my opposition to the takeover of Norfolk & Southern of the Conrail tracks and its plan for increased train traffic. We live on Bassett Rd. which is also an exit/entrance to I. 90 as it changes to Crocker. Bassett/Crocker is also a main route to St. John Columbia Hospital for those north of the tracks. At Bassett Crossing, there is only one track. The increase to 38 trains a day means more than one train each & every hour. How would you like to be the one in the ambulance waiting to get to the hospital while another train crosses in front of you?

— over —

How would you like to witness
a car trying to beat the 35th train
or 1st or any train? More trains
will equal more chances taken
and also complacency. More
chances taken will eventually
equal accidents. We are a nation
in a hurry — to get to work, to
get to a store, to get home, to get a
life saved, to get on vacation? And
the increased train traffic
will make us less tolerant and
more impatient and chances will
be taken more often and lives
will be lost at and on the tracks.
Don't let this happen, please!

Sincerely - Nancy Fordine

**ENVIRONMENTAL
DOCUMENT**

September 15, 1997



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

RE: FD 33388

To Whom It May Concern:

I am opposed to the Norfolk & Southern Railroad proposal which increases rail traffic through the westshore communities of Cleveland, Ohio

The safety, health and economic impact this would have on all of us could be devastating.

While railroads play a vital role in our country, common sense has to exist when the safety and welfare of literally thousands of individuals are at stake.

I'm hoping there are alternate routes to be considered.

Sincerely,

Orilla Engelhardt
Orilla Engelhardt

STB

FD

33388

9-16-97

K

CITIES

HC-EI

9/29/97 7:29:41am

SEA's Environmental Hotline

Retrieval Form

(888) 869-1997

ENVIRONMENTAL
DOCUMENT

Date: 9/16

Time: 1:07 pm

Initials: BF

CALLER INFORMATION:

Name: TIM REARDON

Telephone Number: (717) 234-2639

Title:

Agency: Tri-County Reg. Planning Commission

Street Address:

City: Harrisburg

State: PA

Zip Code:

REASON FOR CALL:

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

FOLLOW-UP ACTION TAKEN:

- ☒ Returned call 7/28/97
- ☐ Sent fact sheet
- ☐ Sent environmental report
- ☐ Other action taken

NOTES: Question on vol. 6B

Tg. 497 - "393 truck trips to Rutherford"

5001 - "660 truck trip to Rutherford"

Would appreciate a clarification on this data issue.

- No follow-up necessary. Commenter will review DELS and

August 1, 1997

is submitting comments.

Added to Db 9/24/97

E:\CommonFiles\Forms\Hotline\wpd

Question: Rutherford totals
- Total 398

ER is accurate Total increase or addition

PAGE 500 & 496 are
not clear.

STB

FD

33388

9-8-97

K

PUBLIC

ENVIRONMENTAL DOCUMENT

September 2, 1997

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



ATTENTION: Document Number FD33388

Gentlemen:

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

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

Our home is in Lakewood, Ohio where we have 28 streets that are bisected by NS tracks. Additional trains and longer, faster trains are a danger to our citizens and children. Lakewood does not have school busing and students attending 8 schools cross the tracks at least twice each day. Our police, fire and emergency vehicles would be seriously impacted by any increase in freight rail traffic through our city. More overpasses and underpasses would not remove all of the rail threats to our neighborhoods. On interstates through populated areas, signs bear the letters "HC" - hazardous cargo - with a slash through it, meaning certain trucks should take routes through industrialized areas, rather than through residential zones. Why shouldn't the same apply to freight trains?

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

Sincerely,

*Dolores A Budner
1750 Warren Rd.
Ck 101
44107*

ENVIRONMENTAL DOCUMENT

August 29, 1997

Federal Surface Transportation Board
Selection of Environment Analysis
1925 K Street NW
Washington DC 20423



RE: Document Number FD33388

I am writing to voice my serious concerns about the possibility of a significant increase in the train traffic that could be allowed to travel by my home. I live at 1308 Ramona Avenue in Lakewood, Ohio. Our home is four houses away from the tracks.

My husband and I carefully considered the amount of train traffic when making the decision to purchase this property. Since moving into the house in April, 1996, we have learned that even the current level of traffic can cause serious consequences. Shortly after moving in, a young man was killed on the tracks at Marlow Avenue; this is the cross street we must use to cross the tracks. Our son and several of his friends were outside playing when this occurred. The gruesome facts of this terrible accident are something we have had a difficult time putting out of our minds. I fear that the increase in train traffic will increase the likelihood of this type of accident.

Just across the tracks is Lakewood Hospital. We have first hand knowledge of the frequency with which emergency vehicles are called to respond to medical emergencies. In addition, police and fire trucks must often respond to emergencies that require they cross the tracks. I do not want my family and home to be in jeopardy because of the increased train traffic.

Sincerely,

Nan McIntyre
1308 Ramona Avenue
Lakewood, Ohio 44107

cc: Congressman Dennis Kucinich
Senator Mike DeWine

ENVIRONMENTAL DOCUMENT

September 2, 1997

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

1308 Ramona Ave.
Lakewood, Ohio 44107



To Whom it May Concern:

I am writing to protest the expansion in train traffic which Norfolk and Southern is proposing on the line through the western suburbs of Cleveland, Ohio (document number **FD33388**).

In 1996, my family and I bought a house on Ramona Ave. in Lakewood, Ohio. We chose this house mainly because of the neighborhood. Despite the fact that our house is only located about four houses from the railroad track, the street is quiet and pleasant to live on. The trains that do pass by are a nuisance, but an infrequent nuisance. To date, we have been very happy with our decision.

The plan to expand traffic on this line threatens our happiness. By my calculation, the tripling of train traffic on this line means that one slow-moving freight train will come rumbling through the neighborhood every thirty-eight minutes. In effect, these trains will come riding through my house. For a period of three or four minutes before each train passes through, I will listen to the engineer honk the horn at each of the twenty or so rail crossings between my street and Rocky River, or my street and Cleveland. Then, I will hear the train come rumbling past the crossing at Marlowe Avenue. Then, I will hear it fade into the distance. This process will be repeated thirty or forty times per day, disrupting the peace of my neighborhood and the ability of my family to travel from our home on Ramona to the downtown part of Lakewood.

By decreasing the peace and quiet of the neighborhood, the expanded volume of traffic will also decrease the value of my house. I do not know how much the value will decline. However, it seems possible to me that the value of my house might drop by as much as twenty or thirty percent. Is Norfolk and Southern willing to compensate me for this loss in value? If so, I would like my payment in advance.

The tripling of train traffic will also have other effects on the city of Lakewood. It will make it difficult for citizens to travel from one place to another. It will make it difficult for emergency vehicles to travel to a hospital or to the scene of an accident or a fire. Perhaps most important, it will threaten the safety of the community. The city of Lakewood is very densely populated, perhaps the most densely populated community between Chicago and New York. Auto traffic moves north and south across these tracks. Children cross them on their way to school and sometimes walk along them to get from one place to another (something they should not do--but children do many things that they ought not). As the volume of train traffic increases through such an area, the probability of a serious accident must also increase. Already, we have had one death on this line in the first year we have lived here.

Certainly, Norfolk and Southern has a right to earn a return on its investment in the Conrail system. However, it also seems to me that the people of Lakewood have a right to a certain quality of life. The expansion of rail traffic on this line threatens that quality of life, imposing a cost on this city which exceeds the benefit that would accrue to the railroad. Clearly, this is not the only railroad line over which the company could route these trains.

I urge you to reject the proposal to expand traffic on this line.

Sincerely,

Rob Stuart

ENVIRONMENTAL DOCUMENT

Mark & Beth Kapes
29609 Osborn Road
Bay Village, Ohio 44140



September 2, 1997

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

ATTN: FD 33386

To Whom It May Concern:

I am writing to express deep **concern** over the **proposed tripling of rail road runs by Norfolk & Southern** through Bay Village, Ohio and the surrounding areas of Cleveland.

As a young homeowner and resident of Bay Village who is raising a family in the community, the plans made by Norfolk & Southern are causing us to look to the future with **fear**.

Do we want to needlessly be exposed to tons of chemicals floating through our air?

Do we want to live with an inevitable dread that we or someone we know could be injured or killed by one of the many passing trains?

As a women expecting my second child, do I want to look forward to an untimely labor that is held-up by trains that will not allow me to travel to the hospital?

With a husband who spends his days and nights on-call to save lives at the Cleveland Clinic Foundation, does he tell the recipient of a much-needed lung or heart that he "just couldn't make it because a train would not allow him to get the freeway in time"?

As many of our surrounding neighbors in their communities will tell you, this proposal just does not make sense. I have highlighted only a few of the reasons that **a firm opposition should stop** a preposterous increase of **13 to 38 trains** running through our area daily.

But the main reason is that we love and respect our city, and most of all we respect human lives --- we hope that Norfolk & Southern does, too.

Sincerely,

A handwritten signature in cursive script, appearing to read "Beth A. Kapes".

Beth A. Kapes
Bay Village Resident

cc: Congressman Dennis Kucinich

August 29, 1997

ENVIRONMENTAL DOCUMENT

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



To Whom It May Concern:

I live in the community of Bay Village, Ohio. We were recently notified that there was a possibility that Norfolk Southern Railroad would be increasing the amount of trains along the border of Bay Village from 14 a day to 39. This increase in train traffic poses an extremely large safety concern. To get to **any** hospital from our house you need to cross the tracks. The nearest overpass is all the way on the other side of town. It is at least a 15-minute drive out of the way!

Unfortunately, we have had to travel to the emergency room several times. Two times in particular it was imperative that we got to the hospital as quickly as possible. When my daughter was 6 weeks old she aspirated some medicine and went in to respiratory arrest (April 1988). The ambulances/paramedics from Bay Village were already serving various emergencies at the time so the emergency squad came from Westlake, the neighboring community. The ambulance needed to get to our home by crossing the tracks and then get to the hospital crossing them once again. My daughter's life was at risk. Immediate care from the emergency team helped save her life and reduce possible affects from lack of oxygen. The situation would have been far more serious had a train delayed the help needed.

The other incident involved my son. When he was 3 years old (1993) he fell onto the driveway, from 6 feet up, hitting his head extremely hard. His head bruised very quickly and blood came from his nose and mouth. We quickly put him in the car and called the doctor from the car phone. The doctor instructed us to get to the nearest hospital as fast as we could. Once again, we needed to cross the railroad tracks.

I am happy to report that both my children are healthy and doing well. This may not have been the case if treatment had been delayed because of train traffic.

Sincerely,

A handwritten signature in cursive script that reads "Peggy M. Joyce".

Peggy M. Joyce
378 Walmar Dr.
Bay Village, OH 44140
440-871-7943

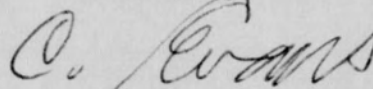
**ENVIRONMENTAL
DOCUMENT**

1380 Gladys Ave.
Lakewood, Ohio 44107
August 29, 1997

Dear Ms. Molitoris:

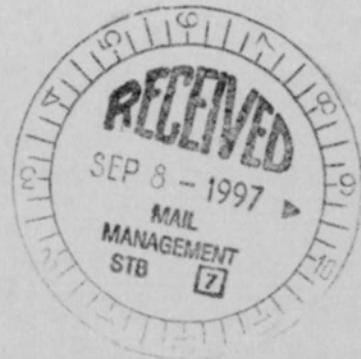
Attached is the text of a letter mailed to Congressman
Dennis Kucinich on this date. This is in regards to matter
FD 33388.

Sincerely,



Charles W. Evans

(CBR. 216 221-2296)



Below is the text of letter to Congressman Dennis Kucinich in regards to matter FD 33388.

One can't help but feel Norfolk Southern Corporation's latest plan to increase rail traffic through this area is another nail in Lakewood's coffin.

This scheme will be just another burden to drive thinking people, who have the means, out of an overtaxed, over regulated, over crowded, under represented community.

The railroad in question will undoubtedly attempt the closure of many of our streets which are crossed by Norfolk Southern's tracks. The railroad's faulty rational is that this will prevent accidents and save lives. In reality this is just the railroad's self-serving propaganda. The R.R. knows more crossing gates will be needed with the proposed additional rail traffic. They, the R.R. brass don't want to pay a penny for additional crossing gates. That being the case the majority of the costs for the safety devices will be passed on to the taxpayers as records will show it has been in the past.

It is hoped that we of Lakewood will be well represented, by our local public officials, in the matter of expanded rail traffic through my town.

STB

FD

33388

9-8-97

K

GOV

ENVIRONMENTAL DOCUMENT



TENNESSEE HISTORICAL COMMISSION
DEPARTMENT OF ENVIRONMENT AND CONSERVATION
2941 LEBANON ROAD
NASHVILLE, TN 37243-0442
(615) 532-1550



August 28, 1997

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

RE: STB, PROPOSED CONRAIL ACQUISITION, UNINCORPORATED, MULTI COUNTY

Dear Ms. Kaiser:

Pursuant to your request, this office has reviewed documentation relative to the above-referenced undertaking. Considering available information, we find that the project as currently proposed will not affect any cultural resources eligible for listing in the National Register of Historic Places.

Therefore, this office has no objection to the implementation of this project. Should project plans change, please contact this office to determine what additional steps, if any, compliance with Section 106 requires. You may direct questions and comments to Joe Garrison (615)532-1559. This office appreciates your cooperation.

Sincerely,

A handwritten signature in cursive script that reads "Herbert L. Harper".

Herbert L. Harper
Executive Director and
Deputy State Historic
Preservation Officer

HLH/jyg