

GUIDE TO VOLUME 6D

Volume 6D of the Proposed Conrail Acquisition Final EIS contains the following items:

- List of Appendices.
- Appendix O, “EPA Rules on Locomotive Emissions.”
- Appendix P, “SEA’s Best Management Practices for Construction and Abandonment Activities.”
- Appendix Q, “Example Public Outreach Materials.”
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- Glossary of Terms.
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EPA Rules on Locomotive Emissions

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APPENDIX O

EPA RULES ON LOCOMOTIVE EMISSIONS

The U.S. Environmental Protection Agency (EPA) issued its final rulemaking on emission standards for locomotives and locomotive engines on December 17, 1997. EPA published “Emission Standards for Locomotives and Locomotive Engines; Final Rule” in the Federal Register on April 16, 1998.

This appendix provides two EPA fact sheets relating to locomotive emissions rules. The first fact sheet, “Final Emissions Standards for Locomotives and Locomotive Engines,” published December 1997, explains EPA-promulgated standards for the previously unregulated oxides of nitrogen, hydrocarbons, carbon monoxide, particulate matter, and smoke from newly manufactured and remanufactured diesel-powered locomotives and locomotive engines. (See Attachment O-1). EPA also calculated emissions factors for locomotives in order to analyze the environmental benefits expected from the implementation of the new locomotive emission standards. The second fact sheet, “Emission Factors for Locomotives,” published December 1997, explains these factors and delineates the three sets of standards, dependent upon the date of locomotive manufacture, that EPA adopted for locomotive emission regulation. (See Attachment O-2).

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ATTACHMENT O-1

**EPA Fact Sheet “Final Emissions Standards for Locomotives
and Locomotive Engines” (December 1997)**

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Regulatory Announcement

Final Emissions Standards for Locomotives

The Environmental Protection Agency (EPA) is finalizing emission standards for oxides of nitrogen (NO_x), hydrocarbons (HC), carbon monoxide (CO), particulate matter (PM) and smoke for newly manufactured and remanufactured diesel-powered locomotives and locomotive engines, which have previously been unregulated. The new standards will achieve approximately a two-third reduction in NO_x emissions, which is equivalent to removing over thirty million passenger cars from the road. In addition, HC and PM emissions will be reduced by 50 percent.

History of Rulemaking

The 1990 Clean Air Act Amendments mandated EPA to establish emission standards for a variety of previously unregulated nonroad mobile sources. Included in those requirements was a specific mandate to regulate the emissions from locomotives. Current unregulated locomotives are estimated to contribute almost 5 percent of the total nationwide emissions of NO_x, which is more than 10 percent of the nationwide mobile source NO_x emissions. This makes locomotives one of the largest remaining unregulated sources of NO_x emissions. Thus, this rulemaking will result in emissions reductions that states need to comply with the National Ambient Air Quality Standards (NAAQS) for ozone and PM.

Overview of Rulemaking

Since locomotive emissions have not been regulated before, it was necessary for EPA to create a comprehensive program, including not only emission standards, but also test procedures and a full compliance program. This rulemaking, which takes effect in 2000, will affect railroads, locomotive manufacturers, and locomotive remanufacturers.

In general terms, the overall program is similar to previously established programs for heavy-duty highway engines and other nonroad engines. One unique feature included for locomotives, however, is the regulation of the engine remanufacturing process, including the remanufacture of locomotives originally manufactured prior to the effective date of this rulemaking. Regulation of the remanufacturing process is critical because locomotives are generally remanufactured 5 to 10 times during their total service lives (typically 40 years or more). Standards that only applied to locomotives originally manufactured after the effective date of the rule would not achieve significant emissions reductions in the near term, as those locomotives slowly replaced the existing fleet.

Emission Standards

Three separate sets of emission standards have been adopted, with applicability of the standards dependent on the date a locomotive is first manufactured. The first set of standards (Tier 0) apply to locomotives and locomotive engines originally manufactured from 1973 through 2001, any time they are manufactured or remanufactured. The second set of standards (Tier 1) apply to locomotives and locomotive engines originally manufactured from 2002 through 2004. These locomotives and locomotive engines will be required to meet the Tier 1 standards at the time of original manufacture and at each subsequent remanufacture. The final set of standards (Tier 2) apply to locomotives and locomotive engines originally manufactured in 2005 and later. Tier 2 locomotives and locomotive engines will be required to meet the applicable standards at the time of original manufacture and at each subsequent remanufacture. Electric locomotives, historic steam-powered locomotives, and locomotives originally manufactured before 1973 do not contribute significantly to the emissions problem, and thus, are not included in this rulemaking.

Exhaust Emission Standards for Locomotives				
Tier and duty-cycle	Gaseous and Particulate Emissions (g/bhp-hr)			
	HC¹	CO	NOx	PM
Tier 0 line-haul duty-cycle	1.00	5.0	9.5	0.60
Tier 0 switch duty-cycle	2.10	8.0	14.0	0.72
Tier 1 line-haul duty-cycle	0.55	2.2	7.4	0.45
Tier 1 switch duty-cycle	1.20	2.5	11.0	0.54
Tier 2 line-haul duty-cycle	0.30	1.5	5.5	0.20
Tier 2 switch duty-cycle	0.60	2.4	8.1	0.24

1. HC standards are in the form of THC for diesel, bio-diesel, or any combination of fuels with diesel as the primary fuel; NMHC for natural gas, or any combination of fuels where natural gas is the primary fuel; and THCE for alcohol, or any combination of fuels where alcohol is the primary fuel.

In addition to the exhaust emission standards, this final rule establishes smoke opacity standards for all locomotives and locomotive engines.

Smoke Standards for Locomotives (Percent Opacity - Normalized)			
	Steady-state	30-sec peak	3-sec pe
Tier 0	30	40	50
Tier 1	25	40	50
Tier 2	20	40	50

Production Line Testing

EPA has adopted a production line testing (PLT) program that requires manufacturers and, in some cases, remanufacturers of locomotives to perform production line testing of newly manufactured and remanufactured locomotives as they leave the point where the manufacture or remanufacture is completed. The PLT program for newly manufactured units is based on actual testing, while the PLT program for remanufactured units is based on an audit of the remanufacture kit's installation, with EPA having the ability to require testing if in-use data indicates a possible problem with production.

In-Use Compliance Program

A critical element in the success of this locomotive program is ensuring that manufacturers and remanufacturers produce locomotives that continue to meet emission standards beyond certification and production stages, during actual operation and use. EPA is adopting an in-use compliance program with two distinct components. The first program

requires the manufacturers and remanufacturers to test representative locomotives from all engine families using the Federal Test Procedure (FTP). This testing will occur between 50 and 75 percent of useful life. Actual repair in the event of a determination of noncompliance or recall action, however, will apply to all locomotives of that family, regardless of whether the locomotives have exceeded their useful lives. Second, EPA is requiring that Class I railroads annually test a sample of their locomotives which have met or exceeded their useful lives, also using the FTP.

Emissions Averaging Provisions

EPA has adopted averaging, banking and trading (ABT) provisions to allow manufacturers and remanufacturers the flexibility to meet overall emissions goals at the lowest cost, while allowing EPA to set emissions standards at levels more stringent than they would be if each and every engine family had to comply with the standards. ABT is also designed to encourage early introduction of cleaner engines, which will secure emissions benefits earlier than would otherwise be the case.

Preemption

EPA has adopted regulations that will codify and clarify Clean Air Act preemption of certain state and local requirements relating to the control of emissions from new locomotives and new locomotive engines. This preemption was included in the Clean Air Act because of the inherent interstate nature of the railroad industry. Moreover, EPA believes that a strong federal program that addresses manufacturing, remanufacturing and in-use compliance is the best way to achieve the necessary emissions reductions.

Health and Environmental Benefits

Emissions from diesel-powered locomotives, such as NO_x, HC, and PM, contribute to air pollution in both urban and rural areas, and have significant health and environmental effects. NO_x is a major component of smog and acid rain. NO_x emissions combine with HC in the atmosphere to form ground-level ozone, the primary constituent of smog. Ozone is a highly reactive pollutant that damages lung tissue, causes congestion, and reduces vital lung capacity, in addition to damaging vegetation. Acid rain damages buildings and crops, and degrades lakes and streams. NO_x also contributes to the formation of secondary PM, which causes headaches, eye and nasal irritation, chest pain, and lung inflammation. Environmental impacts of PM include reduced visibility and deterioration of buildings.

The primary focus of this rulemaking is on reducing NO_x and PM emissions, although there are also reductions in HC and CO. NO_x emissions from locomotives will be reduced by 60 percent by 2040, compared to 1995 baseline levels. This would be almost 650,000 metric tons per year. Most of these reductions will come early in the program (e.g., 41 percent reduction by 2010), due to the standards that apply to pre-2000 locomotives when they are remanufactured. In addition to the NO_x benefits, the final rule will provide some PM benefits through the Tier 2 standards. A PM reduction of 46 percent is expected by 2040, compared to 1995 baseline levels. This reduction is over 12,000 metric tons per year, and amounts to over one percent of national PM emissions from mobile sources.

Flexibility For Industry

The final rule codifies the Clean Air Act's preemption of state and local emission requirements, which is intended to prevent inappropriate burdens on interstate commerce. The flexibility provided by ABT lowers the costs to manufacturers and makes it easier to meet the technological challenges posed by the new standards. EPA is also exempting the smallest railroads from compliance with the Tier 0 standards, with some restrictions, and is providing a phase-in of the standards for small manufacturers.

Cost of New Program

EPA estimates that the lifetime cost per locomotive will be approximately \$70,000 for the Tier 0 standards, \$186,000 for the Tier 1 standards and \$252,000 for the Tier 2 standards. Lifetime cost components consist of initial equipment costs; remanufacturing costs; fuel economy costs; and certification, production line and in-use testing costs. The average annual cost of this program is estimated to be \$80 million per year. This would be about 0.2 percent of the total freight revenue for railroads in 1995. The average cost-effectiveness of the standards is expected to be about \$163 per ton of NO_x, PM and HC.

For More Information

The final rule and other documents on locomotives are available electronically from the EPA Internet server at:

<http://www.epa.gov/OMSWWW/locomotv.htm>

Document information is also available by contacting Russ Banush at:

U.S. Environmental Protection Agency
2565 Plymouth Road
Ann Arbor, MI 48105
(734) 668-4333

ATTACHMENT O-2

**EPA Fact Sheet “Emission Factors for Locomotives”
(December 1997)**

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Technical Highlights

Emission Factors for Locomotives

The Environmental Protection Agency (EPA) has established emission standards for oxides of nitrogen (NO_x), hydrocarbons (HC), carbon monoxide (CO), particulate matter (PM) and smoke for newly manufactured and remanufactured diesel-powered locomotives and locomotive engines, which have previously been unregulated. Three separate sets of emission standards have been adopted, with applicability of the standards dependent on the date a locomotive is first manufactured. The first set of standards (Tier 0) apply to locomotives and locomotive engines originally manufactured from 1973 through 2001. The second set of standards (Tier 1) apply to locomotives and locomotive engines originally manufactured from 2002 through 2004. The final set of standards (Tier 2) apply to locomotives and locomotive engines originally manufactured in 2005 and later. To analyze the environmental benefits expected from these new standards, EPA had to calculate emission factors for locomotives.

Estimated Baseline Freight Locomotive Emission Rates

In support of the rulemaking finalizing the locomotive emission standards, EPA has estimated average emission rates, given in grams per brake horsepower-hour (g/bhp-hr), for current uncontrolled locomotives. These estimates are shown in Table 1. It is important to note that there is significant variability in in-use emission rates. Table 2 shows the range of emission rates that have been reported for NO_x and PM.

Table 1 - Estimated Baseline In-Use Emission Rates (g/bhp-hr)				
	HC	CO	NOx	PM
Line-Haul*	0.48	1.28	13.0	0.32
Switch**	1.01	1.83	17.4	0.44

* Line-haul locomotives over the line-haul duty-cycle

** Switch locomotives over the switch duty-cycle

Table 2 - Range of NOx and PM Emission Rates (g/bhp-hr)			
Line-Haul Cycle			
NOx	PM	NOx	PM
10.3-18.2	0.22-0.41	9.2-33.1	0.22-0.

Conversion to Gram per Gallon Emission Factors

It is often useful to express emission rates as grams of pollutant emitted per gallon of fuel consumed (g/gal). This can be done by multiplying the emission rates in Table 1 by a conversion factor. EPA has estimated the appropriate conversion factor to be 20.8 bhp-hr/gal. These converted emission factors are shown in Table 3.

Table 3 - Converted Emission Factors (g/gal)				
	HC	CO	NOx	PM
Line-Haul	10	26.6	270	6.7
Switch	21	38.1	362	9.2

Projected Future Emission Factors

With the new national emission standards for both newly manufactured and remanufactured locomotives originally built after 1972, future locomotive emission rates are projected to be much lower than the baseline rates shown above. EPA's estimates of future emission rates for

Tier 0-Tier 2 locomotives are shown in Tables 4-6, respectively. Table 9 gives the expected fleet average emission factors for all locomotives, which reflects the penetration of the Tier 0-Tier 2 locomotives into the fleet over time.

Table 4 - Estimated Controlled Emission Rates for Locomotives Manufactured in 1973-2001 (Tier 0)								
	HC		CO		NOx		PM	
	g/bhp -hr	g/gal	g/bhp -hr	g/gal	g/bhp -hr	g/gal	g/bhp -hr	g/gal
Line-Haul	0.48	10	1.28	26.6	8.6	178	0.32	6.7
Switch	1.01	21	1.83	38.1	12.6	262	0.44	9.2

Table 5 - Estimated Controlled Emission Rates for Locomotives Manufactured in 2002-2004 (Tier 1)								
	HC		CO		NOx		PM	
	g/bhp -hr	g/gal	g/bhp -hr	g/gal	g/bhp -hr	g/gal	g/bhp -hr	g/gal
Line-Haul	0.47	9.8	1.28	26.6	6.7	139	0.32	6.7
Switch	1.01	21	1.83	38.1	9.9	202	0.44	9.2

Table 6 - Estimated Controlled Emission Rates for Locomotives Manufactured after 2004 (Tier 2)								
	HC		CO		NOx		PM	
	g/bhp -hr	g/gal	g/bhp -hr	g/gal	g/bhp -hr	g/gal	g/bhp -hr	g/gal
Line-Haul	0.26	5.4	1.28	26.6	5.0	103	0.17	3.6
Switch	0.52	11	1.83	38.1	7.3	152	0.21	4.3

Emission Inventory Estimation

Total emissions can be calculated by multiplying the emission factors (in g/gal) by the fuel consumption rates (in million-gal/yr) to give annual emission rates (in metric tons per year). This metric estimate can be converted to standard tons (or short tons) per year, by multiplying it by 1.1.

In the United States, the great majority of fuel consumed by locomotives each year is used in line-haul freight service. Smaller amounts are also used in switching and passenger service. EPA's estimates of these fuel volumes are shown in Table 7. EPA's estimates of annual emission rates calculated from these fuel consumption rates are shown in Table 8.

National Freight Line-Haul	3,331
National Freight Switching	270
Local and Regional Freight	215
Passenger	133

HC	CO	NOx	PM
47	119	1,202	30

For More Information

For further information on emission factors for locomotives, please write to:

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

Additional documents on locomotive emission standards are available electronically from the EPA Internet server at:

<http://www.epa.gov/OMSWWW/locomotv.htm>

or by calling (734) 668-4333.

Table 9 - Fleet Average Emission Factors For All Locomotives								
Year	(g/bhp-hr)				(g/gal)			
	HC	CO	NOx	PM	HC	CO	NOx	PM
1999	0.52	1.32	13.30	0.33	10.7	27.4	276.7	6.8
2000	0.52	1.32	13.16	0.33	10.7	27.4	273.8	6.8
2001	0.52	1.32	12.74	0.33	10.7	27.4	265.0	6.8
2002	0.52	1.32	11.96	0.33	10.7	27.4	248.8	6.8
2003	0.52	1.32	11.22	0.33	10.7	27.4	233.3	6.8
2004	0.51	1.32	10.49	0.33	10.7	27.4	218.1	6.8
2005	0.50	1.32	9.60	0.32	10.4	27.4	199.8	6.6
2006	0.48	1.32	8.92	0.31	10.1	27.4	185.6	6.4
2007	0.47	1.32	8.51	0.30	9.8	27.4	177.0	6.2
2008	0.46	1.32	8.29	0.29	9.6	27.4	172.5	6.0
2009	0.45	1.32	8.09	0.28	9.4	27.4	168.3	5.9
2010	0.44	1.32	7.84	0.28	9.1	27.4	163.0	5.7
2011	0.44	1.32	7.74	0.27	9.1	27.4	161.1	5.7
2012	0.43	1.32	7.62	0.27	8.9	27.4	158.5	5.6
2013	0.42	1.32	7.50	0.26	8.8	27.4	155.9	5.5
2014	0.42	1.32	7.37	0.26	8.7	27.4	153.4	5.4
2015	0.41	1.32	7.26	0.25	8.5	27.4	151.0	5.3
2016	0.40	1.32	7.14	0.25	8.4	27.4	148.5	5.2
2017	0.40	1.32	7.04	0.25	8.3	27.4	146.5	5.1
2018	0.39	1.32	6.94	0.24	8.2	27.4	144.4	5.1
2019	0.39	1.32	6.84	0.24	8.1	27.4	142.4	5.0
2020	0.38	1.32	6.75	0.24	7.9	27.4	140.3	4.9
2021	0.38	1.32	6.65	0.23	7.8	27.4	138.3	4.8
2022	0.37	1.32	6.56	0.23	7.7	27.4	136.4	4.7
2023	0.37	1.32	6.46	0.22	7.6	27.4	134.4	4.7
2024	0.36	1.32	6.37	0.22	7.5	27.4	132.5	4.6
2025	0.36	1.32	6.29	0.22	7.4	27.4	130.7	4.5
2026	0.35	1.32	6.20	0.21	7.3	27.4	129.0	4.4
2027	0.35	1.32	6.12	0.21	7.2	27.4	127.2	4.4
2028	0.34	1.32	6.04	0.21	7.1	27.4	125.6	4.3
2029	0.34	1.32	5.96	0.20	7.0	27.4	124.0	4.2
2030	0.33	1.32	5.88	0.20	6.9	27.4	122.3	4.2
2031	0.33	1.32	5.80	0.20	6.8	27.4	120.7	4.1
2032	0.32	1.32	5.73	0.19	6.7	27.4	119.2	4.0
2033	0.32	1.32	5.66	0.19	6.6	27.4	117.6	4.0
2034	0.31	1.32	5.58	0.19	6.5	27.4	116.1	3.9
2035	0.31	1.32	5.54	0.19	6.4	27.4	115.3	3.9
2036	0.31	1.32	5.52	0.19	6.4	27.4	114.9	3.9
2037	0.31	1.32	5.49	0.18	6.3	27.4	114.3	3.8
2038	0.30	1.32	5.47	0.18	6.3	27.4	113.7	3.8
2039	0.30	1.32	5.44	0.18	6.2	27.4	113.2	3.7
2040	0.30	1.32	5.41	0.18	6.2	27.4	112.6	3.7

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APPENDIX P
SEA'S Best Management Practices
for Construction and Abandonment Activities

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APPENDIX P
SEA'S BEST MANAGEMENT PRACTICES
FOR CONSTRUCTION AND ABANDONMENT ACTIVITIES

The Section of Environmental Analysis (SEA) of the Surface Transportation Board (the Board) developed Best Management Practices for the Applicants¹ to implement should the Board approve the proposed Conrail Acquisition. The following Best Management Practices apply to all proposed construction and abandonment activities, as appropriate, to reduce or avoid the potential for adverse environmental impacts as a result of the proposed Conrail Acquisition:

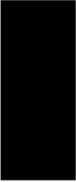
1. The Applicants shall restore any adjacent properties disturbed during right-of-way construction or abandonment-related activities to pre-construction or pre-abandonment conditions.
2. The Applicants shall encourage re-growth of vegetation in disturbed areas and stabilize disturbed soils according to standard construction practices or as required by construction permits.
3. The Applicants shall use appropriate signs and barricades to control traffic disruptions during construction or abandonment-related activities at or near any highway/rail at-grade crossings.
4. The Applicants shall restore roads disturbed during construction or abandonment-related activities to conditions required by state and local jurisdictions.
5. The Applicants shall control temporary noise from construction or abandonment-related equipment through the use of work-hour controls, operation and maintenance of muffler systems on machinery, and/or other noise reduction methods.
6. If the Applicants find previously unknown archeological remains during construction or abandonment-related activities, they shall immediately cease excavation work in the area and contact the appropriate State Historic Preservation Office for guidance and coordination.

¹ "The Applicants" refers to CSX Corporation and CSX Transportation, Inc. (CSX); Norfolk Southern Corporation and Norfolk Southern Railway Company (NS); and Conrail, Inc., and Consolidated Rail Corporation (Conrail).

7. The Applicants shall use appropriate technologies, such as silt screens and straw bale dikes, to minimize soil erosion, sedimentation, runoff, and surface instability during construction or abandonment-related activities. The Applicants shall disturb the smallest area possible around any streams and tributaries, and shall consult with the appropriate state agent to properly revegetate disturbed areas immediately following construction or abandonment-related activities.
8. The Applicants shall ensure that all culverts are clear of debris to avoid potential flooding and stream flow alteration.
9. The Applicants shall design and construct proposed construction/abandonment activities so as to preserve effective drainage to maintain the quality of adjacent prime farmland.
10. The Applicants shall use appropriate techniques to minimize potential environmental impacts on water bodies, wetlands, and navigation, including the following specific measures:
 - a) If necessary, the Applicants shall avoid impacts or losses to wetlands wherever possible. If wetland impacts are unavoidable, the Applicants must demonstrate that there are no practicable alternatives available that would avoid or further minimize impacts to wetlands. The Applicants shall compensate for unavoidable wetland losses at ratios determined by the U.S. Army Corps of Engineers and U.S. Fish and Wildlife Service as to type of wetland affected on a site-by-site basis.
 - b) If necessary, the Applicants shall design and replicate compensatory wetlands to match as closely as possible the specific mix of types, functions, and values of the affected wetlands. The compensatory wetlands shall be established via the process of restoration to the extent feasible, and they shall be located in an area as close as practicable to the affected wetlands.
11. The Applicants shall ensure that abandonment-related activities are designed to preserve land forms and drainage patterns that may provide flood protection.
12. The Applicants shall ensure that for any construction project, new lighting fixtures installed in new parking and security areas adjacent to residential zoned areas shall be cut off or shielded to avoid effects to residences.
13. The Applicants shall compensate for trees removed during project activities. Trees shall be replaced with native saplings, if practicable, at a minimum ratio of 1:1, and replacement shall occur as close as possible to the affected areas.

14. The Applicants shall establish a staging area for construction equipment in environmentally nonsensitive areas to control erosion and spills.
15. Should project activities affect previously unidentified threatened or endangered species and/or their habitat, the Applicants shall immediately cease project activities and contact the U.S. Fish and Wildlife Service and the appropriate State Department of Natural Resources for guidance and coordination.
16. The Applicants shall use established standards for recycling or reuse of construction materials such as ballast, rail, and ties. When recycling construction materials is not a viable option, the Applicants shall specify disposal methods of materials such as ties and potentially contaminated surrounding soils and ballast materials to ensure compliance with applicable solid and hazardous waste regulations.
17. The Applicants shall develop a Construction Noise and Vibration Specification for any proposed construction activities associated with the proposed Conrail Acquisition. The Applicants shall designate a noise control engineer to develop the Specification whose qualifications include at least five years of experience with major construction noise projects, and board certification membership with the Institute of Noise Control Engineering or registration as a Professional Engineer in Mechanical Engineering or Civil Engineering.

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APPENDIX Q
Example Public Outreach Materials

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APPENDIX Q

EXAMPLE PUBLIC OUTREACH MATERIALS

According to the National Environmental Policy Act (NEPA), agencies undertaking major Federal actions must consult with other government agencies and the public in preparing environmental documents. The Surface Transportation Board's (the Board's) review and decision regarding the proposed Conrail Acquisition is a major Federal action. The Section of Environmental Analysis (SEA) conducted public outreach activities to provide members of the public and interested agencies the opportunity to comment on the Draft Environmental Impact Statement (Draft EIS), the potential environmental impacts of the proposed Conrail Acquisition, and SEA's preliminary mitigation recommendations so that SEA could fully assess public concerns and address those concerns in this Final Environmental Impact Statement (Final EIS).

This appendix contains the following examples of SEA's public outreach materials:

- Copies of a press release, a newspaper notice, and the Federal Register Notice announcing the availability of the Draft EIS for public review and comment.
- Copies of the Notice of Availability postcard, and sample letters to Congressional representatives, mayors, and administrators of communities with consultation recommendations.
- Copies of the two-page fact sheets and accompanying cover letter prepared for environmental justice communities identified in the Draft EIS. SEA prepared the fact sheets in both English and Spanish, where appropriate. A copy of the public service announcement and accompanying cover letter SEA distributed to radio stations in communities with potential environmental justice issues.
- Copy of the letter that accompanied copies of the Draft EIS that SEA sent to libraries in environmental justice communities.
- Copies of outreach strategies SEA developed for potential environmental justice communities after the Draft EIS was published. The Draft EIS contains copies of strategies that SEA developed for potential environmental justice communities prior to the Draft EIS's publication.
- Copies of letters to Native American tribes and the Bureau of Indian Affairs.

- Copy of the Acknowledgment of Comment Receipt letter.
- Copy of an informational letter that SEA issued to interested parties regarding the potential effects of the proposed Conrail Acquisition on historic properties in Ohio.

SEA identified potential impacts to additional communities after publishing the Draft EIS. This appendix also contains the following examples of SEA's public outreach materials to these newly identified communities:

- Copy of a newspaper notice for newly identified environmental justice communities, and a copy of the February 27, 1998, Federal Register Notice for the Additional Environmental Analysis (March 2-April 15, 1998 comment period).
- Copy of a public service announcement and cover letter SEA distributed to radio stations in newly identified environmental justice communities.
- Copy of a letter SEA mailed to interested parties in newly identified environmental justice communities.
- Copies of new outreach strategies SEA developed for newly identified environmental justice communities.
- Copy of a letter SEA sent to libraries in newly identified environmental justice communities.
- Copies of sample letters SEA sent to newly identified mayors and county administrators in environmental justice communities.
- Copy of a letter SEA sent to county administrators regarding potential noise and hazardous materials impacts SEA identified after publishing the Draft EIS.

Press Release, Newspaper Notice, and the Federal Register Notice

Following are copies of items SEA used to announce the availability of the Draft EIS for public review and comment. They include a press release, a newspaper notice and list of 244 recipient newspapers (the same list applies for the Final EIS), and the Federal Register Notice.

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**Surface Transportation Board
1925 K Street, N.W.
Washington, D.C. 20423-0001**

NEWS

FOR RELEASE:
Friday, December 12, 1997
No. 97-106

Contact: Elaine K. Kaiser
Mike Dalton
(888)869-1997
TDD (202) 565-1695
www.conrailmerger.com

SURFACE TRANSPORTATION BOARD RELEASES DRAFT ENVIRONMENTAL IMPACT STATEMENT FOR PROPOSED "CONRAIL" ACQUISITION

Surface Transportation Board (Board) Chairman Linda J. Morgan announced today that a Draft Environmental Impact Statement (EIS) has been issued in the CSX-NS-Conrail¹ railroad control proceeding². The Board welcomes public review and comment on the Draft EIS.

Written comments are due by **February 2, 1998**.

On June 23, 1997, CSX and NS filed an application requesting authority to acquire control of Conrail and subsequently divide Conrail's assets. The proposed transaction would affect 44,000 miles of rail lines and numerous rail facilities. If approved, it would involve changes in rail operations that would include increases in rail traffic, abandonment of some rail

¹CSX Corporation and CSX Transportation, Inc. are referred to collectively as CSX. Norfolk Southern Corporation and Norfolk Southern Railway Company are referred to collectively as NS. Conrail Inc. and Consolidated Rail Corporation are referred to collectively as Conrail. CSX, NS, and Conrail are referred to collectively as applicants.

²Entitled *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*, STB Finance Docket No. 33388.

line segments, construction of new rail line segments, and operational modifications at rail yards or intermodal facilities.

The Draft EIS is part of an ongoing evaluation of the potential environmental impacts associated with these changes. It is based on the independent environmental analysis being conducted by the Board's Section of Environmental Analysis (SEA). SEA's analysis has included an extensive public scoping process to identify potential environmental issues, review of public comments, and consultations with public agencies.

Specifically, the Draft EIS provides background information, explains specific technical and environmental analyses, and addresses the potential environmental effects of the proposed transaction on a system-wide basis and for each of the 24 potentially affected states and the District of Columbia. In addition, Volume 2 of the Draft EIS includes copies of the Safety Integration Plans submitted by NS, CSX, and Conrail. Consistent with a request by the U.S. Department of Transportation/Federal Railroad Administration, the Board has specifically directed the applicants to submit these plans to explain how they propose to ensure the safe integration of their separate systems, and to provide the public with an opportunity to comment on the sufficiency of these plans. The Draft EIS also includes SEA's preliminary recommendations for mitigation to address possible environmental effects of the proposed transaction.

SEA invites public comment on the Draft EIS, the Safety Integration Plans, and SEA's proposed mitigation measures as well as possible alternative mitigation. SEA will fully consider all the public comments in preparing the Final EIS. SEA plans to distribute the Final EIS in late May 1998. In making its decision in this case, the Board will consider the entire environmental record, including all public comments, the Draft EIS, the Final EIS, and SEA's final environmental recommendations. The Board plans to issue its final written decision on July 23, 1998.

The public may comment on the Draft EIS by submitting written comments (an original plus 10 copies) by **February 2, 1998**, at the following address:

**Case Control Unit
Finance Docket No. 33388
Surface Transportation Board
1925 K Street, N.W.
Washington, DC 20423-0001**

**Attn: Elaine K. Kaiser
Environmental Project Director
Environmental Filing F.D. 33388**

The public is invited to telephone SEA's toll-free **Environmental Hotline** at **1-888-869-1997** with any questions regarding the Board's environmental review process. Additional information about the proceeding is available on the Internet at SEA's "Conrail Acquisition Web Page" at www.conrailmerger.com

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**Surface Transportation
Board Section of
Environmental Analysis
Release of Draft
Environmental
Impact Statement
Proposed Conrail
Acquisition**

The Surface Transportation Board's (Board) Section of Environmental Analysis (SEA) issued its Draft Environmental Impact Statement (EIS) for the proposed Conrail Acquisition on December 12, 1997. The Draft EIS discusses SEA's independent analysis of potential environmental impacts and includes SEA's preliminary recommendations for mitigating possible environmental effects of the proposed Acquisition of Conrail by Norfolk Southern (NS) and CSX.

The Draft EIS is currently available for public review and comment. Public comments are due by February 2, 1998. The public review and comment period is part of an ongoing evaluation of the potential environmental impacts associated with the Proposed Acquisition.

SEA will consider all comments received in response to the Draft EIS in preparing the Final EIS and in making its final recommendations to the Surface Transportation Board (Board). SEA plans to serve the Final EIS in May 1998. The Board will consider the entire environmental record, including all public comment, the Draft EIS, and the Final EIS in making its final decision. The Board will issue its final written decision in July 1998.

SEA invites all interested agencies and the public to comment on the Draft EIS. SEA is providing copies of the Draft EIS to Federal, state, and regional agencies and county administrators for each potentially affected county, and to all parties who have specifically requested a copy. If you have questions regarding the Draft EIS, call SEA's toll-free Environmental Hotline at 1-888-869-1997 (TDD for the hearing impaired: 202-565-1695). Information about the proposed Acquisition and Draft EIS can also be found at the following Internet Web site <http://www.conrailmerger.com>.

All interested agencies, organizations, and individuals can comment on the Draft EIS by submitting written comments (include an original plus 10 copies) to the address listed below by February 2, 1998, the close of the public comment period.

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

Attn: Elaine K. Kaiser
Environmental Project
Director
Environmental Filing

NEWSPAPER NOTIFICATION LIST

State	Newspapers	Publication Date
Alabama	Gadsden Times	12/26
	Birmingham News	12/22
Delaware	(Dover) Delaware State News	12/22
	Wilmington Journal	12/29
Georgia	Atlanta Journal	12/26
	Douglas County Sentinel	12/24
	Macon Telegraph	12/26
	Columbus Ledger-Enquirer	1/5
	Conyers Rockdale Citizen	1/1
Illinois	Alton Telegraph	12/22
	Back of the Yards Journal (Chicago)	12/24
	Alsip/Crestwood/Blue Island Sun	12/25
	Blue Island Star	12/30
	Bridgeport News (Chicago)	12/24
	Champaign News-Gazette	12/26
	Chicago Defender	12/22
	Chicago Sun Times	12/22
	Chicago Tribune	12/22
	Commercial News (Danville)	12/22
	Daily Southtown (Blue Island)	12/23
	Decatur Herald	12/26
	Forum Newspaper (Blue Island)	1/13 (bi-monthly)
	Kankakee Daily Journal	12/26
	Lawndale Press (Chicago)	12/25
	Morris Herald	12/29
	News Democrat (Belleville)	1/6
	Ottawa Times	1/9
	Paris Beacon News	12/22
	Southwest Extra (Chicago)	1/8
Southwest News Herald (Chicago)	1/8	
Springfield State Journal	12/26	
Taylorville Breeze	12/22	
Indiana	Alexandria Times Tribune	
	Anderson Herald Bulletin	12/22
	Auburn Evening Star	12/22
	Clinton Clintonian	12/26
	Courier	12/22
	Elkhart Truth	12/22
	Fort Wayne News-Sentinel	1/5
	Frost Illustrated (Fort Wayne)	12/24

State	Newspapers	Publication Date
Indiana (cont'd)	Gary New Crusader	1/6
	Gary Info	12/25
	Huntington Herald Press	12/22
	Indianapolis Star	12/29
	The Journal Gazette (Fort Wayne)	12/22
	Kendallville News-Sun	12/29
	Lafayette Journal & Courier	12/26
	Lafayette Leader	1/9
	Logansport Pharos-Tribune	12/29
	Michigan City News-Dispatch	12/26
	Muncie Star	12/22
	Muncie Times	1/15
	Munster Times	12/29
	New Castle Courier Times	12/26
	The News Sentinel	12/26
	Peru Tribune	12/22
	Plymouth Pilot-News	12/29
	Princeton Clarion	12/26
	Palladium-Item	1/7
	Post-Tribune (Gary)	12/22
	South Bend Tribune	12/22
	Terre-Haute Tribune	12/22
	Vincennes Sun Commercial	12/22
Wabash Plain Dealer	12/22	
Warsaw Times Union	12/22	
Kentucky	Ashland Independent	12/22
	The Gleaner & Journal	12/30
	Kentucky New Era	12/22
	Lexington Herald-Leader	12/29
	Louisville Courier Journal	12/22
	Madisonville Messenger	12/29
	Owensboro Messenger-Inquirer	12/22
	Paducah Sun	12/29
Louisiana	The Times-Picayune	12/22
Maryland	The Avenue News (Baltimore)	12/26
	Baltimore City Newspaper	1/7
	The Baltimore Sun	12/22
	The Baltimore Times	1/2
	The Capital	12/29
	Elkton Cecil Whig	12/22
	Frederick News-Post	12/22
	Prince George's Journal	1/2

State	Newspapers	Publication Date
Maryland (cont'd)	The Prince George's Post	12/25
	Prince George's Sentinel	12/25
	Hagerstown Herald Mail	12/29
	Westminster Times	12/22
Michigan	Ann Arbor News	12/29
	Bay City Times	12/29
	Detroit Free Press	12/29
	Flint Journal	12/22
	Grand Rapids Press	12/29
Michigan (cont'd)	Midland News	12/29
	Monroe News	12/29
	Muskegon Chronicle	12/22
	Port Huron Times-Herald	1/2
	Saginaw News	1/7
Missouri	Kansas City Star	12/22
	St. Louis Post-Dispatch	12/22
New Jersey	Atlantic City Press	12/29
	Bergen County Record	12/22
	Camden Courier Post	1/2
	Easton Express Times	12/22
	Jersey City Jersey Journal	12/29
	Asbury Park Press	12/22
	Home News Tribune (<i>formerly New Brunswick Homes</i>)	12/22
	Star Ledger	12/26
	North Jersey Herald	12/26
	Salem Today's Sunbeam	12/29
	Trenton Times	12/22
	Vineland Journal	12/22
New York	Albany Times Union	12/22
	Amsterdam Recorder	12/26
	Buffalo News	12/22
	Catskill Mail	12/26
	Corning Leader	12/22
	Elmira Star-Gazette	12/22
	Geneva Finger Lakes	12/22
	Jamestown Post Journal	12/22
	Middletown Times Herald	12/22
	New York Times	12/22
	Niagara Falls Gazette	12/22
	Nyack Rockland Journal	1/7
	Poughkeepsie Journal	12/26
	Schenectady Gazette	12/22

State	Newspapers	Publication Date
New Jersey (cont'd)	Troy Record	1/8
	Watertown Daily Times	1/5
	White Plains Reporter	1/6
Ohio	Akron Beacon Journal	12/26
	Ashtabula Star Beacon	12/26
	Bucyrus Telegraph	12/22
	The Business Journal (Youngstown)	1/19 (semi-monthly)
	Call & Post (Cleveland)	1/8
	Canton Repository	12/29
	Cincinnati Post Enquirer	12/22
	Community News (Cleveland)	1/8
	Coshocton Tribune	12/22
	Dayton News	12/22
	Defiant Crescent News	12/29
	Dispatch	12/22
	East Side Daily News (Cleveland)	12/26
	Findlay Courier	12/22
	Fremont News Messenger	12/22
	Gallipolis Tribune	12/26
	Kenton Times	1/2
	Kent Ravenna Record	12/22
	La Prensa Nacional (Toledo)	12/24
	The Lima News	1/5
	Lisbon Journal	12/29
	The Journal (Lorain)	12/22
	Mansfield News Journal	12/22
	Marietta Times	12/22
	Marion Star	12/26
	Medina Gazette	12/22
	Napolean Northwest	12/26
	Newark Advocate	12/26
	Norwalk Reflector	12/26
	The Plain Dealer (Cleveland)	1/6
	Pomeroy Sentinel	12/29
	Point & Shoreland Journal (Toledo)	12/30
	Point Pleasant Register	12/22
Port Clinton News Herald	12/29	
Sandusky Register	12/29	
Sidney News	12/22	
Springfield News-Sun	12/26	
Sun Scoop Journal (Cleveland)	1/8	
Sun Messenger (Cleveland)	1/8	

State	Newspapers	Publication Date
Ohio (cont'd)	Steubenville Herald	12/22
	Tiffin Advertiser	12/22
	The Times Recorder (Zanesville)	12/22
	Toledo Blade	12/22
	Toledo Herald (also referred to as News-Herald)	12/24
	Toledo Journal	1/14
	Troy News	1/8
	Van Wert Times Bulletin	1/6
	Vindicator (Youngstown)	1/6
	Warren Tribune Chronicle	12/26
	Whilloughby News-Herald	12/26
	Wilmington News-Journal	12/29
	(Youngstown) Buckeye Review	12/24
Pennsylvania	Call Chronicle (Allentown)	12/29
	Beaver County Times	12/22
	Binghamton Press and Sun	12/26
	Butler Eagle	12/29
	Carlisle Sentinel	12/22
	Chambersburg Public	12/22
	Daily Local News (Westchester)	12/22
	Erie Times	12/22
	Greensburg Tribune	12/22
	Harrisburg News-Record	12/22
	Hazelton Standard	12/26
	Herald Standard (Uniontown)	12/22
	Kittaning Leader Times	12/22
	Lancaster New Era	12/22
	Lebanon News	12/22
	Lehighon Times-News	12/26
	Lewistown Sentinel	12/22
	Meadville Tribune	12/29
	New Castle News	12/26
	Patriot News (Harrisburg)	12/29
	Paxton Herald (Harrisburg)	12/24
	Pocono Record	12/22
	Philadelphia Enquirer	12/22
	Post-Gazette	12/22
	Scranton Times	12/22
	Shamokin News-Item	12/29
	Sharon Herald	12/22
	State College Centre	12/22
(Sunbury) Daily Item	12/22	

State	Newspapers	Publication Date
Pennsylvania (cont'd)	Tribune-Democrat	12/29
	Warren Times Observer	12/29
	Washington Observer	12/22
	York Dispatch & Report	12/26
Tennessee	Clarksville Leaf-Chron	12/22
	Cleveland Banner	1/5
	Jackson Sun	12/26
	Commercial Appeal (Memphis)	12/29
	Daily News Journal (Murfreesboro)	12/22
	Nashville Banner	1/8
Virginia	Daily Press (Newport News)	12/29
	Harrisonburg News Record	12/22
	Northern Virginia Daily	12/26
	Petersburg Progress	12/22
	Potomac News	12/22
	Roanoke Times & World	12/26
	Staunton News Leader	12/22
	Times-Dispatch (Richmond)	12/22
	Virginia Pilot	12/22
	Winchester Star	12/26
Washington D.C.	Capitol Spotlight Observer	12/25
	El Diario de la Nacion	12/26
	El Pregonero	1/1
	Northwest Current	12/24
	Washington Afro-American	12/27
	Washington City Paper	12/26
	The Washington Informer	12/22
	Washington New Observer	1/8
	Washington Post	12/22
	Washington Times	12/26
West Virginia	Beckley Register-Herald	12/22
	Charleston Gazette	12/22
	Fairmont Times-West	12/26
	Huntington Herald Dispatch	12/22
	Lewisburg West Virginia	1/6
	The Journal (Martinsburg)	12/26
	Parkersburg News Sentinel	12/29

the seven days' notice required by the Government in the Sunshine Act:

Chairman Hoecker
Commissioner Bailey
Commissioner Massey
Commissioner Breathitt
Commissioner Hebert
Lois D. Cashell,

Secretary.

[FR Doc. 97-33304 Filed 12-17-97; 8:45 am]

BILLING CODE 6717-01-M

ENVIRONMENTAL PROTECTION AGENCY

[OPP-00516; FRL-5760-7]

Pesticide Program Dialogue Committee; Committee and Charter Renewal

AGENCY: Environmental Protection Agency (EPA).

ACTION: Notice.

SUMMARY: As required by of the Federal Advisory Committee Act, 5 U.S.C., App. 2 section 9(c), EPA's Office of Pesticide Programs (OPP) is giving notice of the renewal of the Pesticide Program Dialogue Committee (PPDC) and its Charter.

DATES: The PPDC Charter, which was filed with Congress on November 13, 1997, will be in effect for two years, until November 13, 1999.

FOR FURTHER INFORMATION CONTACT: By mail: Margie Fehrenbach or Linda Murray, Office of Pesticide Programs (7501C), Environmental Protection Agency, 401 M St., SW., Washington, DC 20460. Office location and telephone number: Rm. 1119, Crystal Mall #2, 1921 Jefferson Davis Highway, Arlington, VA 22202; Phone: 703-305-7090; e-mail: fehrenbach.margie@epamail.epa.gov.

SUPPLEMENTARY INFORMATION: The PPDC will be composed of approximately 25-30 members appointed by the EPA Deputy Administrator. Committee members will be selected from a balanced group of participants from the following sectors: pesticide industry and user, and commodity groups; Federal and State governments; consumer and environmental/public interest groups, including representatives from the general public; academia; and, public health organizations. The Committee may form subcommittees or establish workgroups for any purposes consistent with its Charter.

The Committee will provide a forum for a diverse group representing a broad range of interests to communicate with

EPA's Office of Pesticide Programs regarding pesticide regulatory, policy and implementation issues.

PPDC meetings are open to the public. Specific dates, times and locations will be published in the Federal Register before each meeting. The PPDC Charter and other Committee materials are available for public review at the following address: U.S. Environmental Protection Agency, Rm. 1128, Crystal Mall #2, 1921 Jefferson Davis Highway, Arlington, VA 22202, (703) 305-5805 [PPDC Docket # 00439].

List of Subjects

Environmental protection.

Dated: December 5, 1997.

Stephen L. Johnson,
Acting Director, Office of Pesticide Programs.

[FR Doc. 97-33227 Filed 12-18-97; 8:45 am]

BILLING CODE 6560-50-F

ENVIRONMENTAL PROTECTION AGENCY

[ER-FRL-5487-4]

Environmental Impact Statements; Notice of Availability

Responsible Agency: Office of Federal Activities, General Information (202) 564-7167 or (202) 564-7153.

Weekly receipt of Environmental Impact Statements Filed December 08, 1997 Through December 12, 1997, Pursuant to 40 CFR 1506.9.

EIS No. 970470, FINAL EIS, FHW, NC, Sunset Beach Bridge No. 198 on Secondary Road NC-1172 Replacement, Over the Atlantic Intracoastal Waterway, Funding, COE Section 10 and 404 Permit, Brunswick County, NC, Due: January 19, 1998, Contact: Nicholas L. Graf, P.E. (919) 856-4346.

EIS No. 970471, DRAFT EIS, FHW, NH, Manchester Airport Access Road Highway Improvement Project, Bedford-Manchester-Londonderry-Litchfield-Merrimack, Funding and NPDES Permit and COE Section 404 Permit, Hillsborough and Rockingham Counties, NH, Due: February 02, 1998, Contact: William F. O'Donnell, P.E. (603) 225-1608.

EIS No. 970472, DRAFT EIS, FHW, VT, Rutland Transportation Improvement Project, between US 4 and US 7 in the City of Rutland and the Towns of Rutland, Mendon, Clarendon and Shrewsbury, Funding, EPA Permit and COE Section 404 Permit, Rutland County, VT, Due: March 06, 1998, Contact: Frederick Downs (802) 828-4433.

EIS No. 970473, DRAFT EIS, UAF, FL, CA, Evolved Expendable Launch Vehicle (EELV) Program, Development, Operation and Deployment, Proposed Launch Locations are Cape Canaveral Air Station (AS), Florida and Vandenberg Air Force Base (AFB), California, Federal Permits and Licenses, FL and CA, Due: February 02, 1998, Contact: Jonathan D. Farthing (210) 536-3668.

EIS No. 970474, DRAFT EIS, USA, AL, Fort McClellan (Main Post) Disposal and Reuse, Implementation, Calhoun, Cleburne, Randolph, Clay, Talledega, St. Clair, Etowah and Cherokee Counties, AL, Due: February 02, 1998, Contact: Carla Coulson (703) 697-0225.

EIS No. 970475, DRAFT EIS, USN, CA, Long Beach Complex Disposal and Reuse, Implementation, COE Section 10 and 404 Permits, NPDES Permit, in the City of Long Beach and Los Angeles County, CA, Due: February 02, 1998, Contact: Melanie Ault (619) 532-4744.

EIS No. 970476, DRAFT EIS, DOE, SC, Accelerator for Production of Tritium at the Savannah River Site (DOE/EIS-0270D), Construction and Operation, Aiken and Barnwell Counties, SC, Due: February 02, 1998, Contact: Andrew R. Gainger 1-(800)-881-7292.

EIS No. 970477, FINAL EIS, AFS, MT, Jericho Salvage Timber Sale, Implementation, Salvage Treatments and Temporary Road Construction, Helena National Forest, Helena Ranger District, Powell County, MT, Due: January 19, 1998, Contact: Dan Mainwaring (406) 449-5490.

EIS No. 970478, DRAFT EIS, FHW, WI, WI-STH-11 Janesville Bypass (West) Transportation Improvements, between Dubuque, Iowa, and the Racine/Kenosha urban area, WI-STH-11 is the major link to IH-90, Funding and COE Section 404 Permit, Rock County, WI, Due: February 27, 1998, Contact: Richard Madrzak (608) 829-7510.

EIS No. 970479, FINAL EIS, USA, NJ, Evans Subpost Disposal and Reuse, Implementation, Fort Monmouth, Ocean and Monmouth Counties, NJ, Due: January 19, 1998, Contact: Ms. Susan H. Bauer (703) 697-0126.

EIS No. 970480, FINAL EIS, UMC, CA, Santa Margarita River Flood Control Project (MILCON P-010) and Basilone Road Bridge Replacement Project (MILCON P-030), Construction and Operation, COE Section 404 Permit, Camp Pendleton, CA, Due: January 19, 1998, Contact: Vicky K. Taylor (619) 532-3007.

EIS No. 970481, DRAFT EIS, STB,
Conrail Acquisition (Finance Docket No. 33388) by CSX Corporation and CSX Transportation Inc., and Norfolk Southern Corporation and Norfolk Southern Railway Company (NS), Control and Operating Leases and Agreements, To serve portion of eastern United States, Due: February 02, 1998, Contact: Michael Dalton (202) 565-1530.

EIS No. 970482, DRAFT EIS, FTA, FL,
Central Florida Light Rail Transit System Transportation Improvement to the North/South Corridor Project, Locally Preferred Alternative (LPA) and Minimum Operable Segment (MOS), Orange and Seminole Counties, FL, Due: February 09, 1998, Contact: J. Anthony Dittmeier (404) 562-3512.

Amended Notices

EIS No. 970433, FINAL EIS, FHW, PA,
US 202 Section 700 Corridor, Improvements, from PA 63 in Montgomeryville to the PA-611 Bypass in Doylestown Township, COE Section 404 Permit and Right-of-Way, Montgomery and Bucks Counties, PA, Due: January 30, 1998, Contact: Ronald W. Carmichael (717) 221-3461. Published FR 11-14-97—Review Period extended.

Dated: December 16, 1997.

B. Katherine Biggs,

Associate Director, NEPA Compliance Division, Office of Federal Activities.

[FR Doc. 97-33242 Filed 12-18-97; 8:45 am]

BILLING CODE 6560-50-U

ENVIRONMENTAL PROTECTION AGENCY

[FRL-5937-9]

Investigator-Initiated Grants: Request for Applications

AGENCY: Environmental Protection Agency (EPA).

ACTION: Notice of request for applications.

SUMMARY: This document provides information on the availability of the fiscal year 1998 investigator-initiated grants program announcements, in which the areas of research interest, eligibility and submission requirements, evaluation criteria, and implementation schedule are set forth. Grants will be competitively awarded following peer review.

DATES: Receipt dates vary depending on the specific research area within the solicitation and are listed in SUPPLEMENTARY INFORMATION section.

FOR FURTHER INFORMATION CONTACT: U.S. Environmental Protection Agency, National Center for Environmental Research and Quality Assurance (8703R), 401 M Street SW, Washington DC 20460, telephone (800) 490-9194. The complete announcement can be accessed on the Internet from the EPA home page: <http://www.epa.gov/ncerqa>.

SUPPLEMENTARY INFORMATION: In its Requests for Applications (RFA) the U.S. Environmental Protection Agency (EPA) invites research grant applications in the following areas of special interest to its mission: (1) Regional Scale Analysis and Assessment, (2) Water and Watersheds (joint with the National Science Foundation and the U.S. Department of Agriculture), (3) Technology for a Sustainable Environment (joint with the National Science Foundation), (4) Bioremediation (joint with the Department of Energy, National Science Foundation, and Office of Naval Research), and (5) Ecology and Oceanography of Harmful Algal Blooms (ECOHAB) (joint with the National Oceanographic and Atmospheric Administration, National Science Foundation, Office of Naval Research, U.S. Department of Agriculture, and National Aeronautics and Space Administration). Applications must be received as follows: February 12, 1998, for topic (1); February 17, 1998, for topic (3); February 23, 1998, for topic (5); February 27, 1998, for topic (4); and April 1, 1998 for topic (2).

The RFAs provide relevant background information, summarize EPA's interest in the topic areas, and describe the application and review process.

Contact person for the Regional Scale Analysis and Assessment RFA and Water and Watersheds RFA is Barbara Levinson (levinson.barbara@epamail.epa.gov), telephone 202-564-6911; for Technology for a Sustainable Environment is Barbara Karn (karn.barbara@epamail.epa.gov), telephone 202-564-6824; for Bioremediation is Robert Menzer (menzer.robert@epamail.epa.gov), telephone 202-564-6849, and for Ecology and Oceanography of Harmful Algal Blooms is Sheila Rosenthal (rosenthal.sheila@epamail.epa.gov), telephone 202-564-6916.

Dated: December 10, 1997.

Stephen A. Lingle,

Acting Assistant Administrator for Research and Development.

[FR Doc. 97-33226 Filed 12-18-97; 8:45 am]

BILLING CODE 6560-50-P

ENVIRONMENTAL PROTECTION AGENCY

[OPP-50837; FRL-5761-4]

Receipt of a Notification to Conduct Small-Scale Field Testing of a Genetically Engineered Microbial Pesticide

AGENCY: Environmental Protection Agency (EPA).

ACTION: Notice.

SUMMARY: This notice announces receipt from U.S. Department of Agriculture, Agricultural Research Service (ARS), in cooperation with Washington State University (WSU), of a notification (71233-NMP-R) of intent to conduct small-scale field testings involving species of fluorescent *Pseudomonas* bacteria, which have been genetically engineered to express antimicrobial genes from similar *Pseudomonas* species inhabiting the rhizosphere of wheat. The Agency has determined that the application may be of regional and national significance. Therefore, in accordance with 40 CFR 172.11(a), the Agency is soliciting comments on this application.

DATES: Written comments must be received on or before January 20, 1998.

ADDRESSES: By mail, submit written comments to: Public Information and Records Integrity Branch, Information Resources and Services Division (7502C), Office of Pesticide Programs, Environmental Protection Agency, 401 M St., SW., Washington, DC 20460. In person, deliver comments to: Rm. 1132, CM #2, 1921 Jefferson Davis Highway, Arlington, VA.

Comments and data may also be submitted electronically to: opp-docket@epamail.epa.gov. Follow the instructions under Unit II. of this document. No Confidential Business Information (CBI) should be submitted through e-mail.

Information submitted as a comment concerning this document may be claimed confidential by marking any part or all of that information as CBI. Information so marked will not be disclosed except in accordance with procedures set forth in 40 CFR part 2. A copy of the comment that does not contain CBI must be submitted for inclusion in the public record. Information not marked confidential will be included in the public docket by EPA without prior notice. The public docket is available for public inspection in Rm. 1132 at the Virginia address given above, from 8:30 a.m. to 4 p.m., Monday through Friday, excluding legal holidays.

The Notification Post Card, and Sample Letters to Congressional Representatives and Consultation Communities

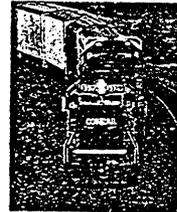
SEA issued direct notification of availability of the Draft EIS and the public comment period to a variety of interested parties. SEA intended its direct communications to ensure awareness of the Draft EIS and to facilitate public comment. Following are copies of the Notice of Availability post card, and sample letters to Congressional representatives and representatives of communities with consultation recommendations. These items notified recipients of the availability of the Draft EIS.

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**SURFACE TRANSPORTATION BOARD
SECTION OF ENVIRONMENTAL ANALYSIS
1925 K Street, NW
WASHINGTON, DC 20423-0001**



OFFICIAL BUSINESS
PENALTY FOR PRIVATE USE \$300
RETURN AFTER FIVE DAYS



Conrail Acquisition!

December 23, 1997

Dear Interested Party:

The Section of Environmental Analysis (SEA) has issued for public review and comment the Draft Environmental Impact Statement (EIS) on the Proposed Acquisition of Conrail by Norfolk Southern Railroad and CSX Railroad. This Draft EIS contains SEA's preliminary analyses and recommendations for mitigating the possible environmental effects of this project. Your county administrator and Federal, state, regional, and local agencies have received copies of the Draft EIS.

Public comments on the Draft EIS are due by February 2, 1998. SEA will consider all written comments in preparing the Final EIS. After considering the entire environmental record which comprises all public comments and filings, the Draft EIS, and the Final EIS, the Surface Transportation Board (Board) will make a final decision in this case. The Board plans to issue its written decision on July 23, 1998.

If you have questions about the environmental review process or the Draft EIS, please call SEA's toll-free Environmental Hotline at 1-888-869-1997, or visit our website at <http://www.conrailmerger.com>.

Thank you for your interest.

Sincerely yours,

Elaine K. Kaiser
Environmental Project Director
Section of Environmental Analysis

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SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Section of Environmental Analysis

December 23, 1997

The Honorable Spencer Abraham
United States Senate
Washington, DC 20510-2203

Re: Finance Docket No. 33388 – CSX and Norfolk Southern – Control and
Acquisition – Conrail: Draft Environmental Impact Statement

Dear Senator Abraham:

As you may know, on June 23, 1997 CSX Corporation (CSX) and Norfolk Southern Corporation (NS) jointly applied to the Surface Transportation Board (Board) for authority to acquire Conrail Inc. and subsequently divide Conrail's assets. The Board's Section of Environmental Analysis (SEA) has prepared a Draft Environmental Impact Statement (Draft EIS) to evaluate and consider the potential environmental impacts of the Proposed Conrail Acquisition. The Board served the Draft EIS on December 12, 1997, and public comments are due to the Board by February 2, 1998.

In mid-December, SEA mailed to you a copy of the Draft EIS for your review and comment. A discussion of SEA's analysis and identification of potential environmental impacts specific to your State can be found in Chapter 5 of the Draft EIS. Chapter 7 of the Draft EIS contains SEA's preliminary recommendations for mitigating potential environmental impacts associated with the Proposed Conrail Acquisition. SEA is circulating the Draft EIS for public review and seeks comments on the potential environmental impacts, the proposed mitigation, and possible alternative mitigation measures to address the environmental effects of the Proposed Acquisition.

If you have any questions, please feel free to contact Mike Dalton, SEA's Program Manager for the Proposed Conrail Acquisition, at (202) 565-1530 or me at (202) 565-1538.

Sincerely,

Elaine K. Kaiser
Chief
Section of Environmental Analysis

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SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Section of Environmental Analysis

December 23, 1997

The Honorable Joyce A. Savocchio
Mayor, City of Erie
626 State Street, Room 500
Erie, PA 16501-1128

Re: Finance Docket No. 33388 – CSX and Norfolk Southern – Control and Acquisition –
Conrail: Draft Environmental Impact Statement.

Dear Mayor Savocchio:

As you know, on June 23, 1997 CSX Corporation (CSX) and Norfolk Southern Corporation (NS) jointly applied to the Surface Transportation Board (Board) for authority to acquire Conrail Inc. and subsequently divide Conrail's assets. The Board's Section of Environmental Analysis (SEA) has prepared a Draft Environmental Impact Statement (Draft EIS) to evaluate and consider the potential environmental impacts of the Proposed Conrail Acquisition. The Board served the Draft EIS on December 12, 1997, and public comments are due to the Board by February 2, 1998.

In mid-December, SEA mailed to you a copy of the Draft EIS for your review and comment. In the Draft EIS, SEA preliminarily identified potential traffic delay impacts at highway/rail at-grade crossings in Erie. SEA understands from a proposed mitigation plan recently provided by NS that it plans to reroute its train traffic through Erie onto the CSX right-of-way in order to alleviate traffic delay. At this time, SEA recommends that NS and CSX consult with your community while they develop this alternate routing plan. Your participation in this consultation process is important in helping to address this potential environmental impact of the Proposed Conrail Acquisition and ensuring that effective mitigation measures are undertaken where appropriate.

For a discussion of SEA's analysis and identification of potential environmental impacts within your community, please review the discussion concerning your State in Chapter 5 of the Draft EIS. Chapter 7 of the Draft EIS contains SEA's preliminary recommendations for mitigating potential environmental impacts associated with the Proposed Acquisition.

If you have any questions, please feel free to contact Mike Dalton, SEA's Program Manager for the Proposed Conrail Acquisition, at (202) 565-1530 or me at (202) 565-1538.

Sincerely,

Elaine K. Kaiser
Chief
Section of Environmental Analysis

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SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Section of Environmental Analysis

December 23, 1997

Mr. Charles Londo
County Administrator
Monroe County
125 E. Second Street
Monroe, MI 48161-2110

Re: Finance Docket No. 33388 – CSX and Norfolk Southern – Control and Acquisition –
Conrail: Draft Environmental Impact Statement

Dear Mr. Londo:

As you may know, on June 23, 1997, CSX Corporation (CSX) and Norfolk Southern Corporation (NS) jointly applied to the Surface Transportation Board (Board) for authority to acquire Conrail, Inc. and subsequently divide Conrail's assets. The Board's Section of Environmental Analysis (SEA) has prepared a Draft Environmental Impact Statement (Draft EIS) to evaluate and consider the potential environmental impacts of the Proposed Conrail Acquisition.

In mid-December, SEA mailed to you a copy of the Draft EIS for your review and comment. In the Draft EIS, SEA preliminarily identified potential environmental impacts along the CSX/NS rail line segment from Carleton to Ecorse, Michigan. Also, SEA is recommending that CSX/NS consult directly with communities along the potentially affected rail line segment. Your participation in this consultation process is important in helping to address potential environmental impacts that could result from the Proposed Conrail Acquisition and ensuring that effective mitigation measures are undertaken where appropriate.

For a discussion of SEA's analysis and identification of potential environmental impacts within your community, please review the discussion pertaining to your state in Chapter 5 of the Draft EIS. Chapter 7 of the Draft EIS contains SEA's preliminary recommendations for mitigating potential environmental impacts associated with the Proposed Conrail Acquisition.

If you have any questions, please feel free to contact Mike Dalton, SEA's Program Manager for the Proposed Conrail Acquisition, at (202) 565-1530, or me at (202) 565-1538.

Sincerely,

Elaine K. Kaiser
Chief
Section of Environmental Analysis

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Fact Sheets and Accompanying Cover Letter, and Public Service Announcements for Environmental Justice Communities

SEA issued fact sheets with an accompanying cover letter to local organizations, community groups, and public officials in communities with potential environmental justice issues. The fact sheets included general information regarding the proposed Conrail Acquisition and specific impact information associated with each community. SEA also issued public service announcements to local radio stations in potential environmental justice communities regarding the proposed Conrail Acquisition. Following are copies of the fact sheets and a copy of the public service announcement SEA issued to communities with potential environmental justice effects.

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SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Section of Environmental Analysis

December 19, 1997

Re: Finance Docket No. 33388 — CSX and Norfolk Southern — Control and Acquisition — Community notification

To: **Interested Parties**

In June 1997, two major freight railroads -- CSX Corporation (CSX) and Norfolk Southern Corporation (NS) -- filed a joint application with the Surface Transportation Board (Board) to acquire Conrail, Inc., and subsequently divide Conrail's assets.

As part of the environmental review of the Proposed Conrail Acquisition, the Board's Section of Environmental Analysis (SEA) is conducting a study of the potential environmental effects associated with the proposed changes in rail operations. The enclosed fact sheet is intended to provide you with general information regarding the Proposed Acquisition, SEA's environmental review process, and those proposed operations that could affect your community.

SEA has prepared a Draft Environmental Impact Statement (Draft EIS) on the Proposed Acquisition which addresses a broad range of environmental issues including safety, transportation, air quality, noise, historic and cultural resources, energy, water resources, biological resources, hazardous materials transport, land use, Native American issues, and environmental justice. The Draft EIS also includes SEA's preliminary recommendations for mitigating the possible effects of the Proposed Conrail Acquisition. These include a recommendation that CSX and NS meet with your community to identify and agree on any appropriate measures to address the specific environmental impacts that may disproportionately impact your community, or to develop other mitigation measures that might offset these disproportionate impacts.

The Draft EIS is currently available for review in local libraries in your community and also has been distributed to Federal, state, and regional agencies, and county administrators for each affected county. SEA is circulating the Draft EIS for public review and seeks public comments from all interested parties. Written comments are due by February 2, 1998. SEA will consider all comments received in response to the Draft EIS in preparing a Final EIS, and in making its final recommendations to the Board. The Board will consider the entire environmental record, including all public comments, the Draft EIS, and the Final EIS in making its final decision on the Proposed Acquisition.

We ask that you please post the enclosed fact sheet and/or distribute it to any member of your community who may be interested in learning about the Proposed Acquisition of Conrail.

Sincerely yours,

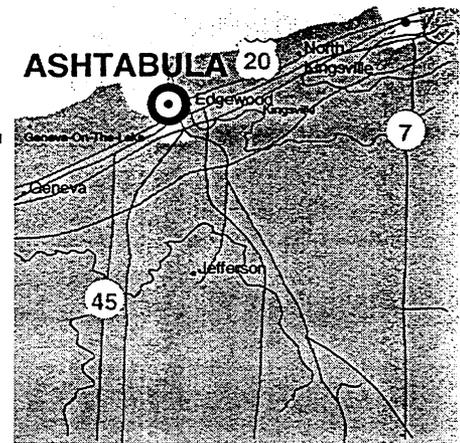
A handwritten signature in cursive script that reads "Elaine K. Kaiser".

Elaine K. Kaiser
Chief
Section of Environmental Analysis

For Additional Information: Please call the toll-free Conrail Acquisition Environmental Hotline at 1-888-869-1997 (TDD for the hearing impaired: (202) 565-1695). Information about the Proposed Acquisition and Draft EIS can also be found at the Internet Web site <http://www.conrailmerger.com>.

Conrail Acquisition

FACT SHEET – ASHTABULA, OHIO Proposed Acquisition



On June 23, 1997, CSX and Norfolk Southern (NS) railroads filed a joint application with the Surface Transportation Board (Board) to acquire the Conrail railroad, and subsequently divide Conrail's assets. These railroads have stated that the Proposed Conrail Acquisition, if approved, would improve freight rail service and reduce transit times across the eastern United States.

The Proposed Acquisition involves over 44,000 miles of rail lines and numerous railroad facilities, and may increase train traffic in some communities. CSX and NS have stated that overall the Proposed Conrail Acquisition would reduce highway congestion, air pollution, and energy usage; enhance safety; and result in more efficient rail operations. An increase in the numbers of trains in Ashtabula, OH is one of the local impacts that would result from the Proposed Acquisition of Conrail.

THE ENVIRONMENTAL REVIEW

The Board is the Federal agency that licenses railroad mergers and transactions, and can approve, deny, or approve with conditions the Proposed Acquisition. The Board's Section of Environmental Analysis (SEA) is in the process of

conducting a study to analyze potential environmental impacts resulting from the Proposed Acquisition. As part of this study, SEA has issued a document called a Draft Environmental Impact Statement (Draft EIS) that examines possible environmental effects including safety, traffic, air quality, water quality, noise, cultural/historical resources, and energy use as a result of the Proposed Acquisition. The Draft EIS includes detailed state-by-state discussions of potential environmental effects (Chapter 5), and outlines the preliminary mitigation recommendations SEA is considering at this time (Chapter 7). The Draft EIS will be made available to the public in December, with a 45-day review and comment period.

The railroads provided information to SEA which indicates that if this project is approved, train traffic on the NS rail line that runs from Ashtabula to Cleveland could increase from 13 to 36 trains per day, and train traffic on the NS rail line that runs from Youngstown to Ashtabula could increase from 11 to 23 trains per day. The Draft EIS includes a discussion of possible environmental effects in Ashtabula and SEA's preliminary recommendations to address these effects. SEA is circulating the Draft EIS for public review and seeks comments

on the potential environmental impacts, the proposed mitigation, and alternative mitigation measures to address the environmental effects of the Proposed Acquisition. These comments are due by February 2, 1998. SEA will review written comments on the Draft EIS and then address these comments and make final recommendations, including mitigation, in the Final EIS. SEA plans to issue the Final EIS in May 1998. The Board will consider the entire environmental record, including all public comments, the Draft EIS, and the Final EIS in making its final decision. The Board plans to issue its final written decision on July 23, 1998.

COMPLETE COPIES OF THE DRAFT EIS, ORGANIZED BY AN EXECUTIVE SUMMARY AND SIX VOLUMES THAT ARE PRINTED IN TEN SEPARATELY-BOUND PARTS, WILL BE AVAILABLE FOR REVIEW AT THE FOLLOWING NEIGHBORHOOD LIBRARY BRANCHES:

- Ashtabula County Public Library
335 West 44th Street
Ashtabula, Ohio 44004
- Harbor-Toky Memorial Library
1633 Walnut Boulevard
Ashtabula, Ohio 44044
- Kent State University Library
Ashtabula Campus
3325 West 13th Street
Ashtabula, Ohio 44044

HOW TO COMMENT OR RECEIVE MORE INFORMATION

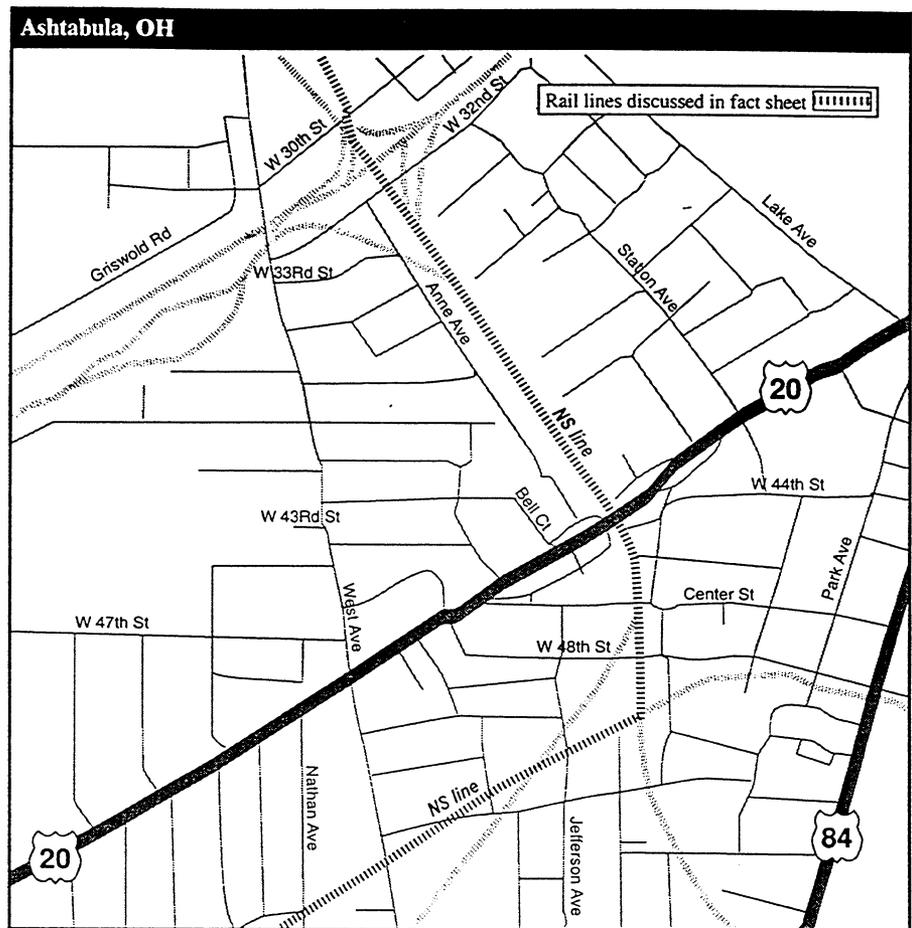
Please send an original and 10 copies of written comments to:

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

In the lower left-hand corner,
indicate:

*ATTN: Elaine K. Kaiser
Environmental Project Director
Environmental Filing*

Comments on the Draft EIS must be received by February 2, 1998. If you have questions about the environmental review process or the Draft EIS, you may call the toll-free Environmental Hotline at 1-888-869-1997 (TDD for the hearing impaired 202-565-1695) for further information.



Conrail Acquisition

FACT SHEET – BALTIMORE, MARYLAND Proposed Acquisition



On June 23, 1997, CSX and Norfolk Southern (NS) railroads filed a joint application with the Surface Transportation Board (Board) to acquire the Conrail railroad, and subsequently divide Conrail's assets. These railroads have stated that the Proposed Conrail Acquisition, if approved, would improve freight rail service and reduce transit times across the eastern United States.

The Proposed Acquisition involves over 44,000 miles of rail lines and numerous railroad facilities, and may increase train traffic in some communities. CSX and NS have stated that overall the Proposed Conrail Acquisition would reduce highway congestion, air pollution, and energy usage; enhance safety; and result in more efficient rail operations. An increase in the numbers of trains in Baltimore, MD is one of the local impacts that would result from the Proposed Acquisition of Conrail.

THE ENVIRONMENTAL REVIEW

The Board is the Federal agency that licenses railroad mergers and transactions, and can approve, deny, or approve with conditions the Proposed Acquisition. The

Board's Section of Environmental Analysis (SEA) is in the process of conducting a study to analyze potential environmental impacts resulting from the Proposed Acquisition. As part of this study, SEA has issued a document called a Draft Environmental Impact Statement (Draft EIS) that examines possible environmental effects including safety, traffic, air quality, water quality, noise, cultural/historical resources, and energy use as a result of the Proposed Acquisition. The Draft EIS includes detailed state-by-state discussions of potential environmental effects (Chapter 5), and outlines the preliminary mitigation recommendations SEA is considering at this time (Chapter 7). The Draft EIS will be made available to the public in December, with a 45-day review and comment period.

The railroads provided information to SEA which indicates that train traffic on the CSX rail line from Baltimore to Relay could increase from 39.6 trains to 42.7 trains per day if this project is approved. The Draft EIS includes a discussion of possible environmental effects in Baltimore and SEA's preliminary recommendations to address these effects. SEA is circulating the Draft EIS for public review and seeks comments on the potential envi-

ronmental impacts, the proposed mitigation, and alternative mitigation measures to address the environmental effects of the Proposed Acquisition. These comments are due by February 2, 1998. SEA will review written comments on the Draft EIS and then address these comments and make final recommendations, including mitigation, in the Final EIS. SEA plans to issue the Final EIS in May 1998. The Board will consider the entire environmental record, including all public comments, the Draft EIS, and the Final EIS in making its final decision. The Board plans to issue its final written decision on July 23, 1998.

COMPLETE COPIES OF THE DRAFT EIS, ORGANIZED BY AN EXECUTIVE SUMMARY AND SIX VOLUMES THAT ARE PRINTED IN TEN SEPARATELY-BOUND PARTS, WILL BE AVAILABLE FOR REVIEW AT THE FOLLOWING NEIGHBORHOOD LIBRARY BRANCHES:

- Enoch Pratt Free Library
400 Cathedral Street
Baltimore
- Light Street Library
1251 Light Street
Baltimore
- Washington Village Branch
856 Washington Boulevard

HOW TO COMMENT OR RECEIVE MORE INFORMATION

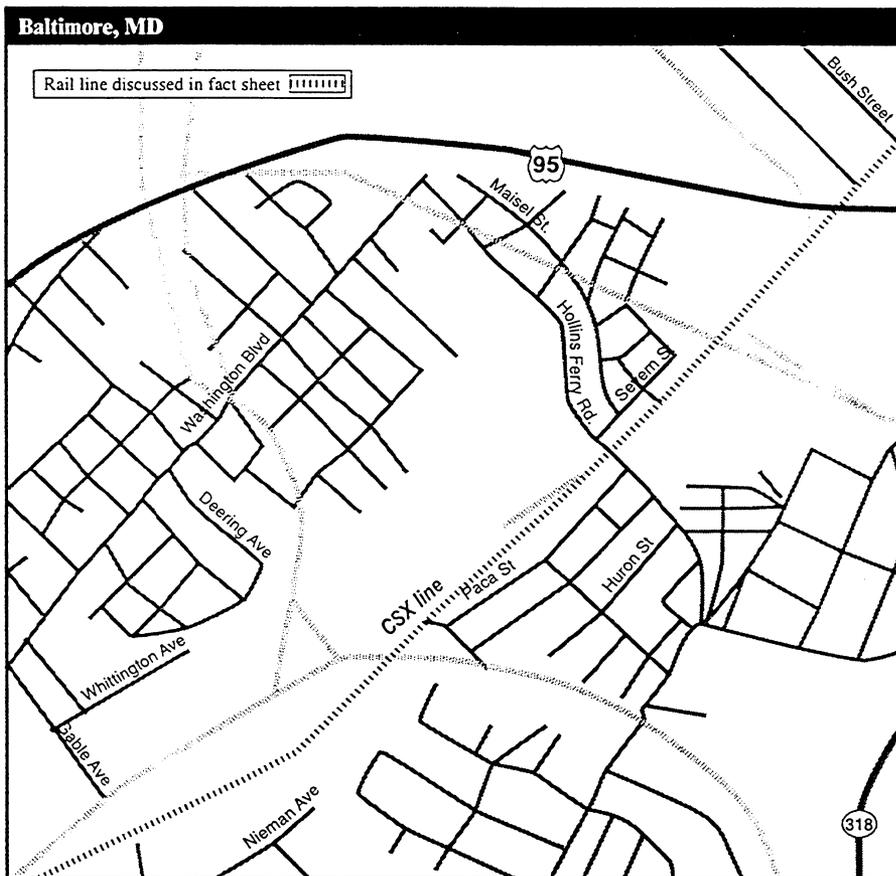
Please send an original and 10 copies of written comments to:

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

Comments on the Draft EIS must be received by February 2, 1998. If you have questions about the environmental review process or the Draft EIS, you may call the toll-free Environmental Hotline at 1-888-869-1997 (TDD for the hearing impaired 202-565-1695) for further information.

In the lower left-hand corner, indicate:

ATTN: Elaine K. Kaiser,
Environmental Project Director
Environmental Filing



Conrail Acquisition

FACT SHEET – BLUE ISLAND, ILLINOIS Proposed Acquisition



On June 23, 1997, CSX and Norfolk Southern (NS) railroads filed a joint application with the Surface Transportation Board (Board) to acquire the Conrail railroad, and subsequently divide Conrail's assets. These railroads have stated that the Proposed Conrail Acquisition, if approved, would improve freight rail service and reduce transit times across the eastern United States.

The Proposed Acquisition involves over 44,000 miles of rail lines and numerous railroad facilities, and may increase train traffic in some communities. CSX and NS have stated that overall the Proposed Conrail Acquisition would reduce highway congestion, air pollution, and energy usage; enhance safety; and result in more efficient rail operations. An increase in the numbers of trains in Blue Island, IL is one of the local impacts that would result from the Proposed Acquisition of Conrail.

THE ENVIRONMENTAL REVIEW

The Board is the Federal agency that licenses railroad mergers and transactions, and can approve,

deny, or approve with conditions the Proposed Acquisition. The Board's Section of Environmental Analysis (SEA) is in the process of conducting a study to analyze potential environmental impacts resulting from the Proposed Acquisition. As part of this study, SEA has issued a document called a Draft Environmental Impact Statement (Draft EIS) that examines possible environmental effects including safety, traffic, air quality, water quality, noise, cultural/historical resources, and energy use as a result of the Proposed Acquisition. The Draft EIS includes detailed state-by-state discussions of potential environmental effects (Chapter 5), and outlines the preliminary mitigation recommendations SEA is considering at this time (Chapter 7). The Draft EIS will be made available to the public in December, with a 45-day review and comment period.

The railroads provided information to SEA which indicates that train traffic on the CSX rail line in Blue Island could increase from 17 to 33 trains per day if this project is approved. The Draft EIS includes a discussion of possible environmental effects in Blue Island and

SEA's preliminary recommendations to address these effects. SEA is circulating the Draft EIS for public review and seeks comments on the potential environmental impacts, the proposed mitigation, and alternative mitigation measures to address the environmental effects of the Proposed Acquisition. These comments are due by February 2, 1998. SEA will review written comments on the Draft EIS and then address these comments and make final recommendations, including mitigation, in the Final EIS. SEA plans to issue the Final EIS in May 1998. The Board will consider the entire environmental record, including all public comments, the Draft EIS, and the Final EIS in making its final decision. The Board plans to issue its final written decision on July 23, 1998.

COMPLETE COPIES OF THE DRAFT EIS, ORGANIZED BY AN EXECUTIVE SUMMARY AND SIX VOLUMES THAT ARE PRINTED IN TEN SEPARATELY-BOUND PARTS, WILL BE AVAILABLE FOR REVIEW AT THE FOLLOWING NEIGHBORHOOD LIBRARY BRANCHES:

- Blue Island Public Library
2433 York Street
Blue Island, Illinois 60406

HOW TO COMMENT OR RECEIVE MORE INFORMATION

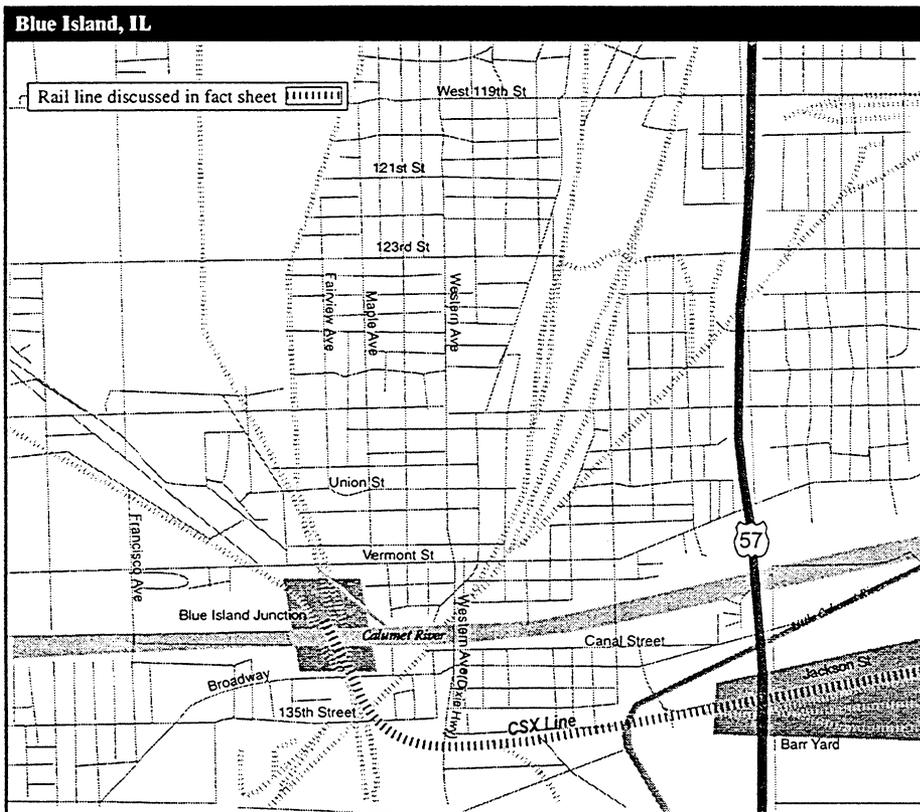
Please send an original and 10 copies of written comments to:

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

Comments on the Draft EIS must be received by February 2, 1998. If you have questions about the environmental review process or the Draft EIS, you may call the toll-free Environmental Hotline at 1-888-869-1997 (TDD for the hearing impaired 202-565-1695) for further information.

In the lower left-hand corner, indicate:

*ATTN: Elaine K. Kaiser,
Environmental Project Director
Environmental Filing*



Conrail Acquisition



FACT SHEET – CHICAGO 59TH STREET Proposed Acquisition

On June 23, 1997, CSX and Norfolk Southern (NS) railroads filed a joint application with the Surface Transportation Board (Board) to acquire the Conrail railroad, and subsequently divide Conrail's assets. These railroads have stated that the Proposed Conrail Acquisition, if approved, would improve freight rail service and reduce transit times across the eastern United States.

The Proposed Acquisition involves over 44,000 miles of rail lines and numerous railroad facilities, and may increase train traffic in some communities. CSX and NS have stated that overall the Proposed Conrail Acquisition would reduce highway congestion, air pollution, and energy usage; enhance safety; and result in more efficient rail operations. The development of a 59th Street intermodal facility is one of the local impacts that would result from the Proposed Acquisition of Conrail.

THE ENVIRONMENTAL REVIEW

The Board is the Federal agency that licenses railroad mergers and

transactions, and can approve, deny, or approve with conditions the Proposed Acquisition. The Board's Section of Environmental Analysis (SEA) is in the process of conducting a study to analyze potential environmental impacts resulting from the Proposed Acquisition. As part of this study, SEA has issued a document called a Draft Environmental Impact Statement (Draft EIS) that examines possible environmental effects including safety, traffic, air quality, water quality, noise, cultural/historic resources, and energy use as a result of the Proposed Acquisition. The Draft EIS includes detailed state-by-state discussions of potential environmental effects (Chapter 5), and outlines the preliminary mitigation recommendations SEA is considering at this time (Chapter 7). The Draft EIS will be made available to the public in December, with a 45-day review and comment period.

The railroads provided information to SEA which indicates that CSX is proposing to turn a former rail yard at 59th Street into a modern

intermodal facility where goods are transferred between trucks and trains. CSX proposes to redevelop the vacant, 132-acre rail yard that extends from 55th to 71st Street, between Western and Damen Streets. The Draft EIS includes a discussion of possible environmental effects associated with the proposed facility and SEA's preliminary recommendations to address these effects. SEA is circulating the Draft EIS for public review and seeks comments on the potential environmental impacts, the proposed mitigation, and alternative mitigation measures to address the environmental effects of the Proposed Acquisition. These comments are due by February 2, 1998. SEA will review written comments on the Draft EIS and then address these comments and make final recommendations, including mitigation, in the Final EIS. SEA plans to issue the Final EIS in May 1998. The Board will consider the entire environmental record, including all public comments, the Draft EIS, and the Final EIS in making its final decision. The Board plans to issue its final written decision on July 23, 1998.

COMPLETE COPIES OF THE DRAFT EIS, ORGANIZED BY AN EXECUTIVE SUMMARY AND SIX VOLUMES THAT ARE PRINTED IN TEN SEPARATELY-BOUND PARTS, WILL BE AVAILABLE FOR REVIEW AT THE FOLLOWING NEIGHBORHOOD LIBRARY BRANCHES:

- **Chicago Lawn**
6120 S. Kedzie Avenue
Chicago, IL 60629
- **Sherman Park**
5440 S. Racine Avenue
Chicago, IL 60609
- **Gage Park**
2807 W. 55th Street
Chicago, IL
- **West Lawn**
4020 W. 63rd Street
Chicago, IL 60629
- **Thurgood Marshall**
7506 S. Racine Ave.
Chicago, IL 60620

HOW TO COMMENT OR RECEIVE MORE INFORMATION

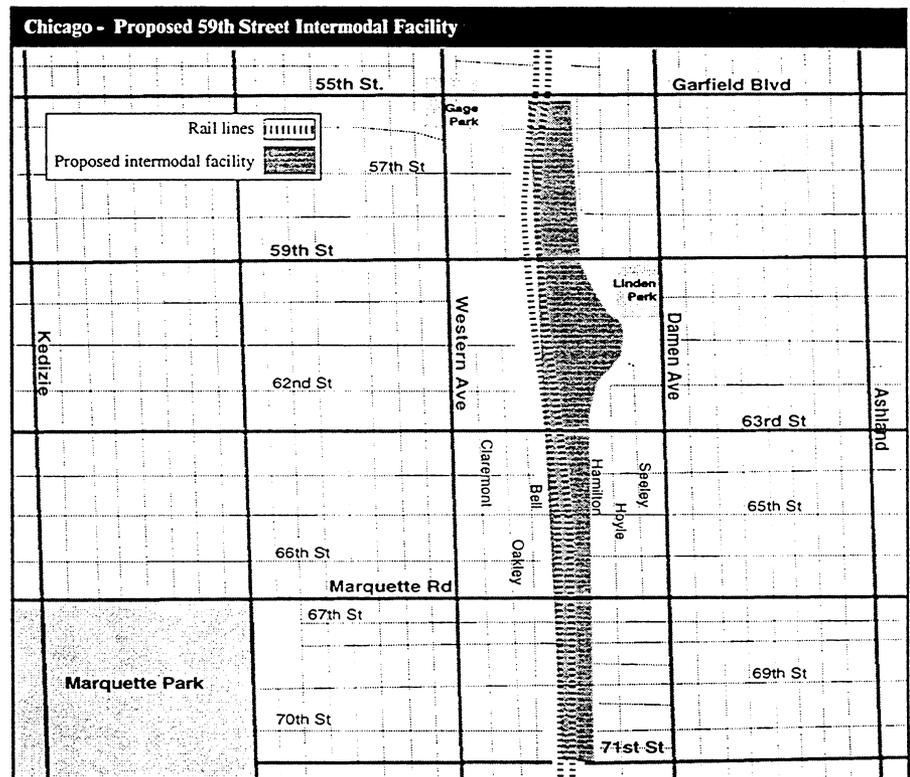
Please send an original and 10 copies of written comments to:

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

Comments on the DEIS must be received by February 2, 1998. If you have questions about the environmental review process or the Draft EIS you may call the toll-free Environmental Hotline at 1-888-869-1997 (TDD for the hearing impaired 202-565-1695), for further information.

In the lower left-hand corner, indicate:

*ATTN: Elaine K. Kaiser,
Environmental Project Director
Environmental Filing*



Conrail Acquisition

COMPENDIO DE DATOS - LA CALLE 59 DE CHICAGO

Propuesta de Proyecto de Construcción en la Calle 59



El 23 de junio de 1997, los Ferrocarriles CSX y Norfolk Southern (NS) presentaron a la Junta de Transporte de Superficie (Junta) una solicitud conjunta para adquirir el Ferrocarril Conrail y subsecuentemente dividir los activos de dicha empresa. Estos ferrocarriles han declarado que la Propuesta de Adquisición de Conrail, de ser aprobada, mejoraría el servicio de carga por ferrocarril y reduciría los tiempos de tránsito en el este de los Estados Unidos.

La Propuesta de Adquisición abarca más de 44.000 millas de líneas férreas y numerosas instalaciones ferroviarias, y puede incrementar el tráfico de trenes en algunas comunidades. CSX y NS han declarado que por encima de todo la propuesta de Adquisición reduciría la congestión en las rutas, la contaminación del aire, y el uso de energía; aumentaría la seguridad; y tendría como resultado operaciones ferroviarias más eficientes. Una de las consecuencias de la Propuesta de Adquisición de Conrail será el desarrollo de la instalación intermodal de la calle 59.

ANÁLISIS DEL MEDIO AMBIENTE

La Junta es la agencia Federal que autoriza las fusiones y las transacciones de ferrocarriles, y

· puede aprobar, denegar, o aprobar con condiciones la Propuesta de Adquisición. La Sección de Análisis Ambiental (SEA) de la Junta está en proceso de realizar un estudio para analizar potenciales impactos ambientales resultantes de la Propuesta de Adquisición. Como parte de este estudio la SEA ha producido un documento titulado Borrador de Declaración de Impacto Ambiental (Borrador de EIS) que examina los posibles efectos sobre el medio ambiente de la Propuesta de Adquisición incluyendo las áreas de seguridad, tráfico, calidad del aire, calidad del agua, ruido, recursos culturales e históricos y uso de la energía. El Borrador de EIS incluye discusiones detalladas por estado, de potenciales efectos sobre el medio ambiente (capítulo 5), y perfila las recomendaciones preliminares de mitigación que la SEA está considerando en este momento (capítulo 7). El Borrador de EIS será puesto a disposición del público en diciembre, con un periodo de 45 días para revisiones y comentarios.

· Los Ferrocarriles proporcionaron información a la SEA indicando que CSX está proponiendo transformar una ex playa ferroviaria de la calle 59 en una moderna instalación intermodal donde los bienes son transferidos entre camiones y

· trenes. CSX propone desarrollar el desocupado predio que ocupaba la playa, de 132 acres, que se extiende desde la calle 55 a la 71 entre las calles Western y Damen. El Borrador de EIS incluye una discusión de posibles efectos sobre el medio ambiente asociados con la instalación propuesta y las recomendaciones preliminares de SEA para atender dichos efectos. La SEA está circulando el Borrador de EIS para revisión pública y busca comentarios sobre los potenciales impactos al medio ambiente, la mitigación propuesta y medidas de mitigación alternativas para atender los efectos en el medio Ambiente de la Propuesta de Adquisición. Estos comentarios deben ser entregados antes del 2 de febrero de 1998. La SEA revisará los comentarios escritos sobre el Borrador de EIS y luego los considerará y hará las recomendaciones finales, incluyendo las medidas de mitigación en el EIS final. La SEA tiene planes de dar a conocer el EIS final en mayo de 1998. La Junta considerará el conjunto de antecedentes ambientales, incluyendo todos los comentarios del público, el Borrador de EIS y el EIS final al tomar su decisión final. La Junta planea dar a conocer sus decisiones finales por escrito el 23 de julio de 1998.

LAS BIBLIOTECAS VECINALES A CONTINUACIÓN TENDRÁN DISPONIBLES PARA REVISIÓN COPIAS DEL BORRADOR EIS, ORGANIZADO EN UN RESUMEN EJECUTIVO Y EN SEIS VOLÚMENES QUE SE HAN PUBLICADO EN DIEZ EJEMPLARES:

- **Chicago Lawn**
6120 S. Kedzie Avenue
Chicago, IL 60629
- **Sherman Park**
5440 S. Racine Avenue
Chicago, IL 60609
- **Gage Park**
2807 W. 55th Street
Chicago, IL
- **West Lawn**
4020 W. 63rd Street
Chicago, IL 60629
- **Thurgood Marshall**
7506 S. Racine Ave.
Chicago, IL 60620

COMO MANDAR COMENTARIOS O RECIBIR MÁS INFORMACIÓN

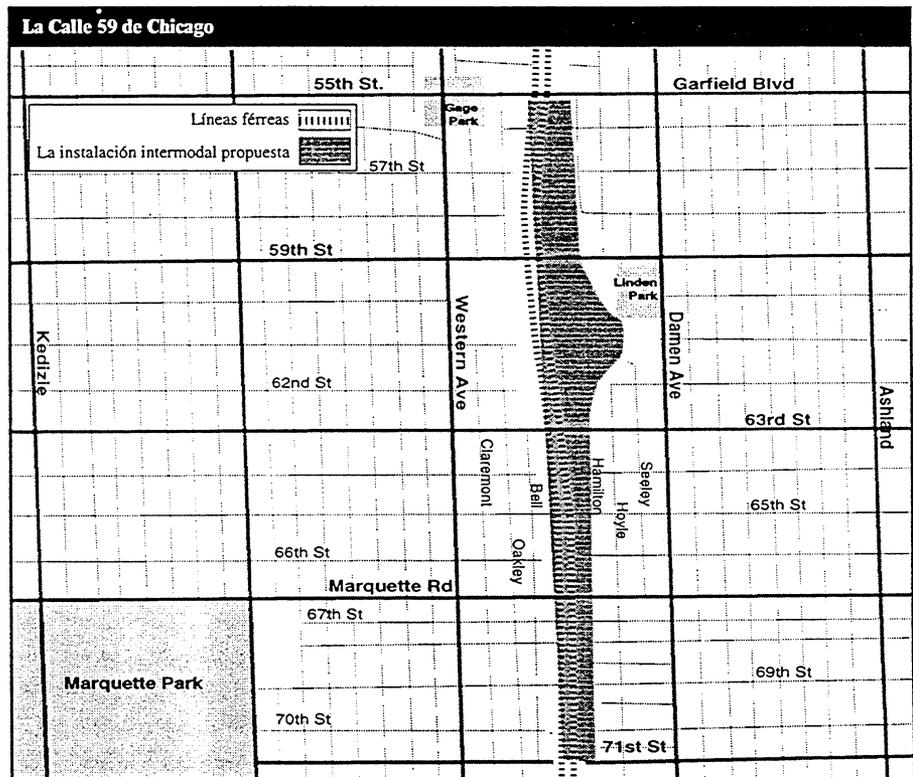
Favor de enviar un original y diez copias de sus comentarios por escritos a la siguiente dirección:

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

Indique en el ángulo inferior izquierdo:

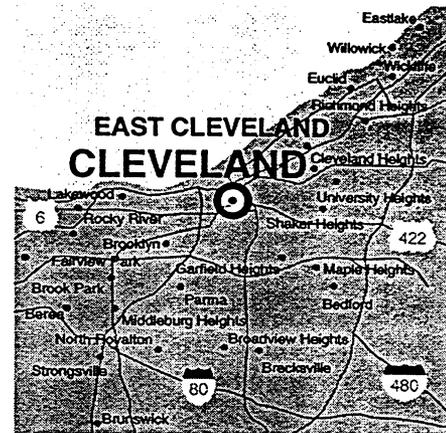
*ATTN: Elaine K. Kaiser,
Environmental Project Director
Environmental Filing*

Los comentarios sobre el Borrador de EIS deben ser recibidos antes del 2 de febrero de 1998. Si tiene alguna pregunta acerca del proceso de Análisis del Medio Ambiente o acerca del Borrador de EIS puede llamar en forma gratuita a la línea del Medio Ambiente al 1-888-869-1997 (TDD para sordos 202-565-1695), para obtener mayor información. De ser requerido, habrá intérpretes disponibles para preguntas telefónicas.



Conrail Acquisition

FACT SHEET – CLEVELAND AND EAST CLEVELAND, OHIO Proposed Acquisition



On June 23, 1997, CSX and Norfolk Southern (NS) railroads filed a joint application with the Surface Transportation Board (Board) to acquire the Conrail railroad, and subsequently divide Conrail's assets. These railroads have stated that the Proposed Conrail Acquisition, if approved, would improve freight rail service and reduce transit times across the eastern United States.

The Proposed Acquisition involves over 44,000 miles of rail lines and numerous railroad facilities, and may increase train traffic in some communities. CSX and NS have stated that overall the Proposed Conrail Acquisition would reduce highway congestion, air pollution, and energy usage; enhance safety; and result in more efficient rail operations. An increase in the numbers of trains in Cleveland, OH and surrounding areas is one of the local impacts that would result from the Proposed Acquisition of Conrail.

THE ENVIRONMENTAL REVIEW

The Board is the Federal agency that licenses railroad mergers and transactions, and can approve, deny, or approve with conditions the Proposed Acquisition. The Board's

Section of Environmental Analysis (SEA) is in the process of conducting a study to analyze potential environmental impacts resulting from the Proposed Acquisition. As part of this study, SEA has issued a document called a Draft Environmental Impact Statement (Draft EIS) that examines possible environmental effects including safety, traffic, air quality, water quality, noise, cultural/historical resources, and energy use as a result of the Proposed Acquisition. The Draft EIS includes detailed state-by-state discussions of potential environmental effects (Chapter 5), and outlines the preliminary mitigation recommendations SEA is considering at this time (Chapter 7). The Draft EIS will be made available to the public in December, with a 45-day review and comment period.

The railroads provided information to SEA which indicates that train traffic could increase on several rail lines through the east side of Cleveland and in the City of East Cleveland. The proposed increases are as follows:

- Train traffic on the CSX rail line that runs from Mayfield to Marcy could increase from 3.4 to 43.8 trains per day
- Train traffic on the CSX rail line that runs from Quaker to Mayfield

could increase from 6.8 to 43.8 trains per day

- Train traffic on the CSX rail line that runs from Cleveland to Ashtabula could increase from 13.0 to 36.6 trains per day
- Train traffic on the CSX rail line that runs from White to Cleveland could increase from 12.5 to 29.7 trains per day

The Draft EIS includes a discussion of possible environmental effects in Cleveland and surrounding areas and SEA's preliminary recommendations to address these effects. SEA is circulating the Draft EIS for public review and seeks comments on the potential environmental impacts, the proposed mitigation, and alternative mitigation measures to address the environmental effects of the Proposed Acquisition. These comments are due by February 2, 1998. SEA will review written comments on the Draft EIS and then address these comments and make final recommendations, including mitigation, in the Final EIS. SEA plans to issue the Final EIS in May 1998. The Board will consider the entire environmental record, including all public comments, the Draft EIS, and the Final EIS in making its final decision. The Board plans to issue its final written decision on July 23, 1998.

COMPLETE COPIES OF THE DRAFT EIS, ORGANIZED BY AN EXECUTIVE SUMMARY AND SIX VOLUMES THAT ARE PRINTED IN TEN SEPARATELY-BOUND PARTS, WILL BE AVAILABLE FOR REVIEW AT THE FOLLOWING NEIGHBORHOOD LIBRARY BRANCHES:

- Collinwood Branch
856 East 152nd Street
- Martin Luther King, Jr. Branch
1962 East 107th Street
- Garden Valley Branch
7100 Kinsman Road
- Union Branch
3463 East 93rd Street
- Sterling Branch
2200 East 30th Street
- Woodland Branch
5806 Woodland Avenue
- Addison Branch
6901 Superior Avenue
- East Cleveland Public Library Main Branch
14101 Euclid Avenue
- East Cleveland Public Library North Branch
1425 Hayden Avenue
- East Cleveland Public Library Caledonia Branch
960 Caledonia Avenue

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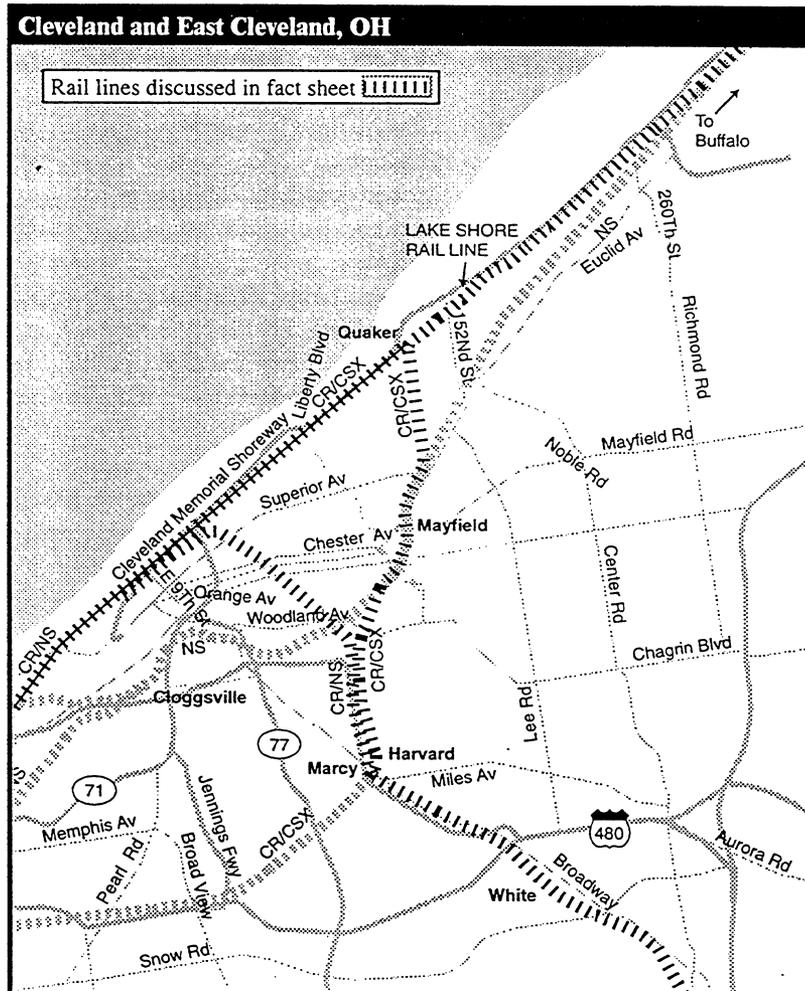
Please send an original and 10 copies of written comments to:

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

Comments on the Draft EIS must be received by February 2, 1998. If you have questions about the environmental review process or the Draft EIS, you may call the toll-free Environmental Hotline at 1-888-869-1997 (TDD for the hearing impaired 202-565-1695) for further information.

In the lower left-hand corner, indicate:

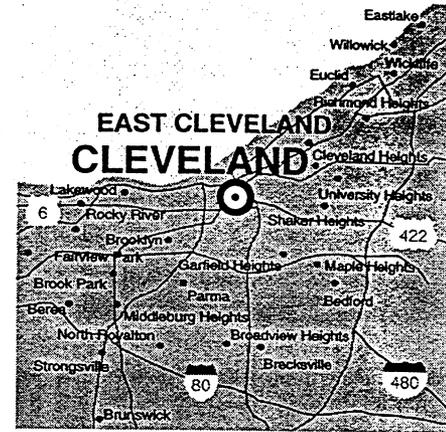
*ATTN: Elaine K. Kaiser,
Environmental Project Director
Environmental Filing*



Conrail Acquisition

COMPENDIO DE DATOS – CLEVELAND Y CLEVELAND ESTE, OHIO

Adquisición Propuesta



El 23 de junio de 1997, los Ferrocarriles CSX y Norfolk Southern (NS) presentaron a la Junta de Transporte de Superficie (Junta) una solicitud conjunta para adquirir el Ferrocarril Conrail y subsecuentemente dividir los activos de dicha empresa. Estos ferrocarriles han declarado que la Propuesta de Adquisición de Conrail, de ser aprobada, mejoraría el servicio de carga por ferrocarril y reduciría los tiempos de tránsito en el este de los Estados Unidos.

La Propuesta de Adquisición abarca más de 44.000 millas de líneas férreas y numerosas instalaciones ferroviarias, y puede incrementar el tráfico de trenes en algunas comunidades. CSX y NS han declarado que por encima de todo la Propuesta de Adquisición reduciría la congestión en las rutas, la contaminación del aire, y el uso de energía; aumentaría la seguridad; y tendría como resultado operaciones ferroviarias más eficientes. Una de las consecuencias de la Propuesta de Adquisición de Conrail será un aumento en el número de trenes en Cleveland, Ohio.

ANÁLISIS DEL MEDIO AMBIENTE

La Junta es la agencia Federal que autoriza las fusiones y las

transacciones de ferrocarriles, y puede aprobar, denegar, o aprobar con condiciones la Propuesta de Adquisición. La Sección de Análisis Ambiental (SEA) de la Junta está en proceso de realizar un estudio para analizar potenciales impactos ambientales resultantes de la Propuesta de Adquisición. Como parte de este estudio la SEA ha producido un documento titulado Borrador de Declaración de Impacto Ambiental (Borrador de EIS) que examina los posibles efectos sobre el medio ambiente de la Propuesta de Adquisición incluyendo las áreas de seguridad, tráfico, calidad del aire, calidad del agua, ruido, recursos culturales e históricos y uso de la energía. El Borrador de EIS incluye discusiones detalladas por estado, de potenciales efectos sobre el medio ambiente (capítulo 5), y perfila las recomendaciones preliminares de mitigación que la SEA está considerando en este momento (capítulo 7). El Borrador de EIS será puesto a disposición del público en diciembre, con un periodo de 45 días para revisiones y comentarios.

Los ferrocarriles proporcionaron información a la SEA que indica que el tráfico de trenes podría incrementar en numerosas líneas ferroviarias a través del este de

Cleveland y en la ciudad de Cleveland Este. Los aumentos propuestos son los siguientes:

- El tráfico de trenes sobre el riel de CSX que corre desde Mayfield a Marcy podría incrementarse de 3,4 a 43,8 trenes por día.
- El tráfico de trenes sobre el riel de CSX que corre desde Quaker a Mayfield podría incrementarse de 6,8 a 43,8 trenes por día.
- El tráfico de trenes sobre el riel de CSX que corre desde Cleveland a Ashtabula podría incrementarse de 13,0 a 36,6 trenes por día.
- El tráfico de trenes sobre el riel de CSX que corre desde White a Cleveland podría incrementarse de 12,5 a 29,7 trenes por día.

El Borrador de EIS incluye una discusión de posibles efectos sobre el medio ambiente en Cleveland y áreas circundantes y las recomendaciones preliminares de SEA para atender dichos efectos. La SEA está circulando el Borrador de EIS para revisión pública y busca comentarios sobre los potenciales impactos al medio ambiente, la mitigación propuesta y medidas de mitigación alternativas para atender los efectos en el medio ambiente de la Propuesta de Adquisición. Estos comentarios deben ser entregados antes del 2 de febrero de 1998. La

SEA revisará los comentarios escritos sobre el Borrador de EIS y luego los considerará y hará las recomendaciones finales, incluyendo las medidas de mitigación en el EIS final. La SEA tiene planes de dar a conocer el EIS final en mayo de 1998. La Junta considerará el conjunto de antecedentes ambientales, incluyendo todos los comentarios del público, el Borrador de EIS y el EIS final al tomar su decisión final. La Junta planea dar a conocer sus decisiones finales por escrito el 23 de julio de 1998.

LAS BIBLIOTECAS VECINALES A CONTINUACIÓN TENDRÁN DISPONIBLES PARA REVISIÓN COPIAS DEL BORRADOR EIS, ORGANIZADO EN UN RESUMEN EJECUTIVO Y EN SEIS VOLÚMENES QUE SE HAN PUBLICADO EN DIEZ EJEMPLARES:

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- East Cleveland Public Library
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1425 Hayden Ave.
- East Cleveland Public Library
Caledonia Branch
960 Caledonia Ave.

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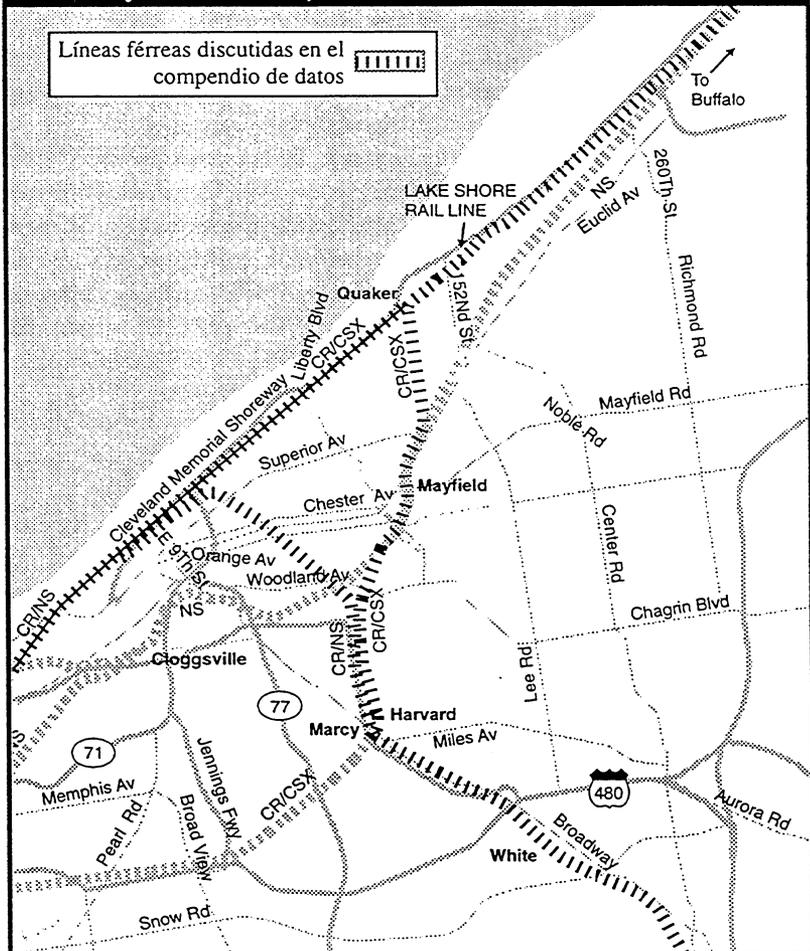
*Office of the Secretary
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Financial Docket No. 33388
Surface Transportation Board
1925 K Street, N.W.
Washington D.C. 20423-0001*

Indique en el ángulo inferior izquierdo:

*ATTN: Elaine K. Kaiser,
Environmental Project Director
Environmental Filing*

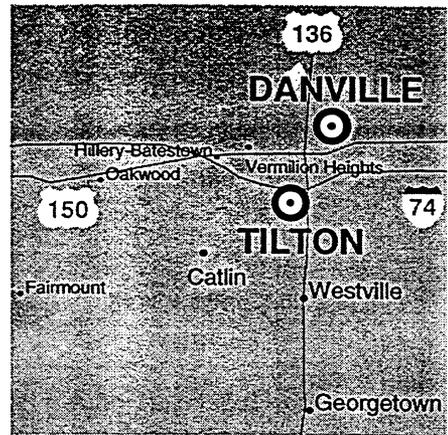
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Cleveland y Cleveland Este, Ohio



Conrail Acquisition

FACT SHEET – DANVILLE AND TILTON, ILLINOIS Proposed Acquisition



On June 23, 1997, CSX and Norfolk Southern (NS) railroads filed a joint application with the Surface Transportation Board (Board) to acquire the Conrail railroad, and subsequently divide Conrail's assets. These railroads have stated that the Proposed Conrail Acquisition, if approved, would improve freight rail service and reduce transit times across the eastern United States.

The Proposed Acquisition involves over 44,000 miles of rail lines and numerous railroad facilities, and may increase train traffic in some communities. CSX and NS have stated that overall the Proposed Conrail Acquisition would reduce highway congestion, air pollution, and energy usage; enhance safety; and result in more efficient rail operations. An increase in the numbers of trains in Danville and Tilton, IL is one of the local impacts that would result from the Proposed Acquisition of Conrail.

THE ENVIRONMENTAL REVIEW

The Board is the Federal agency that licenses railroad mergers and transactions, and can approve, deny, or approve with conditions the Proposed Acquisition. The Board's Section of Environmental Analysis

(SEA) is in the process of conducting a study to analyze potential environmental impacts resulting from the Proposed Acquisition. As part of this study, SEA has issued a document called a Draft Environmental Impact Statement (Draft EIS) that examines possible environmental effects including safety, traffic, air quality, water quality, noise, cultural/historical resources, and energy use as a result of the Proposed Acquisition. The Draft EIS includes detailed state-by-state discussions of potential environmental effects (Chapter 5), and outlines the preliminary mitigation recommendations SEA is considering at this time (Chapter 7). The Draft EIS will be made available to the public in December, with a 45-day review and comment period.

The railroads provided information to SEA which indicates that train traffic on the NS rail line that runs from Lafayette, IN to Tilton, IL could increase from 23.6 trains to 41 trains per day if this project is approved. The Draft EIS includes a discussion of possible environmental effects in Danville and Tilton and SEA's preliminary recommendations to address these effects. SEA is circulating the Draft EIS for public review and seeks comments on the potential environmental

impacts, the proposed mitigation, and alternative mitigation measures to address the environmental effects of the Proposed Acquisition. These comments are due by February 2, 1998. SEA will review written comments on the Draft EIS and then address these comments and make final recommendations, including mitigation, in the Final EIS. SEA plans to issue the Final EIS in May 1998. The Board will consider the entire environmental record, including all public comments, the Draft EIS, and the Final EIS in making its final decision. The Board plans to issue its final written decision on July 23, 1998.

COMPLETE COPIES OF THE DRAFT EIS, ORGANIZED BY AN EXECUTIVE SUMMARY AND SIX VOLUMES THAT ARE PRINTED IN TEN SEPARATELY-BOUND PARTS, WILL BE AVAILABLE FOR REVIEW AT THE FOLLOWING NEIGHBORHOOD LIBRARY BRANCHES:

- Danville Public Library
319 Vermillion Street, Danville
- Oakwood Public Library
109 S. Scott Street, Danville
- Vance Township Library
107 S. Main, Danville
- Tilton Public Library
201 W. 5th Street, Tilton

HOW TO COMMENT OR RECEIVE MORE INFORMATION

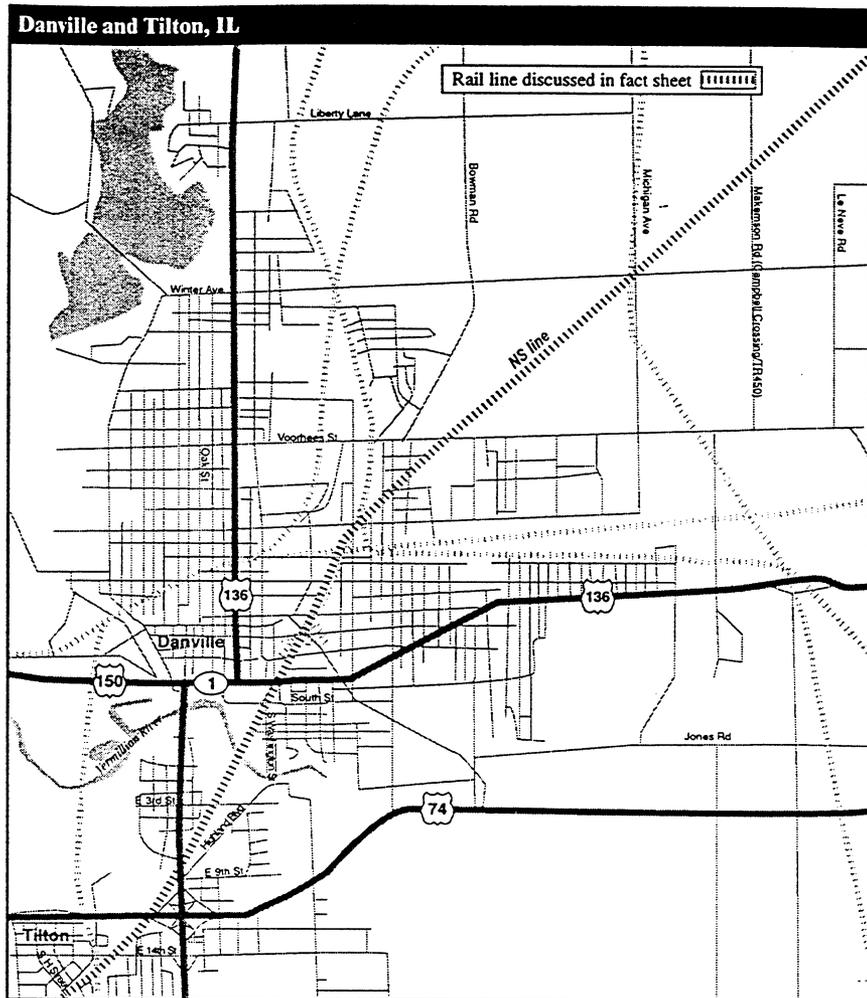
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copies of written comments to:

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Finance Docket No. 33388
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Washington D.C. 20423-0001*

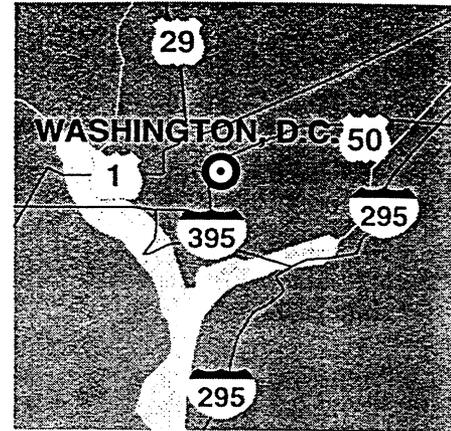
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indicate:

*ATTN: Elaine K. Kaiser
Environmental Project Director
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you have questions about the
environmental review process or
the Draft EIS, you may call the toll-
free Environmental Hotline at
1-888-869-1997 (TDD for the
hearing impaired 202-565-1695) for
further information.



Conrail Acquisition



FACT SHEET – DISTRICT OF COLUMBIA Proposed Acquisition

On June 23, 1997, CSX and Norfolk Southern (NS) railroads filed a joint application with the Surface Transportation Board (Board) to acquire the Conrail railroad, and subsequently divide Conrail's assets. These railroads have stated that the Proposed Conrail Acquisition, if approved, would improve freight rail service and reduce transit times across the eastern United States.

The Proposed Acquisition involves over 44,000 miles of rail lines and numerous railroad facilities, and may increase train traffic in some communities. CSX and NS have stated that overall the Proposed Conrail Acquisition would reduce highway congestion, air pollution, and energy usage; enhance safety; and result in more efficient rail operations. An increase in the numbers of trains in Washington, D.C. is one of the local impacts that would result from the Proposed Acquisition of Conrail.

THE ENVIRONMENTAL REVIEW

The Board is the Federal agency that licenses railroad mergers and transactions, and can approve, deny, or approve with conditions the Proposed Acquisition. The Board's

Section of Environmental Analysis (SEA) is in the process of conducting a study to analyze potential environmental impacts resulting from the Proposed Acquisition. As part of this study, SEA has issued a document called a Draft Environmental Impact Statement (Draft EIS) that examines possible environmental effects including safety, traffic, air quality, water quality, noise, cultural/historical resources, and energy use as a result of the Proposed Acquisition. The Draft EIS includes detailed state-by-state discussions of potential environmental effects (Chapter 5), and outlines the preliminary mitigation recommendations SEA is considering at this time (Chapter 7). The Draft EIS will be made available to the public in December, with a 45-day review and comment period.

The railroads provided information to SEA which indicates that train traffic on the CSX rail line that runs from Alexandria Junction, MD to Benning Rd., Washington, D.C. could increase from 23.9 trains to 30.8 trains per day if this project is approved. The Draft EIS includes a discussion of possible environmental effects in Washington, D.C. and SEA's preliminary recommendations to address these effects. SEA is circulating the Draft EIS for public

review and seeks comments on the potential environmental impacts, the proposed mitigation, and alternative mitigation measures to address the environmental effects of the Proposed Acquisition. These comments are due by February 2, 1998. SEA will review written comments on the Draft EIS and then address these comments and make final recommendations, including mitigation, in the Final EIS. SEA plans to issue the Final EIS in May 1998. The Board will consider the entire environmental record, including all public comments, the Draft EIS, and the Final EIS in making its final decision. The Board plans to issue its final written decision on July 23, 1998.

COMPLETE COPIES OF THE DRAFT EIS, ORGANIZED BY AN EXECUTIVE SUMMARY AND SIX VOLUMES THAT ARE PRINTED IN TEN SEPARATELY-BOUND PARTS, WILL BE AVAILABLE FOR REVIEW AT THE FOLLOWING NEIGHBORHOOD LIBRARY BRANCHES:

- Martin Luther King Jr. Memorial Library
901 G Street, NW
Washington, D.C.
- Anacostia Public Library
Good Hope Road and 18th Street, SE
Washington, D.C.

- **Benning Public Library**
Benning Road and Minnesota Avenue, NE
Washington, D.C.
- **Capital View Public Library**
Central Avenue & 50th Street, SE
Washington, D.C.
- **Lamond-Riggs Public Library**
South Dakota Ave. & Kennedy St., NE
Washington, D.C.
- **Langston Public Library**
26th Street & Benning Road, NE
Washington, D.C.
- **Mount Pleasant Public Library**
16th Street & Lamont Street, NW
Washington, D.C.
- **Northeast Branch Library**
330 7th Street, NE
Washington, D.C.
- **Parklands-Turner Public Library**
Alabama Avenue & Stanton Road, SE
Washington, D.C.
- **R.L. Christian Public Library**
13th Street & H Street, NE
Washington, D.C.
- **Southeast Branch Library**
7th Street & D Street, NE
Washington, D.C.
- **Sorsum Public Library**
135 New York Avenue, NW
Washington, D.C.
- **Washington Highlands Public Library**
Atlantic St. & Capitol Ter., SW
Washington, D.C.
- **Watha T. Daniel Public Library**
8th Street & Rhode Island Avenue, NW
Washington, D.C.
- **Woodridge Regional Public Library**
18th Street & Rhode Island Ave., NE
Washington, D.C.

Prince George's County area libraries:

- **Beltsville Branch Library**
4319 Sellman Road
Beltsville
- **Bladensburg Branch Library**
4820 Annapolis Road
Bladensburg

- **Hyattsville Branch Library**
6630 Adelphi Road
Hyattsville
- **Laurel Branch Library**
507 7th Street
Laurel
- **New Carrollton Branch Library**
7414 Riverdale Road
New Carrollton

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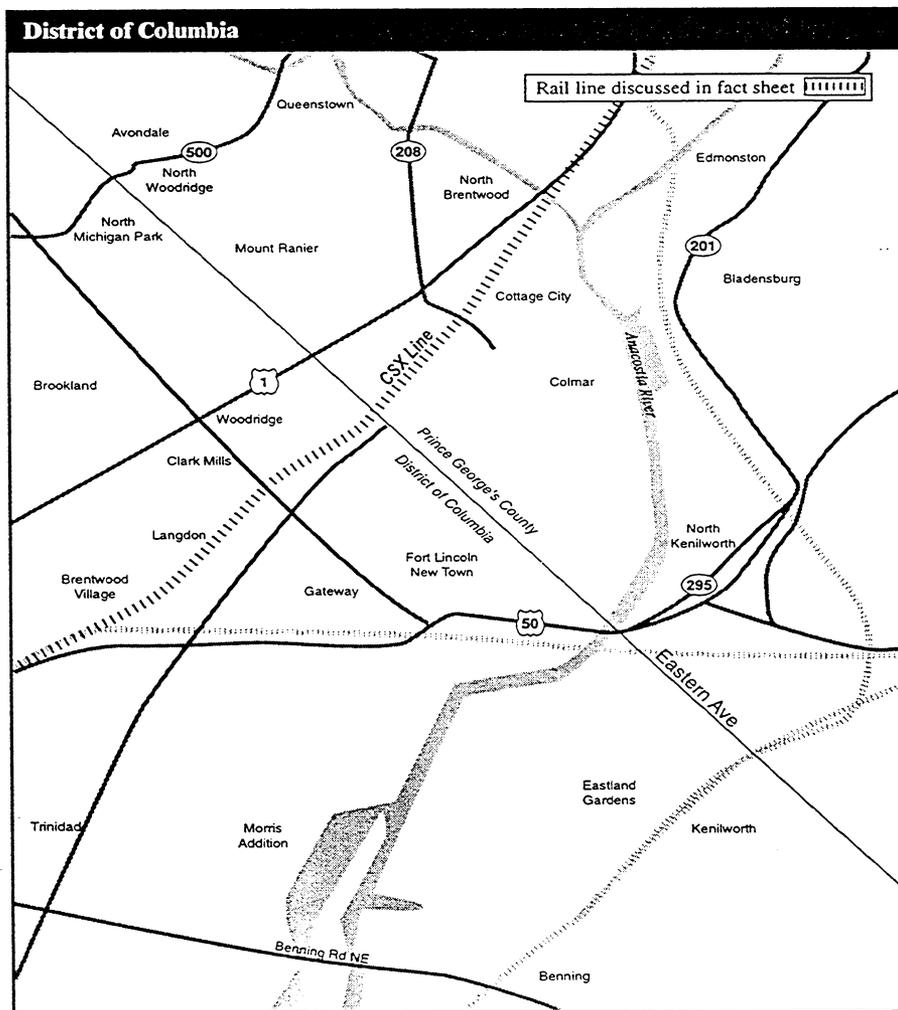
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Surface Transportation Board
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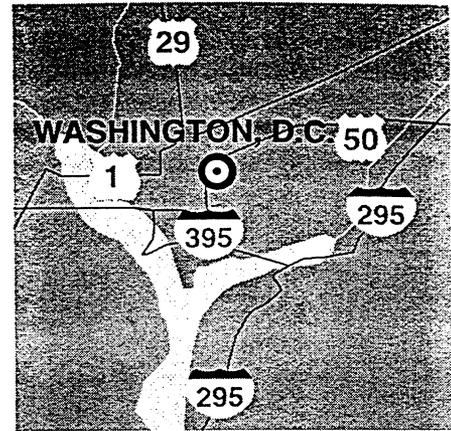
In the lower left-hand corner, indicate:

*ATTN: Elaine K. Kaiser,
Environmental Project Director
Environmental Filing*

Comments on the Draft EIS must be received by February 2, 1998. If you have questions about the environmental review process or the Draft EIS, you may call the toll-free Environmental Hotline at 1-888-869-1997 (TDD for the hearing impaired 202-565-1695) for further information.



Conrail Acquisition



COMPENDIO DE DATOS – DISTRITO DE COLUMBIA Adquisición Propuesta

El 23 de junio de 1997, los Ferrocarriles CSX y Norfolk Southern (NS) presentaron a la Junta de Transporte de Superficie (Junta) una solicitud conjunta para adquirir el Ferrocarril Conrail y subsecuentemente dividir los activos de dicha empresa. Estos ferrocarriles han declarado que la Propuesta de Adquisición de Conrail, de ser aprobada, mejoraría el servicio de carga por ferrocarril y reduciría los tiempos de tránsito en el este de los Estados Unidos.

La Propuesta de Adquisición abarca más de 44.000 millas de líneas férreas y numerosas instalaciones ferroviarias, y puede incrementar el tráfico de trenes en algunas comunidades. CSX y NS han declarado que por encima de todo la Propuesta de Adquisición reduciría la congestión en las rutas, la contaminación del aire, y el uso de energía; aumentaría la seguridad; y tendría como resultado operaciones ferroviarias más eficientes. Una de las consecuencias de la Propuesta de Adquisición de Conrail será un aumento en el número de trenes en Washington, Distrito de Colombia.

ANÁLISIS DEL MEDIO AMBIENTE

La Junta es la agencia Federal que autoriza las fusiones y las trans-

acciones de ferrocarriles, y puede aprobar, denegar, o aprobar con condiciones la Propuesta de Adquisición. La Sección de Análisis Ambiental (SEA) de la Junta está en proceso de realizar un estudio para analizar potenciales impactos ambientales resultantes de la Propuesta de Adquisición. Como parte de este estudio la SEA ha producido un documento titulado Borrador de Declaración de Impacto Ambiental (Borrador de EIS) que examina los posibles efectos sobre el medio ambiente de la Propuesta de Adquisición incluyendo las áreas de seguridad, tráfico, calidad del aire, calidad del agua, ruido, recursos culturales e históricos y uso de la energía. El Borrador de EIS incluye discusiones detalladas por estado, de potenciales efectos sobre el medio ambiente (capítulo 5), y perfila las recomendaciones preliminares de mitigación que la SEA está considerando en este momento (capítulo 7). El Borrador de EIS será puesto a disposición del público en diciembre, con un periodo de 45 días para revisiones y comentarios.

Los ferrocarriles proporcionaron información a SEA que indica que de ser aprobado el proyecto, el tráfico de trenes podría incrementarse de 23,9 a 30,8 trenes por

día a lo largo de la línea férrea de CSX que se extiende desde el Empalme de Alexandria, Maryland a Benning Rd., Washington, Distrito de Colombia. El Borrador de EIS incluye una discusión de posibles efectos sobre el medio ambiente en Washington, D.C. y las recomendaciones preliminares de SEA para atender dichos efectos. La SEA está circulando el Borrador de EIS para revisión pública y busca comentarios sobre los potenciales impactos al medio ambiente, la mitigación propuesta y medidas de mitigación alternativas para atender los efectos en el medio ambiente de la Propuesta de Adquisición. Estos comentarios deben ser entregados antes del 2 de febrero de 1998. La SEA revisará los comentarios escritos sobre el Borrador de EIS y luego los considerará y hará las recomendaciones finales, incluyendo las medidas de mitigación en el EIS final. La SEA tiene planes de dar a conocer el EIS final en mayo de 1998. La Junta considerará el conjunto de antecedentes ambientales, incluyendo todos los comentarios del público, el Borrador de EIS y el EIS final al tomar su decisión final. La Junta planea dar a conocer sus decisiones finales por escrito el 23 de julio de 1998.

LAS BIBLIOTECAS VECINALES A CONTINUACIÓN TENDRÁN DISPONIBLES PARA REVISIÓN COPIAS DEL BORRADOR EIS, ORGANIZADO EN UN RESUMEN EJECUTIVO Y EN SEIS VOLÚMENES QUE SE HAN PUBLICADO EN DIEZ EJEMPLARES:

- **Martin Luther King Jr Memorial Library**
901 G Street, NW
Washington, D.C.
- **Anacostia Public Library**
Good Hope Road and 18th Street, SE
Washington, D.C.
- **Benning Public Library**
Benning Road and Minnesota Avenue, NE
Washington, D.C.
- **Capital View Public Library**
Central Avenue & 50th Street, SE
Washington, D.C.
- **Lamond-Riggs Public Library**
South Dakota Ave. & Kennedy St., NE
Washington, D.C.
- **Langston Public Library**
26th Street & Benning Road, NE
Washington, D.C.
- **Mount Pleasant Public Library**
16th Street & Lamont Street, NW
Washington, D.C.
- **Northeast Branch Library**
330 7th Street, NE
Washington, D.C.
- **Parklands-Turner Public Library**
Alabama Avenue & Stanton Road, SE
Washington, D.C.
- **R.L. Christian Public Library**
13th Street & H Street, NE
Washington, D.C.
- **Southeast Branch Library**
7th Street & D Street, NE
Washington, D.C.
- **Sorsum Public Library**
135 New York Avenue, NW
Washington, D.C.
- **Washington Highlands Public Library**
Atlantic St. & Capitol Ter., SW
Washington, D.C.
- **Watha T. Daniel Public Library**
8th Street & Rhode Island Avenue, NW
Washington, D.C.
- **Woodridge Regional Public Library**
18th Street & Rhode Island Ave., NE
Washington, D.C.

Bibliotecas del área del Condado de Prince George:

- **Beltsville Branch Library**
4319 Sellman Road, Beltsville
- **Bladensburg Branch Library**
4820 Annapolis Road, Bladensburg
- **Hyattsville Branch Library**
6630 Adelphi Road, Hyattsville
- **Laurel Branch Library**
507 7th Street, Laurel
- **New Carrollton Branch Library**
7414 Riverdale Road, New Carrollton

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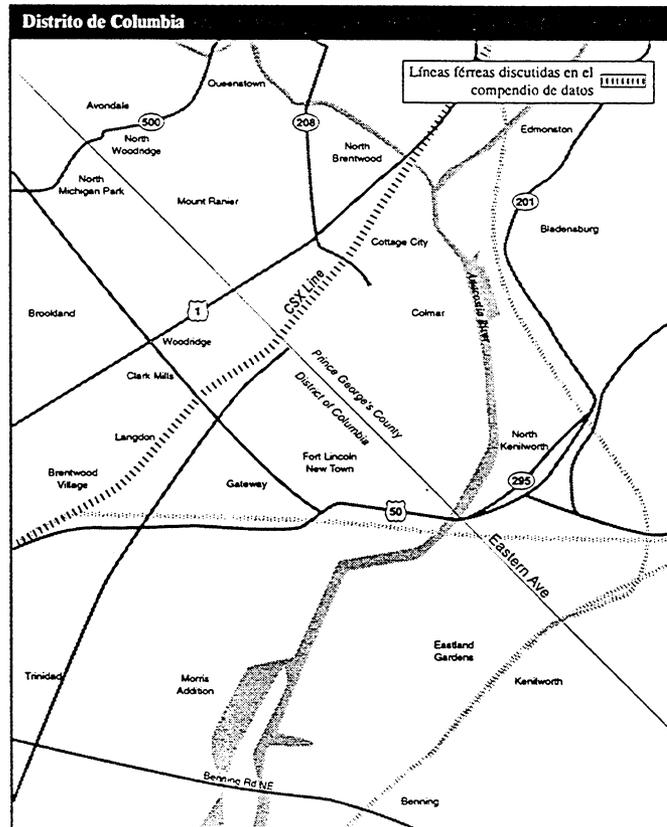
Favor de enviar un original y diez copias de sus comentarios por escritos a la siguiente dirección:

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

Indique en el ángulo inferior izquierdo:

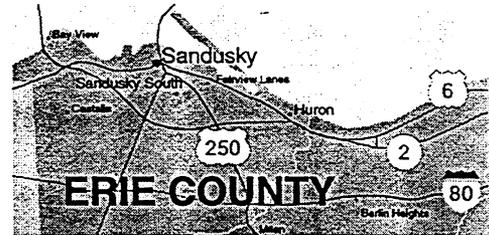
*ATTN: Elaine K. Kaiser
Environmental Project Director
Environmental Filing*

Los comentarios sobre el Borrador de EIS deben ser recibidos antes del 2 de febrero de 1998. Si tiene alguna pregunta acerca del proceso de Análisis del Medio Ambiente o acerca del Borrador de EIS puede llamar en forma gratuita a la línea del Medio Ambiente al 1-888-869-1997 (TDD para sordos 202-565-1695), para obtener mayor información. De ser requerido, habrá intérpretes disponibles para preguntas telefónicas.



Conrail Acquisition

FACT SHEET – ERIE COUNTY, OHIO Proposed Acquisition



On June 23, 1997, CSX and Norfolk Southern (NS) railroads filed a joint application with the Surface Transportation Board (Board) to acquire the Conrail railroad, and subsequently divide Conrail's assets. These railroads have stated that the Proposed Conrail Acquisition, if approved, would improve freight rail service and reduce transit times across the eastern United States.

The Proposed Acquisition involves over 44,000 miles of rail lines and numerous railroad facilities, and may increase train traffic in some communities. CSX and NS have stated that overall the Proposed Conrail Acquisition would reduce highway congestion, air pollution, and energy usage; enhance safety; and result in more efficient rail operations. An increase in the numbers of trains in Erie County, OH is one of the local impacts that would result from the Proposed Acquisition of Conrail.

THE ENVIRONMENTAL REVIEW

The Board is the Federal agency that licenses railroad mergers and transactions, and can approve, deny, or approve with conditions

the Proposed Acquisition. The Board's Section of Environmental Analysis (SEA) is in the process of conducting a study to analyze potential environmental impacts resulting from the Proposed Acquisition. As part of this study, SEA has issued a document called a Draft Environmental Impact Statement (Draft EIS) that examines possible environmental effects including safety, traffic, air quality, water quality, noise, cultural/historical resources, and energy use as a result of the Proposed Acquisition. The Draft EIS includes detailed state-by-state discussions of potential environmental effects (Chapter 5), and outlines the preliminary mitigation recommendations SEA is considering at this time (Chapter 7). The Draft EIS will be made available to the public in December, with a 45-day review and comment period.

The railroads provided information to SEA which indicates that train traffic on the NS rail line that runs from Sandusky Docks to Bellevue, OH could increase from 1.4 trains to 11.7 trains per day if this project is approved. The Draft EIS includes a discussion of possible environmental effects in Erie County and

SEA's preliminary recommendations to address these effects. SEA is circulating the Draft EIS for public review and seeks comments on the potential environmental impacts, the proposed mitigation, and alternative mitigation measures to address the environmental effects of the Proposed Acquisition. These comments are due by February 2, 1998. SEA will review written comments on the Draft EIS and then address these comments and make final recommendations, including mitigation, in the Final EIS. SEA plans to issue the Final EIS in May 1998. The Board will consider the entire environmental record, including all public comments, the Draft EIS, and the Final EIS in making its final decision. The Board plans to issue its final written decision on July 23, 1998.

COMPLETE COPIES OF THE DRAFT EIS, ORGANIZED BY AN EXECUTIVE SUMMARY AND SIX VOLUMES THAT ARE PRINTED IN TEN SEPARATELY-BOUND PARTS, WILL BE AVAILABLE FOR REVIEW AT THE FOLLOWING NEIGHBORHOOD LIBRARY BRANCHES:

- Sandusky Public Library
114 West Adams Street, Sandusky

HOW TO COMMENT OR RECEIVE MORE INFORMATION

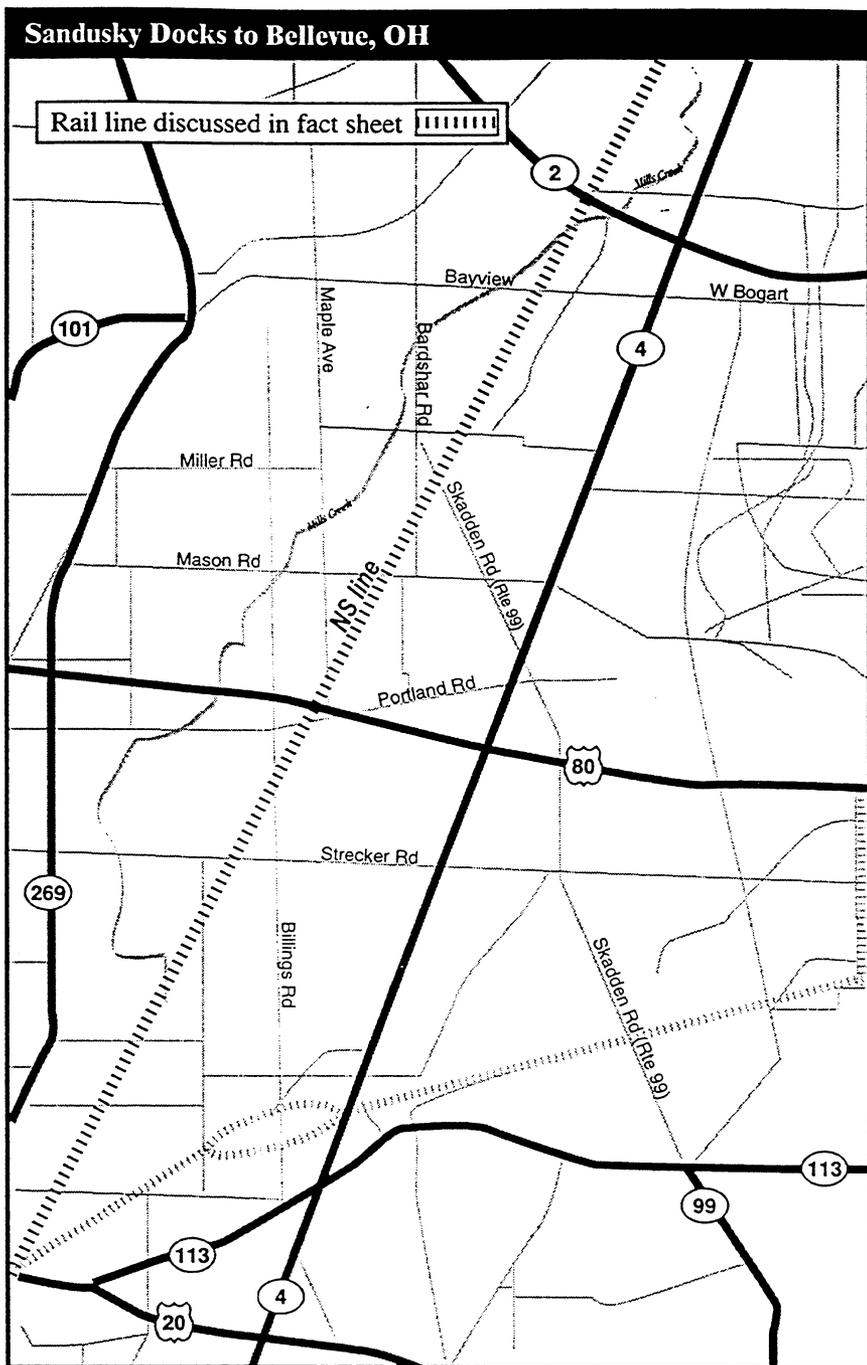
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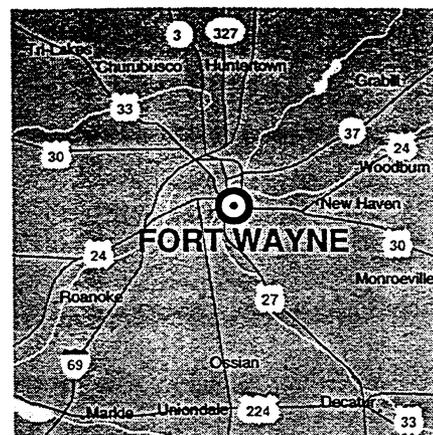
*ATTN: Elaine K. Kaiser,
Environmental Project Director
Environmental Filing*

Comments on the Draft EIS must be received by February 2, 1998. If you have questions about the environmental review process or the Draft EIS, you may call the toll-free Environmental Hotline at 1-888-869-1997 (TDD for the hearing impaired 202-565-1695) for further information.



Conrail Acquisition

FACT SHEET – FORT WAYNE, INDIANA Proposed Acquisition



On June 23, 1997, CSX and Norfolk Southern (NS) railroads filed a joint application with the Surface Transportation Board (Board) to acquire the Conrail railroad, and subsequently divide Conrail's assets. These railroads have stated that the Proposed Conrail Acquisition, if approved, would improve freight rail service and reduce transit times across the eastern United States.

The Proposed Acquisition involves over 44,000 miles of rail lines and numerous railroad facilities, and may increase train traffic in some communities. CSX and NS have stated that overall the Proposed Conrail Acquisition would reduce highway congestion, air pollution, and energy usage; enhance safety; and result in more efficient rail operations. An increase in the numbers of trains in Fort Wayne, IN is one of the local impacts that would result from the Proposed Acquisition of Conrail.

THE ENVIRONMENTAL REVIEW

The Board is the Federal agency that licenses railroad mergers and transactions, and can approve, deny, or approve with conditions the Proposed Acquisition. The

Board's Section of Environmental Analysis (SEA) is in the process of conducting a study to analyze potential environmental impacts resulting from the Proposed Acquisition. As part of this study, SEA has issued a document called a Draft Environmental Impact Statement (Draft EIS) that examines possible environmental effects including safety, traffic, air quality, water quality, noise, cultural/historical resources, and energy use as a result of the Proposed Acquisition. The Draft EIS includes detailed state-by-state discussions of potential environmental effects (Chapter 5), and outlines the preliminary mitigation recommendations SEA is considering at this time (Chapter 7). The Draft EIS will be made available to the public in December, with a 45-day review and comment period.

The railroads provided information to SEA which indicates that train traffic on the NS rail line that runs from Butler to Fort Wayne, IN could increase from 13.6 trains to 27.3 trains per day if this project is approved. The Draft EIS includes a discussion of possible environmental effects in Fort Wayne and SEA's preliminary recommendations to address these effects. SEA is circulating the Draft EIS for public review

and seeks comments on the potential environmental impacts, the proposed mitigation, and alternative mitigation measures to address the environmental effects of the Proposed Acquisition. These comments are due by February 2, 1998. SEA will review written comments on the Draft EIS and then address these comments and make final recommendations, including mitigation, in the Final EIS. SEA plans to issue the Final EIS in May 1998. The Board will consider the entire environmental record, including all public comments, the Draft EIS, and the Final EIS in making its final decision. The Board plans to issue its final written decision on July 23, 1998.

COMPLETE COPIES OF THE DRAFT EIS, ORGANIZED BY AN EXECUTIVE SUMMARY AND SIX VOLUMES THAT ARE PRINTED IN TEN SEPARATELY-BOUND PARTS, WILL BE AVAILABLE FOR REVIEW AT THE FOLLOWING NEIGHBORHOOD LIBRARY BRANCHES:

- Allen County Library Main Branch
900 Webster Street, Fort Wayne
- Hessen Cassel Branch
3030 East Paulding Road, Fort Wayne
- Pontiac Branch
3304 Warsaw Street, Fort Wayne
- Shawnee Branch
5600 Noll Avenue, Fort Wayne

HOW TO COMMENT OR RECEIVE MORE INFORMATION

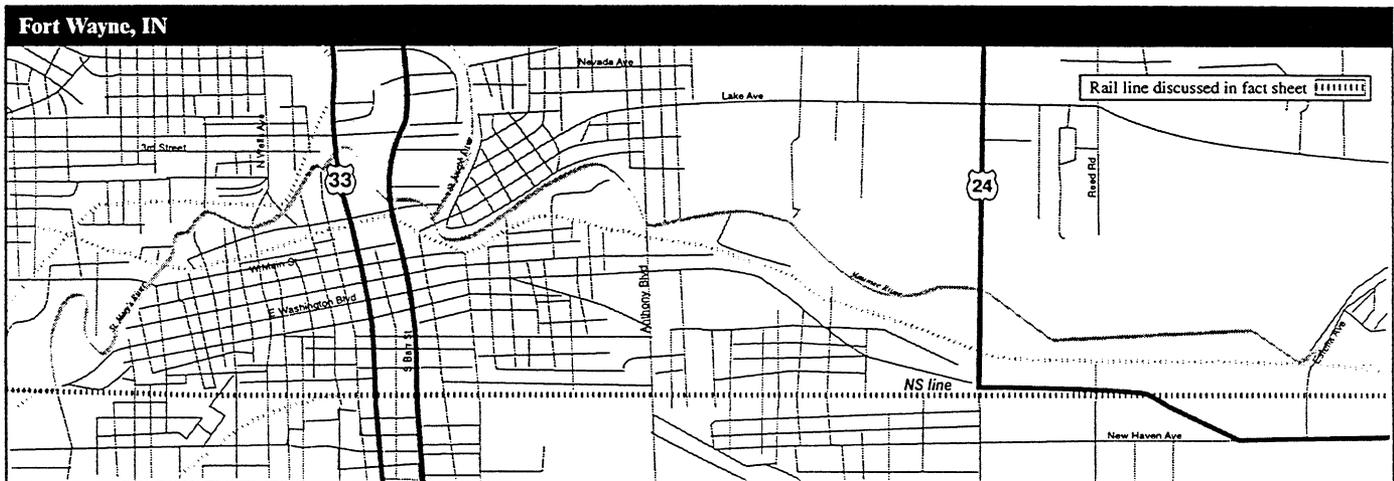
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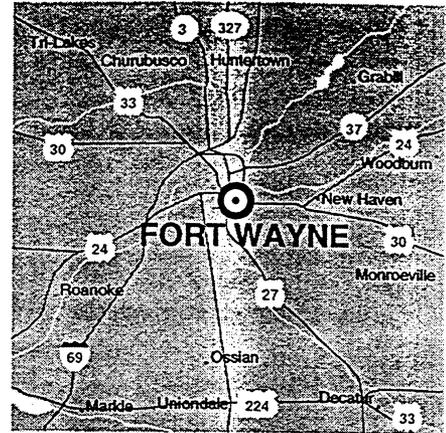
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*ATTN: Elaine K. Kaiser
Environmental Project Director
Environmental Filing*

Comments on the Draft EIS must be received by February 2, 1998. If you have questions about the environmental review process or the Draft EIS, you may call the toll-free Environmental Hotline at 1-888-869-1997 (TDD for the hearing impaired 202-565-1695) for further information.



Conrail Acquisition



COMPENDIO DE DATOS – FORT WAYNE, INDIANA Adquisición Propuesta

El 23 de junio de 1997, los Ferrocarriles CSX y Norfolk Southern (NS) presentaron a la Junta de Transporte de Superficie (Junta) una solicitud conjunta para adquirir el Ferrocarril Conrail y subsecuentemente dividir los activos de dicha empresa. Estos ferrocarriles han declarado que la Propuesta de Adquisición de Conrail, de ser aprobada, mejoraría el servicio de carga por ferrocarril y reduciría los tiempos de tránsito en el este de los Estados Unidos.

La Propuesta de Adquisición abarca más de 44.000 millas de líneas férreas y numerosas instalaciones ferroviarias, y puede incrementar el tráfico de trenes en algunas comunidades. CSX y NS han declarado que por encima de todo la Propuesta de Adquisición reduciría la congestión en las rutas, la contaminación del aire, y el uso de energía; aumentaría la seguridad; y tendría como resultado operaciones ferroviarias más eficientes. Una de las consecuencias de la Propuesta de Adquisición de Conrail será un aumento en el número de trenes en Fort Wayne, Indiana.

ANÁLISIS DEL MEDIO AMBIENTE

La Junta es la agencia Federal que autoriza las fusiones y las

transacciones de ferrocarriles, y puede aprobar, denegar, o aprobar con condiciones la Propuesta de Adquisición. La Sección de Análisis Ambiental (SEA) de la Junta está en proceso de realizar un estudio para analizar potenciales impactos ambientales resultantes de la Propuesta de Adquisición. Como parte de este estudio la SEA ha producido un documento titulado Borrador de Declaración de Impacto Ambiental (Borrador de EIS) que examina los posibles efectos sobre el medio ambiente de la Propuesta de Adquisición incluyendo las áreas de seguridad, tráfico, calidad del aire, calidad del agua, ruido, recursos culturales e históricos y uso de la energía. El Borrador de EIS incluye discusiones detalladas por estado, de potenciales efectos sobre el medio ambiente (capítulo 5), y perfila las recomendaciones preliminares de mitigación que la SEA está considerando en este momento (capítulo 7). El Borrador de EIS será puesto a disposición del público en diciembre, con un periodo de 45 días para revisiones y comentarios.

Los ferrocarriles proporcionaron información a SEA que indica que de aprobarse el proyecto, el tráfico

de trenes podría incrementarse de 13,6 a 27,3 trenes por día a lo largo de la línea férrea de NS que se extiende de Butler a Fort Wayne, Indiana. El Borrador de EIS incluye una discusión de posibles efectos sobre el medio ambiente en Fort Wayne y las recomendaciones preliminares de la SEA para atender dichos efectos. La SEA está circulando el Borrador de EIS para revisión pública y busca comentarios sobre los potenciales impactos al medio ambiente, la mitigación propuesta y medidas de mitigación alternativas para atender los efectos en el medio ambiente de la Propuesta de Adquisición. Estos comentarios deben ser entregados antes del 2 de febrero de 1998. La SEA revisará los comentarios escritos sobre el Borrador de EIS y luego los considerará y hará las recomendaciones finales, incluyendo las medidas de mitigación en el EIS final. La SEA tiene planes de dar a conocer el EIS final en mayo de 1998. La Junta considerará el conjunto de antecedentes ambientales, incluyendo todos los comentarios del público, el Borrador de EIS y el EIS final al tomar su decisión final. La Junta planea dar a conocer sus decisiones finales por escrito el 23 de julio de 1998.

LAS BIBLIOTECAS VECINALES A CONTINUACIÓN TENDRÁN DISPONIBLES PARA REVISIÓN COPIAS DEL BORRADOR EIS, ORGANIZADO EN UN RESUMEN EJECUTIVO Y EN SEIS VOLÚMENES QUE SE HAN PUBLICADO EN DIEZ EJEMPLARES:

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- Pontiac Branch
3304 Warsaw Street, Fort Wayne
- Shawnee Branch
5600 Noll Avenue, Fort Wayne

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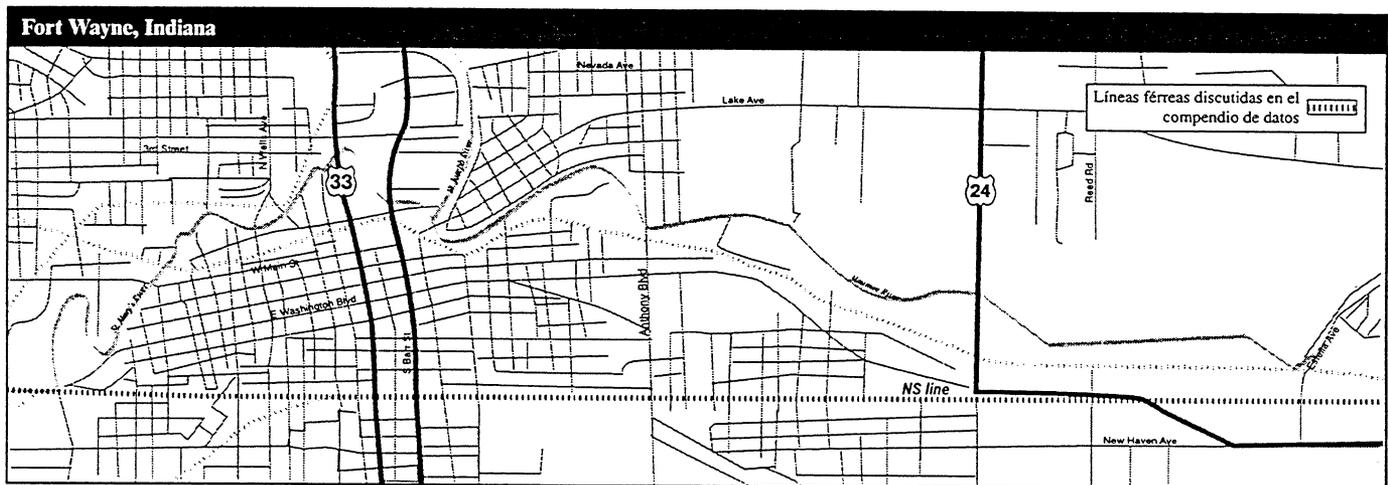
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*Office of the Secretary
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Financial Docket No. 33388
Surface Transportation Board
1925 K Street, N.W.
Washington D.C. 20423-0001*

Indique en el ángulo inferior izquierdo:

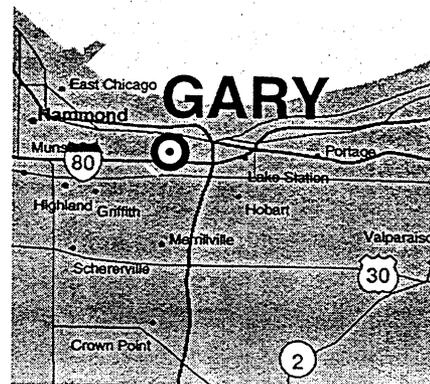
*ATTN: Elaine K. Kaiser
Environmental Project Director
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Los comentarios sobre el Borrador de EIS deben ser recibidos antes del 2 de febrero de 1998. Si tiene alguna pregunta acerca del proceso de Análisis del Medio Ambiente o acerca del Borrador de EIS puede llamar en forma gratuita a la línea del Medio Ambiente al 1-888-869-1997 (TDD para sordos 202-565-1695), para obtener mayor información. De ser requerido, habrá intérpretes disponibles para preguntas telefónicas.



Conrail Acquisition

FACT SHEET – GARY, INDIANA Proposed Acquisition



On June 23, 1997, CSX and Norfolk Southern (NS) railroads filed a joint application with the Surface Transportation Board (Board) to acquire the Conrail railroad, and subsequently divide Conrail's assets. These railroads have stated that the Proposed Conrail Acquisition, if approved, would improve freight rail service and reduce transit times across the eastern United States.

The Proposed Acquisition involves over 44,000 miles of rail lines and numerous railroad facilities, and may increase train traffic in some communities. CSX and NS have stated that overall the Proposed Conrail Acquisition would reduce highway congestion, air pollution, and energy usage; enhance safety; and result in more efficient rail operations. An increase in the numbers of trains in Gary, IN is one of the local impacts that would result from the Proposed Acquisition of Conrail.

THE ENVIRONMENTAL REVIEW

The Board is the Federal agency that licenses railroad mergers and transactions, and can approve, deny, or approve with conditions the Proposed Acquisition. The Board's Section of Environmental Analysis

(SEA) is in the process of conducting a study to analyze potential environmental impacts resulting from the Proposed Acquisition. As part of this study, SEA has issued a document called a Draft Environmental Impact Statement (Draft EIS) that examines possible environmental effects including safety, traffic, air quality, water quality, noise, cultural/historical resources, and energy use as a result of the Proposed Acquisition. The Draft EIS includes detailed state-by-state discussions of potential environmental effects (Chapter 5), and outlines the preliminary mitigation recommendations SEA is considering at this time (Chapter 7). The Draft EIS will be made available to the public in December, with a 45-day review and comment period.

The railroads provided information to SEA which indicates that train traffic on the CSX rail line that runs from Portage, IN (Willow Creek) to Gary, IN could increase from 22.1 trains to 38.6 trains per day if this project is approved. The Draft EIS includes a discussion of possible environmental effects in Gary and SEA's preliminary recommendations to address these effects. SEA is circulating the Draft EIS for public review and seeks comments on the potential environmental impacts, the proposed mitigation, and

alternative mitigation measures to address the environmental effects of the Proposed Acquisition. These comments are due by February 2, 1998. SEA will review written comments on the Draft EIS and then address these comments and make final recommendations, including mitigation, in the Final EIS. SEA plans to issue the Final EIS in May 1998. The Board will consider the entire environmental record, including all public comments, the Draft EIS, and the Final EIS in making its final decision. The Board plans to issue its final written decision on July 23, 1998.

COMPLETE COPIES OF THE DRAFT EIS, ORGANIZED BY AN EXECUTIVE SUMMARY AND SIX VOLUMES THAT ARE PRINTED IN TEN SEPARATELY-BOUND PARTS, WILL BE AVAILABLE FOR REVIEW AT THE FOLLOWING NEIGHBORHOOD LIBRARY BRANCHES:

- Gary Public Library Main Branch
220 W. 5th Street, Gary
- Dubois Branch
1835 Broadway, Gary
- Kennedy Branch
3953 Broadway, Gary
- Tolleston Branch
1113 Taft Street, Gary
- Wildermuth Branch
501 S. Lake Street, Gary

HOW TO COMMENT OR RECEIVE MORE INFORMATION

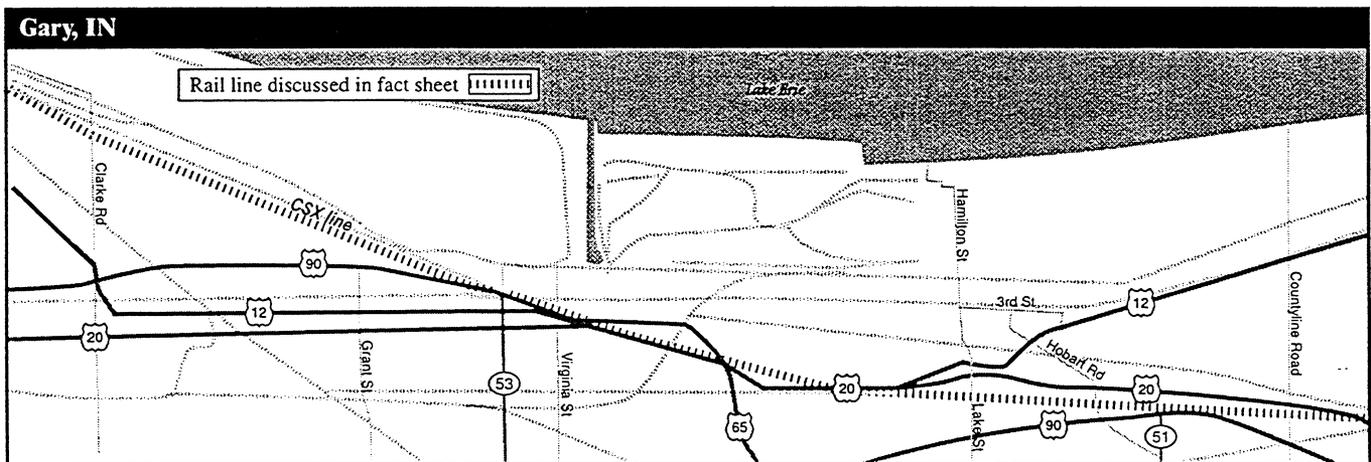
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Office of the Secretary
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Finance Docket No. 33388
Surface Transportation Board
1925 K Street, N.W.
Washington D.C. 20423-0001

Comments on the Draft EIS must be received by February 2, 1998. If you have questions about the environmental review process or the Draft EIS, you may call the toll-free Environmental Hotline at 1-888-869-1997 (TDD for the hearing impaired 202-565-1695) for further information.

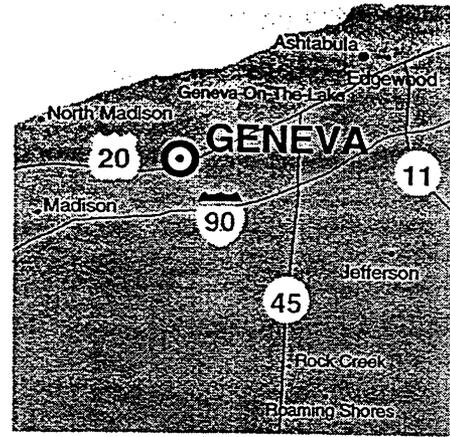
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ATTN: Elaine K. Kaiser
Environmental Project Director
Environmental Filing



Conrail Acquisition

FACT SHEET – GENEVA, OHIO Proposed Acquisition



On June 23, 1997, CSX and Norfolk Southern (NS) railroads filed a joint application with the Surface Transportation Board (Board) to acquire the Conrail railroad, and subsequently divide Conrail's assets. These railroads have stated that the Proposed Conrail Acquisition, if approved, would improve freight rail service and reduce transit times across the eastern United States.

The Proposed Acquisition involves over 44,000 miles of rail lines and numerous railroad facilities, and may increase train traffic in some communities. CSX and NS have stated that overall the Proposed Conrail Acquisition would reduce highway congestion, air pollution, and energy usage; enhance safety; and result in more efficient rail operations. An increase in the numbers of trains in Geneva, OH is one of the local impacts that would result from the Proposed Acquisition of Conrail.

THE ENVIRONMENTAL REVIEW

The Board is the Federal agency that licenses railroad mergers and transactions, and can approve, deny, or

approve with conditions the Proposed Acquisition. The Board's Section of Environmental Analysis (SEA) is in the process of conducting a study to analyze potential environmental impacts resulting from the Proposed Acquisition. As part of this study, SEA has issued a document called a Draft Environmental Impact Statement (Draft EIS) that examines possible environmental effects including safety, traffic, air quality, water quality, noise, cultural/historical resources, and energy use as a result of the Proposed Acquisition. The Draft EIS includes detailed state-by-state discussions of potential environmental effects (Chapter 5), and outlines the preliminary mitigation recommendations SEA is considering at this time (Chapter 7). The Draft EIS will be made available to the public in December, with a 45-day review and comment period.

The railroads provided information to SEA which indicates that train traffic on the NS rail line that runs from Cleveland to Ashtabula, OH could increase from 13 trains to 36.6 trains per day if this project is approved. The Draft EIS includes a discussion of possible environmen-

tal effects in Geneva and SEA's preliminary recommendations to address these effects. SEA is circulating the Draft EIS for public review and seeks comments on the potential environmental impacts, the proposed mitigation, and alternative mitigation measures to address the environmental effects of the Proposed Acquisition. These comments are due by February 2, 1998. SEA will review written comments on the Draft EIS and then address these comments and make final recommendations, including mitigation, in the Final EIS. SEA plans to issue the Final EIS in May 1998. The Board will consider the entire environmental record, including all public comments, the Draft EIS, and the Final EIS in making its final decision. The Board plans to issue its final written decision on July 23, 1998.

COMPLETE COPIES OF THE DRAFT EIS, ORGANIZED BY AN EXECUTIVE SUMMARY AND SIX VOLUMES THAT ARE PRINTED IN TEN SEPARATELY-BOUND PARTS, WILL BE AVAILABLE FOR REVIEW AT THE FOLLOWING NEIGHBORHOOD LIBRARY BRANCHES:

- Geneva Public Library
860 Sherman Street, Geneva

HOW TO COMMENT OR RECEIVE MORE INFORMATION

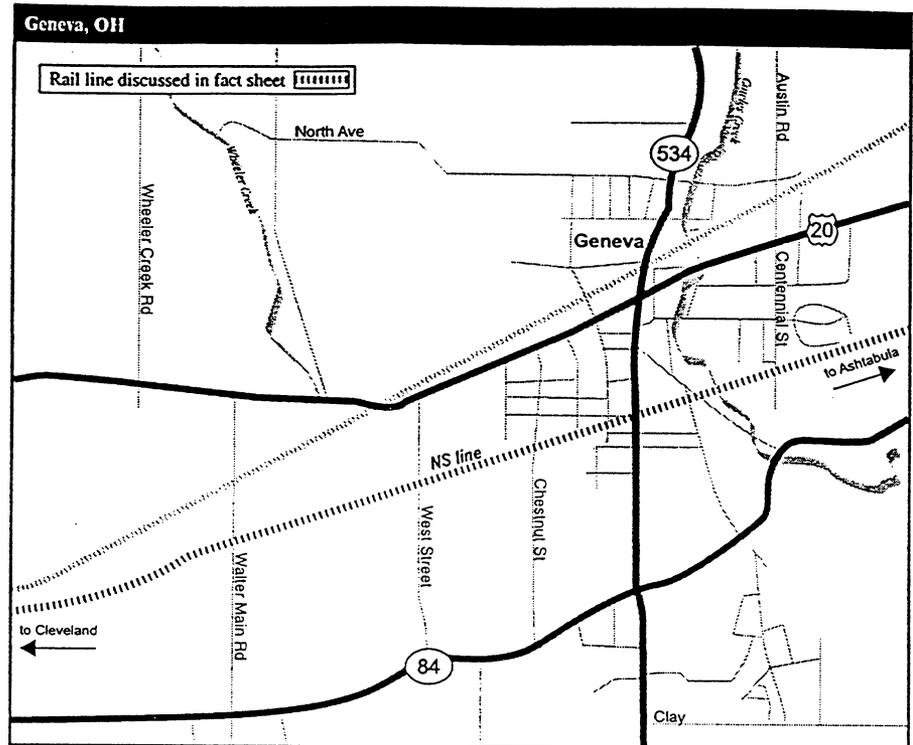
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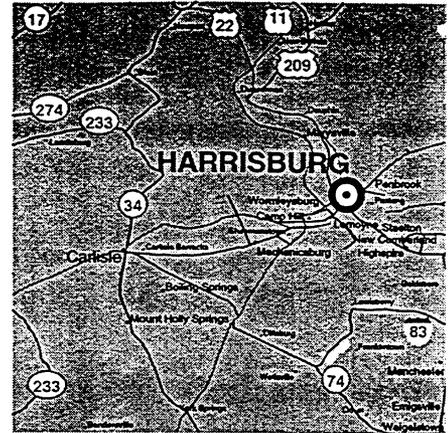
*ATTN: Elaine K. Kaiser,
Environmental Project Director
Environmental Filing*

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environmental review process or
the Draft EIS, you may call the toll-
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1-888-869-1997 (TDD for the
hearing impaired 202-565-1695) for
further information.



Conrail Acquisition

FACT SHEET – HARRISBURG, PENNSYLVANIA Proposed Acquisition



On June 23, 1997, CSX and Norfolk Southern (NS) railroads filed a joint application with the Surface Transportation Board (Board) to acquire the Conrail railroad, and subsequently divide Conrail's assets. These railroads have stated that the Proposed Conrail Acquisition, if approved, would improve freight rail service and reduce transit times across the eastern United States.

The Proposed Acquisition involves over 44,000 miles of rail lines and numerous railroad facilities, and may increase train traffic in some communities. CSX and NS have stated that overall the Proposed Conrail Acquisition would reduce highway congestion, air pollution, and energy usage; enhance safety; and result in more efficient rail operations. An increase in the numbers of trains in Harrisburg, PA is one of the local impacts that would result from the Proposed Acquisition of Conrail.

THE ENVIRONMENTAL REVIEW

The Board is the Federal agency that licenses railroad mergers and transactions, and can approve, deny, or approve with conditions the Pro-

posed Acquisition. The Board's Section of Environmental Analysis (SEA) is in the process of conducting a study to analyze potential environmental impacts resulting from the Proposed Acquisition. As part of this study, SEA has issued a document called a Draft Environmental Impact Statement (Draft EIS) that examines possible environmental effects including safety, traffic, air quality, water quality, noise, cultural/historical resources, and energy use as a result of the Proposed Acquisition. The Draft EIS includes detailed state-by-state discussions of potential environmental effects (Chapter 5), and outlines the preliminary mitigation recommendations SEA is considering at this time (Chapter 7). The Draft EIS will be made available to the public in December, with a 45-day review and comment period.

The railroads provided information to SEA which indicates that if this project is approved, train traffic could increase from 44.3 to 57.3 trains per day along the NS Harrisburg to Rutherford, PA rail line. The Draft EIS includes a discussion of possible environmental effects in Harrisburg and SEA's preliminary recommendations to address these effects. SEA is circulating the Draft

EIS for public review and seeks comments on the potential environmental impacts, the proposed mitigation, and alternative mitigation measures to address the environmental effects of the Proposed Acquisition. These comments are due by February 2, 1998. SEA will review written comments on the Draft EIS and then address these comments and make final recommendations, including mitigation, in the Final EIS. SEA plans to issue the Final EIS in May 1998. The Board will consider the entire environmental record, including all public comments, the Draft EIS, and the Final EIS in making its final decision. The Board plans to issue its final written decision on July 23, 1998.

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- **Downtown Harrisburg Public Library Branch**
101 Walnut St., Harrisburg
- **Harrisburg Uptown Library Branch**
Uptown Plaza, Harrisburg
- **Kline Village Branch**
Kline Plaza, Harrisburg

HOW TO COMMENT OR RECEIVE MORE INFORMATION

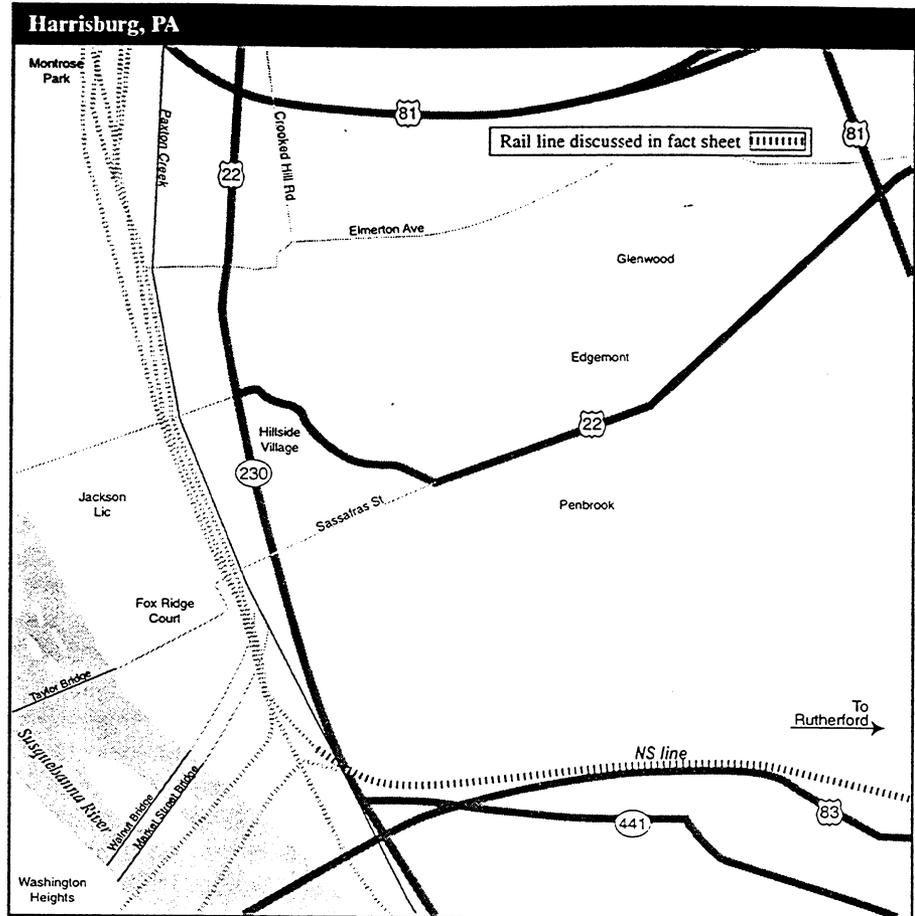
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*Office of the Secretary
Case Control Unit
Finance Docket No. 33388
Surface Transportation Board
1925 K Street, N.W.
Washington D.C. 20423-0001*

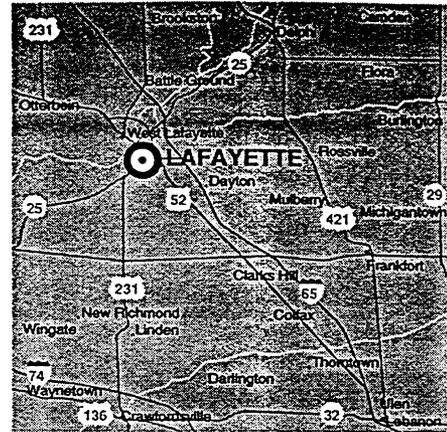
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indicate:

*ATTN: Elaine K. Kaiser,
Environmental Project Director
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environmental review process or
the Draft EIS, you may call the toll-
free Environmental Hotline at
1-888-869-1997 (TDD for the
hearing impaired 202-565-1695) for
further information.



Conrail Acquisition



FACT SHEET – LAFAYETTE, INDIANA Proposed Acquisition

On June 23, 1997, CSX and Norfolk Southern (NS) railroads filed a joint application with the Surface Transportation Board (Board) to acquire the Conrail railroad, and subsequently divide Conrail's assets. These railroads have stated that the Proposed Conrail Acquisition, if approved, would improve freight rail service and reduce transit times across the eastern United States.

The Proposed Acquisition involves over 44,000 miles of rail lines and numerous railroad facilities, and may increase train traffic in some communities. CSX and NS have stated that overall the Proposed Conrail Acquisition would reduce highway congestion, air pollution, and energy usage; enhance safety; and result in more efficient rail operations. An increase in the numbers of trains in Lafayette, IN is one of the local impacts that would result from the Proposed Acquisition of Conrail.

THE ENVIRONMENTAL REVIEW

The Board is the Federal agency that licenses railroad mergers and transactions, and can approve, deny, or approve with conditions

the Proposed Acquisition. The Board's Section of Environmental Analysis (SEA) is in the process of conducting a study to analyze any potential environmental impacts resulting from the Proposed Acquisition. As part of this study, SEA has issued a document called a Draft Environmental Impact Statement (Draft EIS) that examines possible environmental effects including safety, traffic, air quality, water quality, noise, cultural/historical resources, and energy use as a result of the Proposed Acquisition. The Draft EIS includes detailed state-by-state discussions of potential environmental effects (Chapter 5), and outlines the preliminary mitigation recommendations SEA is considering at this time (Chapter 7). The Draft EIS will be made available to the public in December, with a 45-day review and comment period.

The railroads provided information to SEA which indicates that train traffic on the NS rail line that runs from Lafayette, IN to Tilton, IL could increase from 23.6 trains to 41 trains per day if this project is approved. The Draft EIS includes a discussion of possible environmental effects in Lafayette and SEA's preliminary recommendations to

address these effects. SEA is circulating the Draft EIS for public review and seeks comments on the potential environmental impacts, the proposed mitigation, and alternative mitigation measures to address the environmental effects of the Proposed Acquisition. These comments are due by February 2, 1998. SEA will review written comments on the Draft EIS and then address these comments and make final recommendations, including mitigation, in the Final EIS. SEA plans to issue the Final EIS in May 1998. The Board will consider the entire environmental record, including all public comments, the Draft EIS, and the Final EIS in making its final decision. The Board plans to issue its final written decision on July 23, 1998.

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- West Lafayette Public Library
208 West Columbia, West Lafayette
- Tippecanoe County Public Library
627 South Street, Lafayette

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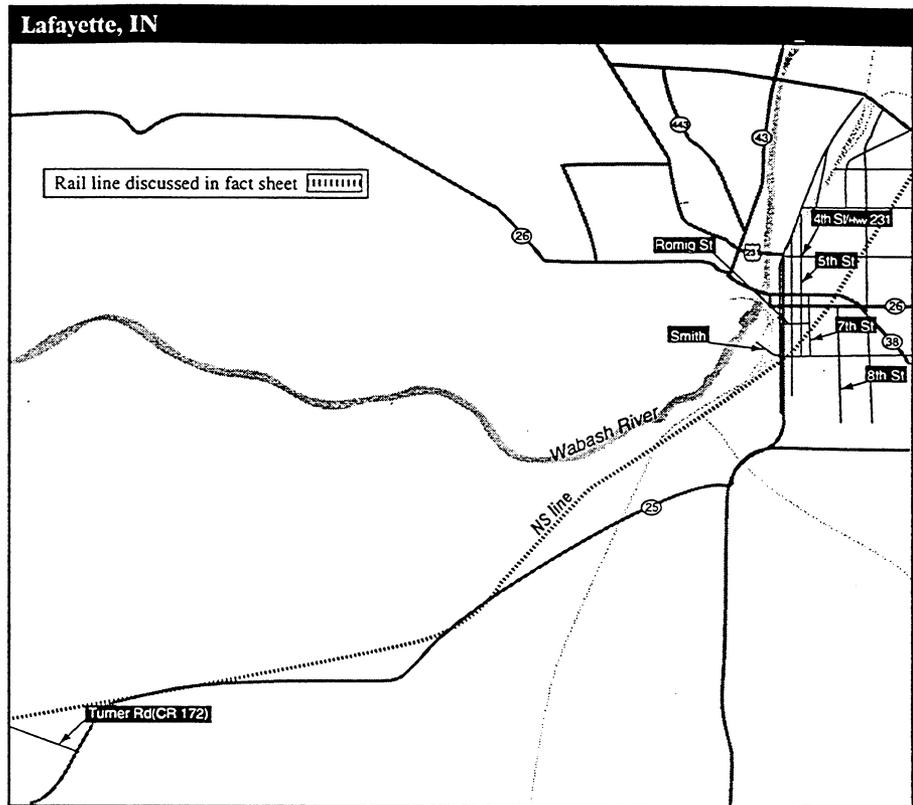
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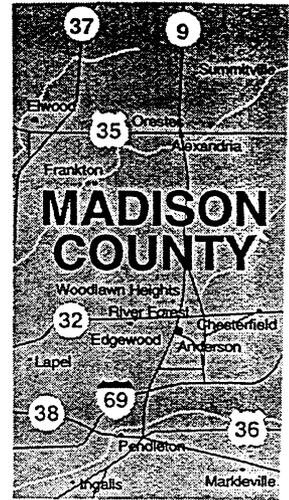
*ATTN: Elaine K. Kaiser,
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hearing impaired 202-565-1695) for
further information.



Conrail Acquisition

FACT SHEET – MADISON COUNTY, INDIANA Proposed Acquisition



On June 23, 1997, CSX and Norfolk Southern (NS) railroads filed a joint application with the Surface Transportation Board (Board) to acquire the Conrail railroad, and subsequently divide Conrail's assets. These railroads have stated that the Proposed Conrail Acquisition, if approved, would improve freight rail service and reduce transit times across the eastern United States.

The Proposed Acquisition involves over 44,000 miles of rail lines and numerous railroad facilities, and may increase train traffic in some communities. CSX and NS have stated that overall the Proposed Conrail Acquisition would reduce highway congestion, air pollution, and energy usage; enhance safety; and result in more efficient rail operations. An increase in the numbers of trains in Madison County, IN is one of the local impacts that would result from the Proposed Acquisition of Conrail.

THE ENVIRONMENTAL REVIEW

The Board is the Federal agency that licenses railroad mergers and transactions, and can approve, deny, or approve with conditions the Proposed Acquisition. The Board's Section of Environmental Analysis (SEA) is in the process of conducting

a study to analyze potential environmental impacts resulting from the Proposed Acquisition. As part of this study, SEA has issued a document called a Draft Environmental Impact Statement (Draft EIS) that examines possible environmental effects including safety, traffic, air quality, water quality, noise, cultural/historical resources, and energy use as a result of the Proposed Acquisition. The Draft EIS includes detailed state-by-state discussions of potential environmental effects (Chapter 5), and outlines the preliminary mitigation recommendations SEA is considering at this time (Chapter 7). The Draft EIS will be made available to the public in December, with a 45-day review and comment period.

The railroads provided information to SEA which indicates that train traffic on the NS rail line that runs from Alexandria to Muncie, IN could increase from 2.6 trains to 11.8 trains per day if this project is approved. The Draft EIS includes a discussion of possible environmental effects in Madison County and SEA's preliminary recommendations to address these effects. SEA is circulating the Draft EIS for public review and seeks comments on the potential environmental impacts, the proposed mitigation, and alternative mitigation measures to

address the environmental effects of the Proposed Acquisition. These comments are due by February 2, 1998. SEA will review written comments on the Draft EIS and then address these comments and make final recommendations, including mitigation, in the Final EIS. SEA plans to issue the Final EIS in May 1998. The Board will consider the entire environmental record, including all public comments, the Draft EIS, and the Final EIS in making its final decision. The Board plans to issue its final written decision on July 23, 1998.

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- **Anderson Public Library**
111 East 12th Street, Anderson
- **Middletown Public Library**
780 High Street, Middletown
- **Muncie Public Library**
315 West Adams Street, Muncie
- **New Castle Henry County Public Library**
376 South 15th Street, New Castle
- **Alexandria Public Library**
117 Church Street, Alexandria

HOW TO COMMENT OR RECEIVE MORE INFORMATION

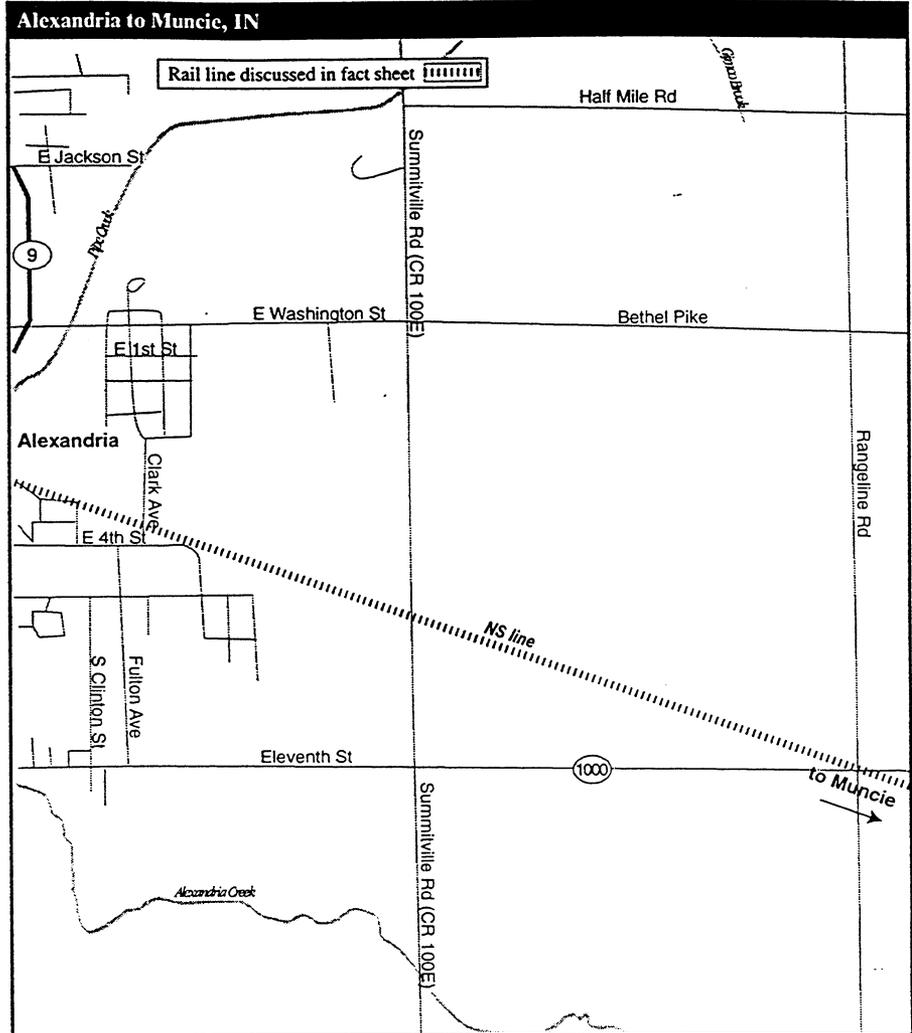
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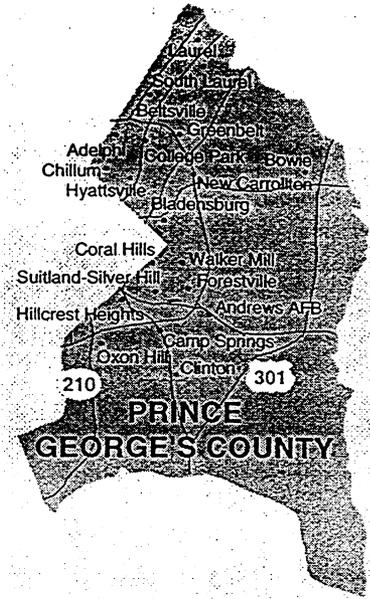
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Comments on the Draft EIS must be received by February 2, 1998. If you have questions about the environmental review process or the Draft EIS, you may call the toll-free Environmental Hotline at 1-888-869-1997 (TDD for the hearing impaired 202-565-1695) for further information.



Conrail Acquisition

FACT SHEET – PRINCE GEORGE’S COUNTY, MARYLAND Proposed Acquisition



On June 23, 1997, CSX and Norfolk Southern (NS) railroads filed a joint application with the Surface Transportation Board (Board) to acquire the Conrail railroad, and subsequently divide Conrail’s assets. These railroads have stated that the Proposed Conrail Acquisition, if approved, would improve freight rail service and reduce transit times across the eastern United States.

The Proposed Acquisition involves over 44,000 miles of rail lines and numerous railroad facilities, and may increase train traffic in some communities. CSX and NS have stated that overall the Proposed Conrail Acquisition would reduce highway congestion, air pollution, and energy usage; enhance safety; and result in more efficient rail operations. An increase in the numbers of trains in Prince George’s County, MD is one of the local impacts that would result from the Proposed Acquisition of Conrail.

THE ENVIRONMENTAL REVIEW

The Board is the Federal agency that licenses railroad mergers and transactions, and can approve, deny, or approve with conditions the Proposed Acquisition. The Board’s Section of Environmental Analysis (SEA) is in the process of conducting a study to analyze potential environmental impacts resulting from the Proposed Acquisition. As part of this study, SEA has issued a document called a Draft Environmental Impact Statement (Draft EIS) that examines possible environmental effects including safety, traffic, air quality, water quality, noise, cultural/historical resources, and energy use as a result of the Proposed Acquisition. The Draft EIS includes detailed state-by-state discussions of potential environmental effects (Chapter 5), and outlines the preliminary mitigation recommendations SEA is considering at this time (Chapter 7). The Draft EIS will be made available to the public in December, with a 45-day review and comment period.

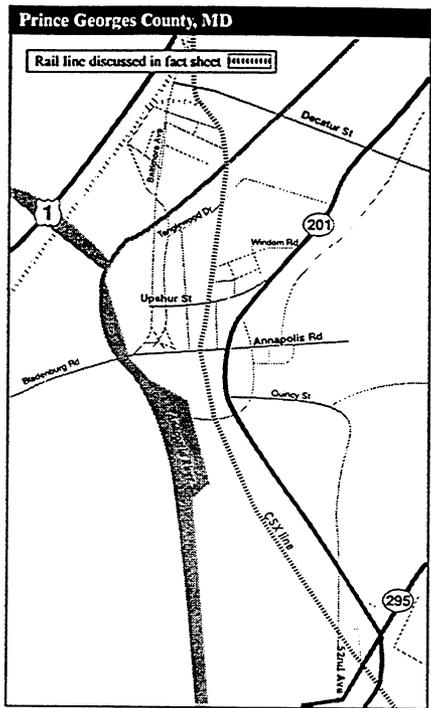
The railroads provided information to SEA which indicates that train traffic on the CSX rail line that runs from Alexandria Junction, MD to Washington D.C. could increase from 18.7 trains to 24.3 trains per day if this project is approved. The Draft EIS includes a discussion of possible environmental effects in Prince George’s County and SEA’s preliminary recommendations to address these effects. SEA is circulating the Draft EIS for public review and seeks comments on the potential environmental impacts, the proposed mitigation, and alternative mitigation measures to address the environmental effects of the Proposed Acquisition. These comments are due by February 2, 1998. SEA will review written comments on the Draft EIS and then address these comments and make final recommendations, including mitigation, in the Final EIS. SEA plans to issue the Final EIS in May 1998. The Board will consider the entire environmental record, including all public comments, the Draft EIS, and the Final EIS in making its final decision. The Board plans to issue its final written decision on July 23, 1998.

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- **Beltsville Branch Library**
4319 Sellman Road, Beltsville
- **Bladensburg Branch Library**
4820 Annapolis Road, Bladensburg
- **Hyattsville Branch Library**
6630 Adelphi Road, Hyattsville
- **Laurel Branch Library**
507 7th Street, Laurel
- **New Carrollton Branch Library**
7414 Riverdale Road, New Carrollton

WASHINGTON D. C. AREA LIBRARIES:

- **Martin Luther King Jr. Memorial Library**
901 G Street, NW
Washington, D.C.
- **Anacostia Public Library**
Good Hope Road and 18th Street, SE
Washington, D.C.
- **Benning Public Library**
Benning Road and Minnesota Avenue, NE
Washington, D.C.
- **Capital View Public Library**
Central Avenue & 50th Street, SE
Washington, D.C.
- **Lamond-Riggs Public Library**
South Dakota Ave. & Kennedy St., NE
Washington, D.C.
- **Langston Public Library**
26th Street & Benning Road, NE
Washington, D.C.
- **Mount Pleasant Public Library**
16th Street & Lamont Street, NW
Washington, D.C.
- **Northeast Branch Library**
330 7th Street, NE
Washington, D.C.
- **Parklands-Turner Public Library**
Alabama Avenue & Stanton Road, SE
Washington, D.C.
- **R.L. Christian Public Library**
13th Street & H Street, NE
Washington, D.C.
- **Southeast Branch Library**
7th Street & D Street, NE
Washington, D.C.
- **Sorsum Public Library**
135 New York Avenue, NW
Washington, D.C.
- **Washington Highlands Public Library**
Atlantic St. & Capitol Ter., SW
Washington, D.C.
- **Watha T. Daniel Public Library**
8th Street & Rhode Island Avenue, NW
Washington, D.C.
- **Woodridge Regional Public Library**
18th Street & Rhode Island Ave., NE
Washington, D.C.



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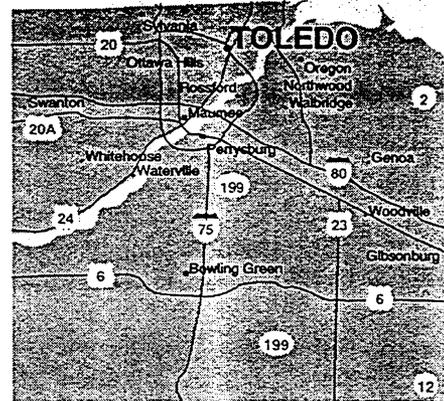
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*ATTN: Elaine K. Kaiser,
Environmental Project Director
Environmental Filing*

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Conrail Acquisition



FACT SHEET – TOLEDO, OHIO Proposed Acquisition

On June 23, 1997, CSX and Norfolk Southern (NS) railroads filed a joint application with the Surface Transportation Board (Board) to acquire the Conrail railroad, and subsequently divide Conrail's assets. These railroads have stated that the Proposed Conrail Acquisition, if approved, would improve freight rail service and reduce transit times across the eastern United States.

The Proposed Acquisition involves over 44,000 miles of rail lines and numerous railroad facilities, and may increase train traffic in some communities. CSX and NS have stated that overall the Proposed Conrail Acquisition would reduce highway congestion, air pollution, and energy usage; enhance safety; and result in more efficient rail operations. An increase in the numbers of trains in Toledo, OH is one of the local impacts that would result from the Proposed Acquisition of Conrail.

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The railroads provided information to SEA which indicates that train traffic along the NS rail line that runs from Miami to Airline, OH could increase from 55.4 trains to 64 trains per day if this project is approved. The Draft EIS includes a discussion of possible environmental effects in Toledo and SEA's preliminary recommendations to address these effects. SEA is circulat-

ing the Draft EIS for public review and seeks comments on the potential environmental impacts, the proposed mitigation, and alternative mitigation measures to address the environmental effects of the Proposed Acquisition. These comments are due by February 2, 1998. SEA will review written comments on the Draft EIS and then address these comments and make final recommendations, including mitigation, in the Final EIS. SEA plans to issue the Final EIS in May 1998. The Board will consider the entire environmental record, including all public comments, the Draft EIS, and the Final EIS in making its final decision. The Board plans to issue its final written decision on July 23, 1998.

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- **Main Branch**
325 Michigan Street
Toledo, OH 43624
- **Birmingham Branch**
203 Paine Avenue
Toledo, OH 43605

- **Kent Branch**
3101 Collingwood Blvd.
Toledo, OH 43610
- **Lagrange-Central Branch**
3015 Lagrange Street
Toledo, OH 43608
- **Locke Branch**
806 Main Street
Toledo, OH 43605
- **Mott Branch**
1085 Dorr Street
Toledo, OH 43607
- **South Branch**
1638 Broadway
Toledo, OH 43609

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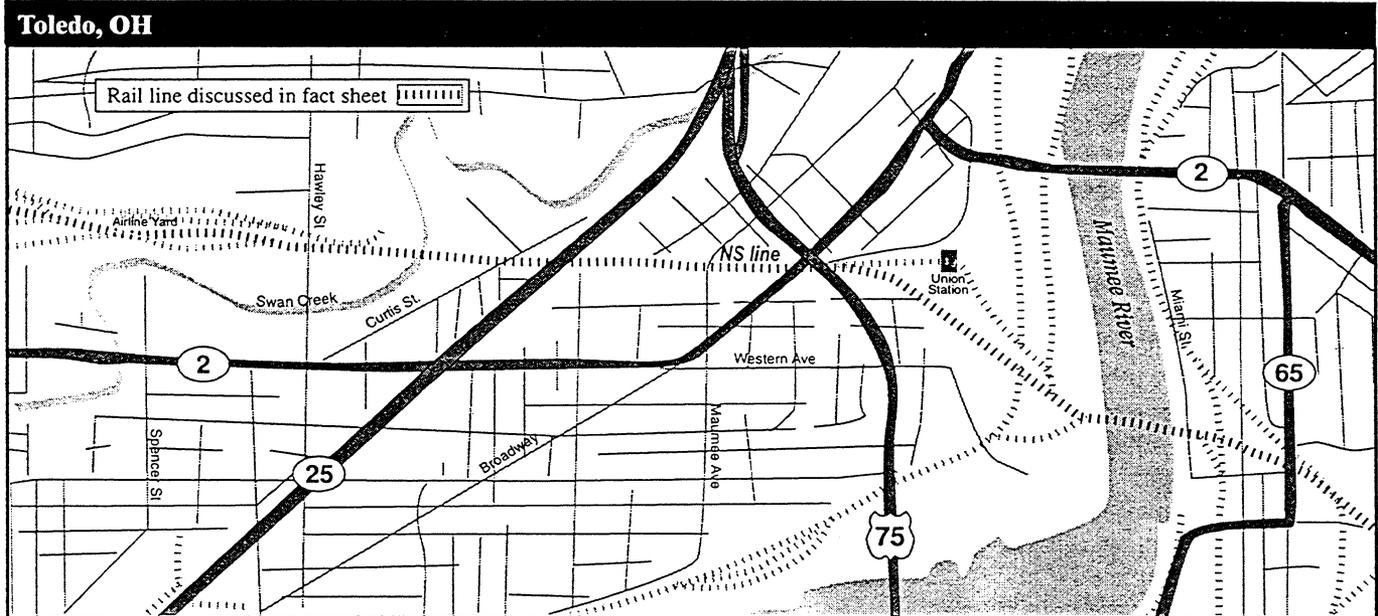
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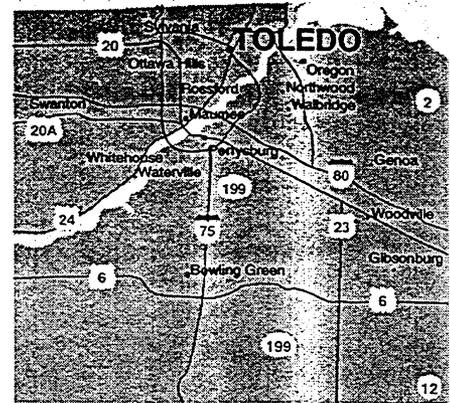
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Environmental Project Director
Environmental Filing*



Conrail Acquisition



COMPENDIO DE DATOS – TOLEDO, OHIO Adquisición Propuesta

El 23 de junio de 1997, los Ferrocarriles CSX y Norfolk Southern (NS) presentaron a la Junta de Transporte de Superficie (Junta) una solicitud conjunta para adquirir el Ferrocarril Conrail y subsecuentemente dividir los activos de dicha empresa. Estos ferrocarriles han declarado que la Propuesta de Adquisición de Conrail, de ser aprobada, mejoraría el servicio de carga por ferrocarril y reduciría los tiempos de tránsito en el este de los Estados Unidos.

La Propuesta de Adquisición abarca más de 44.000 millas de líneas férreas y numerosas instalaciones ferroviarias, y puede incrementar el tráfico de trenes en algunas comunidades. CSX y NS han declarado que por encima de todo la Propuesta de Adquisición reduciría la congestión en las rutas, la contaminación del aire, y el uso de energía; aumentaría la seguridad; y tendría como resultado operaciones ferroviarias más eficientes. Una de las consecuencias de la Propuesta de Adquisición de Conrail será un aumento en el número de trenes en Toledo, Ohio.

ANÁLISIS DEL MEDIO AMBIENTE

La Junta es la agencia Federal que autoriza las fusiones y las

transacciones de ferrocarriles, y puede aprobar, denegar, o aprobar con condiciones la Propuesta de Adquisición. La Sección de Análisis Ambiental (SEA) de la Junta está en proceso de realizar un estudio para analizar potenciales impactos ambientales resultantes de la Propuesta de Adquisición. Como parte de este estudio la SEA ha producido un documento titulado Borrador de Declaración de Impacto Ambiental (Borrador de EIS) que examina los posibles efectos sobre el medio ambiente de la Propuesta de Adquisición incluyendo las áreas de seguridad, tráfico, calidad del aire, calidad del agua, ruido, recursos culturales e históricos y uso de la energía. El Borrador de EIS incluye discusiones detalladas por estado, de potenciales efectos sobre el medio ambiente (capítulo 5), y perfila las recomendaciones preliminares de mitigación que la SEA está considerando en este momento (capítulo 7). El Borrador de EIS será puesto a disposición del público en diciembre, con un periodo de 45 días para revisiones y comentarios.

Los ferrocarriles proporcionaron información a SEA que indica que de ser aprobado el proyecto, el tráfico de trenes podría

incrementarse de 55,4 a 64 trenes por día a lo largo de la línea férrea de NS que se extiende de Miami a Airline, Ohio. El Borrador de EIS incluye una discusión de posibles efectos sobre el medio ambiente en Toledo y las recomendaciones preliminares de SEA para atender dichos efectos. La SEA está circulando el Borrador de EIS para revisión pública y busca comentarios sobre los potenciales impactos al medio ambiente, la mitigación propuesta y medidas de mitigación alternativas para atender los efectos en el medio ambiente de la Propuesta de Adquisición. Estos comentarios deben ser entregados antes del 2 de febrero de 1998. La SEA revisará los comentarios escritos sobre el Borrador de EIS y luego los considerará y hará las recomendaciones finales, incluyendo las medidas de mitigación en el EIS final. La SEA tiene planes de dar a conocer el EIS final en mayo de 1998. La Junta considerará el conjunto de antecedentes ambientales, incluyendo todos los comentarios del público, el Borrador de EIS y el EIS final al tomar su decisión final. La Junta planea dar a conocer sus decisiones finales por escrito el 23 de julio de 1998.

LAS BIBLIOTECAS VECINALES A CONTINUACIÓN TENDRÁN DISPONIBLES PARA REVISIÓN COPIAS DEL BORRADOR EIS, ORGANIZADO EN UN RESUMEN EJECUTIVO Y EN SEIS VOLÚMENES QUE SE HAN PUBLICADO EN DIEZ EJEMPLARES:

- **Main Branch**
325 Michigan Street
Toledo, OH 43624
- **Birmingham Branch**
203 Paine Avenue
Toledo, OH 43605
- **Kent Branch**
3101 Collingwood Blvd.
Toledo, OH 43610
- **Lagrange-Central Branch**
3015 Lagrange Street
Toledo, OH 43608
- **Locke Branch**
806 Main Street
Toledo, OH 436605
- **Mott Branch**
1085 Dorr Street
Toledo, OH 43607
- **South Branch**
1638 Broadway
Toledo, OH 43609

COMO MANDAR COMENTARIOS O RECIBIR MÁS INFORMACIÓN

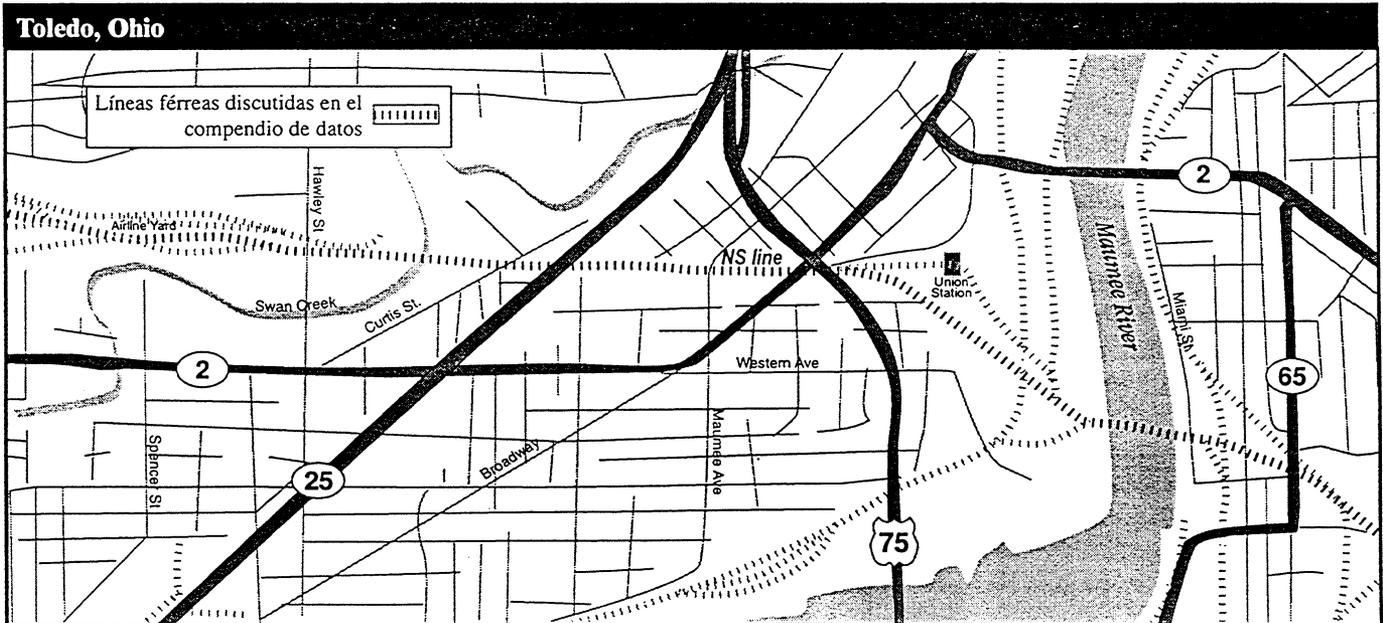
Favor de enviar un original y diez copias de sus comentarios por escritos a la siguiente dirección:

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

Indique en el ángulo inferior izquierdo:

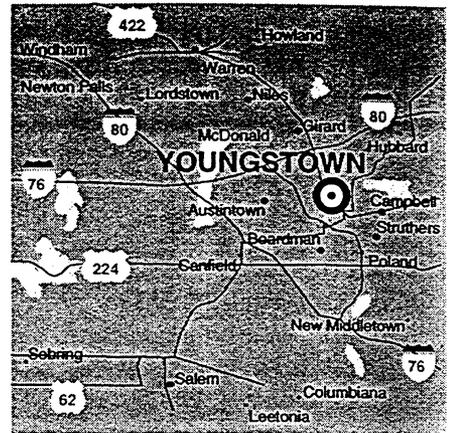
*ATTN: Elaine K. Kaiser
Environmental Project Director
Environmental Filing*

Los comentarios sobre el Borrador de EIS deben ser recibidos antes del 2 de febrero de 1998. Si tiene alguna pregunta acerca del proceso de Análisis del Medio Ambiente o acerca del Borrador de EIS puede llamar en forma gratuita a la línea del Medio Ambiente al 1-888-869-1997 (TDD para sordos 202-565-1695), para obtener mayor información. De ser requerido, habrá intérpretes disponibles para preguntas telefónicas.



Conrail Acquisition

FACT SHEET – YOUNGSTOWN, OHIO Proposed Acquisition



On June 23, 1997, CSX and Norfolk Southern (NS) railroads filed a joint application with the Surface Transportation Board (Board) to acquire the Conrail railroad, and subsequently divide Conrail's assets. These railroads have stated that the Proposed Conrail Acquisition, if approved, would improve freight rail service and reduce transit times across the eastern United States.

The Proposed Acquisition involves over 44,000 miles of rail lines and numerous railroad facilities, and may increase train traffic in some communities. CSX and NS have stated that overall the Proposed Conrail Acquisition would reduce highway congestion, air pollution, and energy usage; enhance safety; and result in more efficient rail operations. An increase in the numbers of trains in Youngstown, OH is one of the local impacts that would result from the Proposed Acquisition of Conrail.

THE ENVIRONMENTAL REVIEW

The Board is the Federal agency that licenses railroad mergers and transactions, and can approve, deny, or approve with conditions the Proposed Acquisition. The Board's

Section of Environmental Analysis (SEA) is in the process of conducting a study to analyze potential environmental impacts resulting from the Proposed Acquisition. As part of this study, SEA has issued a document called a Draft Environmental Impact Statement (Draft EIS) that examines possible environmental effects including safety, traffic, air quality, water quality, noise, cultural/historical resources, and energy use as a result of the Proposed Acquisition. The Draft EIS includes detailed state-by-state discussions of potential environmental effects (Chapter 5), and outlines the preliminary mitigation recommendations SEA is considering at this time (Chapter 7). The Draft EIS will be made available to the public in December, with a 45-day review and comment period.

The railroads provided information to SEA which indicates that if this project is approved, train traffic along the NS rail line that runs from Youngstown to Ashtabula, OH could increase by 12 trains per day. The Draft EIS includes a discussion of possible environmental effects in Youngstown and SEA's preliminary recommendations to address these effects. SEA is circulating the Draft EIS for public review and seeks

comments on the potential environmental impacts, the proposed mitigation, and alternative mitigation measures to address the environmental effects of the Proposed Acquisition. These comments are due by February 2, 1998. SEA will review written comments on the Draft EIS and then address these comments and make final recommendations, including mitigation, in the Final EIS. SEA plans to issue the Final EIS in May 1998. The Board will consider the entire environmental record, including all public comments, the Draft EIS, and the Final EIS in making its final decision. The Board plans to issue its final written decision on July 23, 1998.

COMPLETE COPIES OF THE DRAFT EIS, ORGANIZED BY AN EXECUTIVE SUMMARY AND SIX VOLUMES THAT ARE PRINTED IN TEN SEPARATELY-BOUND PARTS, WILL BE AVAILABLE FOR REVIEW AT THE FOLLOWING NEIGHBORHOOD LIBRARY BRANCHES:

- Public Library of Youngstown & Mahoning County
305 Wick Avenue
Youngstown, Ohio 44503
- Youngstown State University Library
1 University Plaza
Youngstown, Ohio 44555

HOW TO COMMENT OR RECEIVE MORE INFORMATION

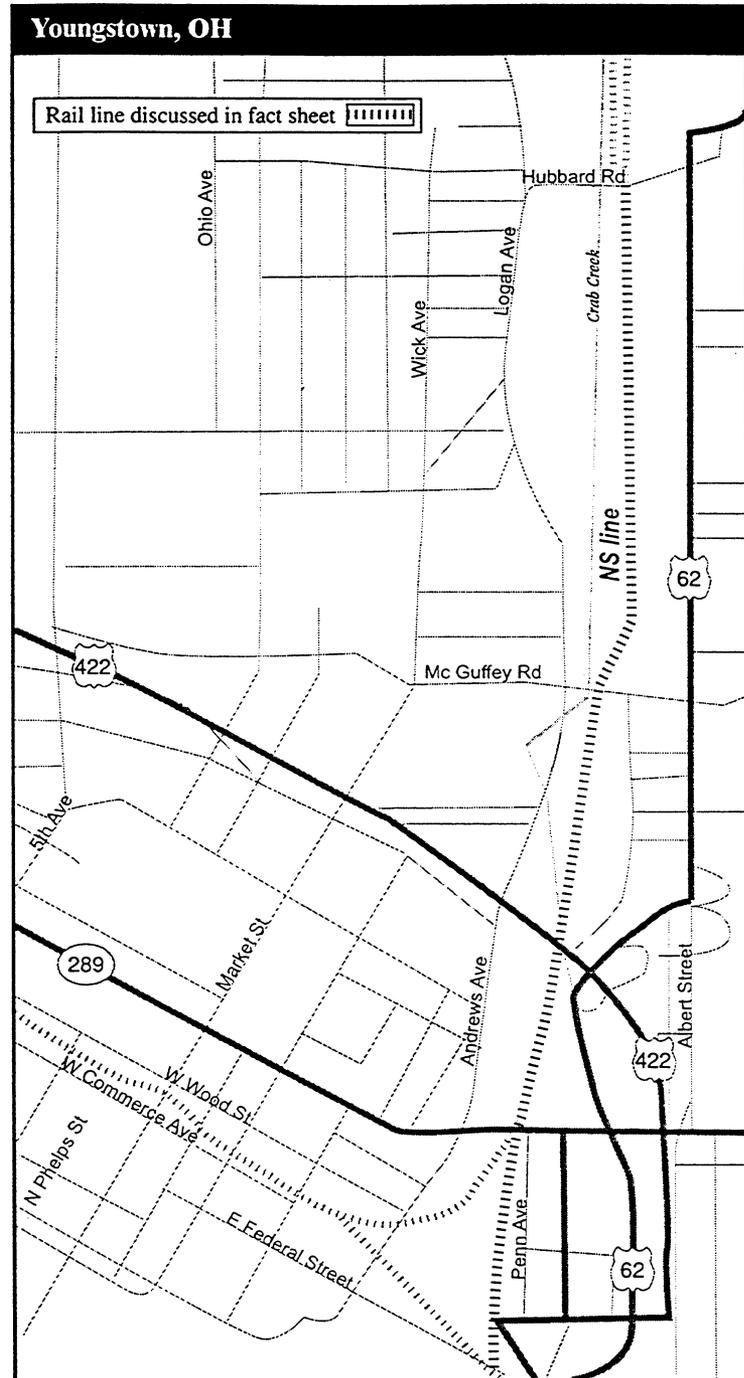
Please send an original and 10
copies of written comments to:

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

In the lower left-hand corner,
indicate:

*ATTN: Elaine K. Kaiser,
Environmental Project Director
Environmental Filing*

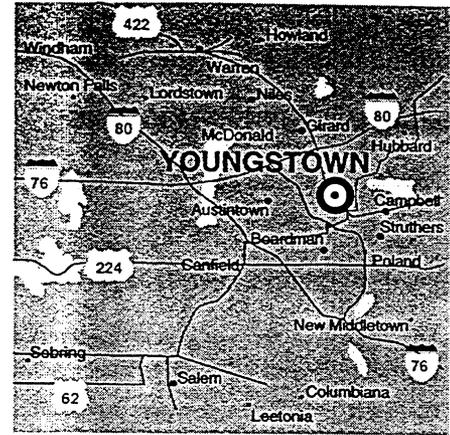
Comments on the Draft EIS must
be received by February 2, 1998. If
you have questions about the
environmental review process or
the Draft EIS, you may call the toll-
free Environmental Hotline at
1-888-869-1997 (TDD for the
hearing impaired 202-565-1695) for
further information.



Conrail Acquisition

COMPENDIO DE DATOS – YOUNGSTOWN, OHIO

Adquisición Propuesta



El 23 de junio de 1997, los Ferrocarriles CSX y Norfolk Southern (NS) presentaron a la Junta de Transporte de Superficie (Junta) una solicitud conjunta para adquirir el Ferrocarril Conrail y subsecuentemente dividir los activos de dicha empresa. Estos ferrocarriles han declarado que la Propuesta de Adquisición de Conrail, de ser aprobada, mejoraría el servicio de carga por ferrocarril y reduciría los tiempos de tránsito en el este de los Estados Unidos.

La Propuesta de Adquisición abarca más de 44.000 millas de líneas férreas y numerosas instalaciones ferroviarias, y puede incrementar el tráfico de trenes en algunas comunidades. CSX y NS han declarado que por encima de todo la Propuesta de Adquisición reduciría la congestión en las rutas, la contaminación del aire, y el uso de energía; aumentaría la seguridad; y tendría como resultado operaciones ferroviarias más eficientes. Una de las consecuencias de la Propuesta de Adquisición de Conrail será un aumento en el número de trenes en Youngstown, Ohio.

ANÁLISIS DEL MEDIO AMBIENTE

La Junta es la agencia Federal que autoriza las fusiones y las

transacciones de ferrocarriles, y puede aprobar, denegar, o aprobar con condiciones la Propuesta de Adquisición. La Sección de Análisis Ambiental (SEA) de la Junta está en proceso de realizar un estudio para analizar potenciales impactos ambientales resultantes de la Propuesta de Adquisición. Como parte de este estudio la SEA ha producido un documento titulado Borrador de Declaración de Impacto Ambiental (Borrador de EIS) que examina los posibles efectos sobre el medio ambiente de la Propuesta de Adquisición incluyendo las áreas de seguridad, tráfico, calidad del aire, calidad del agua, ruido, recursos culturales e históricos y uso de la energía. El Borrador de EIS incluye discusiones detalladas por estado, de potenciales efectos sobre el medio ambiente (capítulo 5), y perfila las recomendaciones preliminares de mitigación que la SEA está considerando en este momento (capítulo 7). El Borrador de EIS será puesto a disposición del público en diciembre, con un periodo de 45 días para revisiones y comentarios.

Los ferrocarriles proporcionaron información a SEA que indica que der ser aprobado el proyecto, el

tráfico de trenes podría incrementarse en 12 trenes por día a lo largo de la línea férrea de NS que se extiende de Youngstown a Ashtabula, Ohio. El Borrador de EIS incluye una discusión de posibles efectos sobre el medio ambiente en Youngstown y las recomendaciones preliminares de SEA para atender dichos efectos. La SEA está circulando el Borrador de EIS para revisión pública y busca comentarios sobre los potenciales impactos al medio ambiente, la mitigación propuesta y medidas de mitigación alternativas para atender los efectos en el medio ambiente de la Propuesta de Adquisición. Estos comentarios deben ser entregados antes del 2 de febrero de 1998. La SEA revisará los comentarios escritos sobre el Borrador de EIS y luego los considerará y hará las recomendaciones finales, incluyendo las medidas de mitigación en el EIS final. La SEA tiene planes de dar a conocer el EIS final en mayo de 1998. La Junta considerará el conjunto de antecedentes ambientales, incluyendo todos los comentarios del público, el Borrador de EIS y el EIS final al tomar su decisión final. La Junta planea dar a conocer sus decisiones finales por escrito el 23 de julio de 1998.

LAS BIBLIOTECAS VECINALES A CONTINUACIÓN TENDRÁN DISPONIBLES PARA REVISIÓN COPIAS DEL BORRADOR EIS, ORGANIZADO EN UN RESUMEN EJECUTIVO Y EN SEIS VOLÚMENES QUE SE HAN PUBLICADO EN DIEZ EJEMPLARES:

- **Public Library of Youngstown & Mahoning County**
305 Wick Avenue
Youngstown, Ohio 44503
- **Youngstown State University Library**
1 University Plaza
Youngstown, Ohio 44555

**COMO MANDAR
COMENTARIOS O RECIBIR
MÁS INFORMACIÓN**

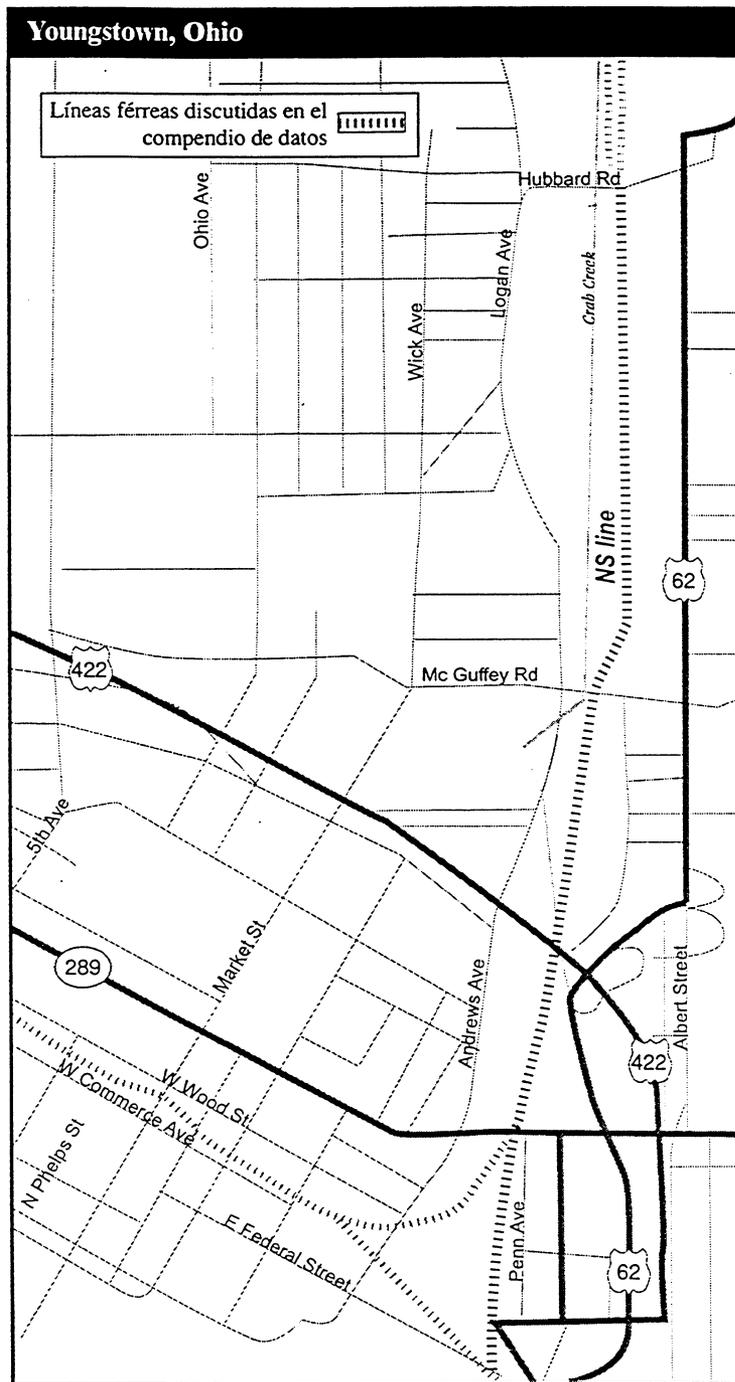
Favor de enviar un original y diez copias de sus comentarios por escritos a la siguiente dirección:

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

Indique en el ángulo inferior izquierdo:

*ATTN: Elaine K. Kaiser
Environmental Project Director
Environmental Filing*

Los comentarios sobre el Borrador de EIS deben ser recibidos antes del 2 de febrero de 1998. Si tiene alguna pregunta acerca del proceso de Análisis del Medio Ambiente o acerca del Borrador de EIS puede llamar en forma gratuita a la línea del Medio Ambiente al 1-888-869-1997 (TDD para sordos 202-565-1695), para obtener mayor información. De ser requerido, habrá intérpretes disponibles para preguntas telefónicas.





SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Section of Environmental Analysis

December 19, 1997

Re: Finance Docket No. 33388 — CSX and Norfolk Southern — Control and
Acquisition — Public Service Announcement

To: Director of Public Service Announcements,

Following, please find a public service announcement regarding a proposed railroad acquisition. On June 23, 1997, two major freight railroads -- CSX Corporation (CSX) and Norfolk Southern Corporation (NS) -- filed a joint application with the Surface Transportation Board (Board) to acquire Conrail, Inc., and subsequently divide Conrail's assets. The Board's Section of Environmental Analysis (SEA) is in the process of conducting a study to evaluate possible environmental effects associated with the Proposed Acquisition. We ask that your station please air the attached public service announcement as many times as possible between January 5 and January 16, 1998. The information is intended to inform your local community of the proposed transaction and provide instruction on how to obtain further information.

Should you have any questions or comments, please contact Mike Dalton, SEA's Project Manager for the Proposed Conrail Acquisition, at (202) 565-1530.

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Surface Transportation Board
Section of Environmental Analysis

Proposed Conrail Acquisition

PSA Radio Spot
:30

Two railroad companies, CSX Corporation and Norfolk Southern Corporation, are seeking authority from a Federal agency, the Surface Transportation Board, to acquire and divide a third rail company, Conrail Inc.

If you would like to comment or get further information on how the proposed acquisition may affect local rail activities, please call the toll free Environmental Hotline at 1-888-869-1997 (TDD for the hearing impaired 202-565-1695).

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Outreach Strategies for Environmental Justice Communities

SEA developed outreach strategies for communities with potential environmental justice effects. These strategies outline the steps SEA followed to notify environmental justice communities about the proposed Conrail Acquisition. Attached are strategies SEA developed for communities identified after publication of the Draft EIS. Outreach strategies for communities SEA identified prior to Draft EIS publication are included in the Draft EIS.

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Conrail Acquisition Draft Environmental Outreach Strategy Geneva, Ohio

As part of the Environmental Review process, the Section of Environmental Analysis (SEA) has prepared an outreach plan for the City of Geneva, Ohio. This plan describes efforts to reach low-income populations potentially impacted by proposed increases in train traffic on Norfolk Southern's Ashtabula to Cleveland line through the City of Geneva. SEA has identified potential at-grade crossing safety impacts through technical analysis. Because there may be disproportionate impacts on low-income populations, SEA will comply with draft CEQ guidelines and Executive Order 12898 requirements for public notification and comment.

The purpose of this outreach effort is to ensure that the Draft Environmental Impact Statement (DEIS), public notices, and project information are disseminated to effectively reach the area's population and allow for meaningful public input.

DESCRIPTION OF AREA

The potentially affected Geneva population includes low-income residents. SEA is contacting media outlets, local organizations, libraries, city offices and elected officials in Geneva as part of the environmental justice outreach for the city.

INFORMATION DISTRIBUTION

DEIS Repositories

Geneva Public Libraries: SEA is sending a copy of the DEIS to the Geneva Public Library. This is the only library located in the City of Geneva. Copies of the DEIS are being placed in a reference or other appropriate section.

- ▶ Geneva Public Library: 860 Sherman Street, Geneva, OH 44041-9101

Media

Newspapers: SEA is submitting legal notices announcing the availability of the DEIS to the following daily newspaper. Located in nearby Ashtabula, this is the major daily newspaper for the City of Geneva. The City of Geneva itself has no newspapers.

- ▶ *Star Beacon*; daily, coverage includes all of Ashtabula County

Radio Stations: SEA is submitting PSA spots announcing DEIS availability to the following radio stations. SEA targeted the one station located in the City of Geneva and major stations in nearby Ashtabula. The stations include a wide variety of programming to reach a broad audience.

- ▶ *WKKY-FM, 104.7*; country programming
- ▶ *WFUN-AM, 970*; news, sports programming
- ▶ *WREO-FM, 97.1*; adult contemporary programming
- ▶ *WZOO-FM, 102.5*; adult contemporary programming

Area Organizations

SEA is sending a factsheet on the proposed transaction and notification of DEIS availability to the following groups in the City of Geneva:

- ▶ Chamber of Commerce Geneva Area
- ▶ Clean & Green Committee of Geneva
- ▶ Community Center of Geneva
- ▶ Downtown Business Association of Geneva
- ▶ Ministerial Association of Geneva
- ▶ Safety Forces of Geneva

City and Elected Officials

SEA is sending the City Manager of Geneva and all members of the Geneva City Council a factsheet on the proposed transaction and notification of DEIS availability.

- ▶ City Manager Craig Zinf, 44 North Forrest, Geneva, OH 44041

City Council:

- ▶ Thomas Neuman, President, 44 North Forrest, Geneva, OH 44041
- ▶ Leonard Fowkes, Vice President, 44 North Forrest, Geneva, OH 44041
- ▶ John Pasqualone, 44 North Forrest, Geneva, OH 44041
- ▶ Robert Rosebrugh, 44 North Forrest, Geneva, OH 44041
- ▶ Boyd Taylor, 44 North Forrest, Geneva, OH 44041
- ▶ Howard Anderson, 44 North Forrest, Geneva, OH 44041
- ▶ Mike Vandervort, 44 North Forrest, Geneva, OH 44041

PUBLIC INPUT/COMMENT

All informational materials SEA distributes will include the contact name and address where written comments can be submitted, and the comment due date. All comments submitted will be logged into a central comment tracking database and distributed to appropriate team members. Team members will carefully review all comments and determine follow-up steps. All comments will be addressed by topic area in the Final EIS.

Informational materials will also include the toll-free environmental hotline number where interested parties can get more information. SEA will log and track all inquiries. Team members will review these inquiries to determine if any additional action is necessary.

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Conrail Acquisition Draft Environmental Outreach Strategy Madison County, Indiana

As part of the Environmental Review process, the Section of Environmental Analysis (SEA) has prepared an outreach plan for Madison County, Indiana with a focus on the cities of Alexandria and Anderson. This plan describes efforts to reach low-income populations potentially impacted by proposed increases in train traffic on Norfolk Southern's Alexandria to Muncie, IN line through Madison County. SEA has identified potential at-grade crossing safety impacts through technical analysis. Because there may be disproportionate impacts on low-income populations, SEA will comply with draft CEQ guidelines and Executive Order 12898 requirements for public notification and comment.

The purpose of this outreach effort is to ensure that the Draft Environmental Impact Statement (DEIS), public notices, and project information are disseminated to effectively reach the area's population and allow for meaningful public input.

DESCRIPTION OF AREA

The potentially affected Madison County population includes low-income residents. SEA is contacting media outlets, local organizations, libraries, city and elected officials in Madison County and nearby Henry and Delaware Counties as part of the environmental justice outreach.

INFORMATION DISTRIBUTION

DEIS Repositories

Madison County Public Libraries: SEA is sending a copy of the DEIS to a number of libraries in Madison County and libraries located nearby in Henry and Delaware Counties. SEA is targeting libraries in the general area of the identified impact to ensure the Draft EIS is accessible to all members of the community. Copies of the DEIS are being placed in a reference or other appropriate section.

- ▶ Anderson Public Library: 111 East 12th Street, Anderson, IN 46016
- ▶ Middletown Public Library: 780 High Street, Middletown, IN 47356
- ▶ Muncie Public Library: 315 West Adams Street, Muncie, IN 47305
- ▶ New Castle Henry County Public Library, 376 S. 15th St., New Castle, IN 47362
- ▶ Alexandria Public Library: 117 Church Street, Alexandria, IN 46001

Media

Newspapers: SEA is submitting legal notices announcing the availability of the DEIS to the following three daily newspapers and two weekly community newspapers.

- ▶ *The Star Press*; major daily out of Muncie
- ▶ *Herald Bulletin*; major daily, coverage includes all of Madison County
- ▶ *The Courier Times*; daily, coverage includes Henry County
- ▶ *Alexandria Times Tribune*; weekly, published Wednesday, covers Alexandria
- ▶ *The Muncie Times*; weekly, published Thursdays

Radio Stations: SEA is submitting PSA spots announcing DEIS availability to the following radio stations. SEA targeted the one station located in the City of Anderson and major stations in nearby Muncie. The stations include a wide variety of programming to reach a broad audience.

- ▶ *WLBC-FM, 104.1*; adult contemporary programming
- ▶ *WWWO-FM, 93.5*; classic rock programming
- ▶ *WXXP-FM, 97.9*; adult contemporary programming

Area Organizations

SEA is sending a factsheet on the proposed transaction and notification of DEIS availability to the following group in Madison County:

- ▶ East Central Indiana Community Network

City and Elected Officials

SEA is sending a factsheet on the proposed transaction and notification of DEIS availability to the Mayors and City Council members of the cities of Alexandria and Anderson, and to the Madison County Administrator.

Madison County:

- ▶ County Administrator Landoll Sorell, 16 East 9th Street, Box 30, Anderson, IN 46016

City Of Anderson:

- ▶ Mayor J. Mark Lawler, P.O. Box 2100, Anderson, 46018

City Council:

- ▶ Carroll Grile, President, 2710 Redbud Lane, Anderson, 46011
- ▶ Jack Van Dyke, District 1, 610 Fremont Drive, Anderson, 46012
- ▶ Donna Davis, District 2, 2213 Noble Street, Anderson, 46016
- ▶ Kris Ockomon, District 3, Pro Tem, 4721 Reed Drive, Anderson 46013
- ▶ Ollie Dixon, District 4, 1005 Atwood Drive, Anderson, 46016
- ▶ Robert Scharnowske, District 5, 217 E. Vineyard Street, Anderson 46012
- ▶ Mary Jones, District 6, 131 W. 8th Street, Anderson, 46016
- ▶ Rick Muir, At-Large, 905 W. 8th Street, Anderson, 46016
- ▶ Jack Alexander, At-Large, 3113 Sheridan Street, Anderson, 46016

City of Alexandria:

- ▶ Mayor James R Wehsollek, Old Mill Creek Road, Alexandria, 46001

City Council:

- ▶ Jeff Wilson, District 1, 218 E. John Street, Alexandria, 46001
- ▶ R. Donald Lynch, District 2, 33 Fairway Drive, Alexandria 46001
- ▶ Don Ingram, District 3, 416 N. Central, Alexandria, 46001
- ▶ Leroy Sayre, District 4, 307 W. Van Buren Street, Alexandria, 46001
- ▶ John Nichols, District 5, 1007 N. Harrison Street, Alexandria, 46001
- ▶ Tamara Humphries, At-Large, 1605 Wedgewood Drive, Alexandria, 46001
- ▶ Mike Thompson, At-Large, 116 W. Monroe Street, Alexandria, 46001

PUBLIC INPUT/COMMENT

All informational materials SEA distributes will include the contact name and address where written comments can be submitted, and the comment due date. All comments submitted will be logged into a central comment tracking database and distributed to appropriate team members. Team members will carefully review all comments and determine follow-up steps. All comments will be addressed by topic area in the Final EIS.

Informational materials will also include the toll-free environmental hotline number where interested parties can get more information. SEA will log and track all inquiries. Team members will review these inquiries to determine if any additional action is necessary.

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Conrail Acquisition Draft Environmental Outreach Strategy Erie County, Ohio

As part of the Environmental Review process, the Section of Environmental Analysis (SEA) has prepared an outreach plan for Erie County, Ohio. This plan describes efforts to reach low-income populations potentially impacted by proposed increases in train traffic on Norfolk Southern's Sandusky Docks to Bellevue line through Erie County. SEA has identified potential at-grade crossing safety impacts through technical analysis. Because there may be disproportionate impacts on low-income populations, SEA will comply with draft CEQ guidelines and Executive Order 12898 requirements for public notification and comment.

The purpose of this outreach effort is to ensure that the Draft Environmental Impact Statement (DEIS), public notices, and project information are disseminated to effectively reach the area's population and allow for meaningful public input.

DESCRIPTION OF AREA

The potentially affected Erie County population includes low-income residents. SEA is contacting media outlets, local organizations, libraries, and public officials in Erie County as part of the environmental justice outreach for the county.

INFORMATION DISTRIBUTION

DEIS Repositories

Erie County Public Libraries: SEA is sending a copy of the DEIS to the Sandusky Public Library in Erie County (Sandusky is the Erie County seat). The identified impact falls into unincorporated county territory. SEA is targeting the Sandusky Library because it is in the vicinity of the identified impact. Copies of the DEIS are being placed in a reference or other appropriate section.

- ▶ Sandusky Public Library: 114 West Adams Street, Sandusky, OH 44870

Media

Newspapers: SEA is submitting legal notices announcing the availability of the DEIS to the following daily newspaper.

- ▶ *The Sandusky Register*; major daily, coverage includes all of Erie County

Radio Stations: SEA is submitting PSA spots announcing DEIS availability to the two radio stations in Sandusky. The stations include a wide variety of programming to reach a broad audience.

- ▶ *WCPZ-FM, 102.7*; adult contemporary programming
- ▶ *WLEC-AM, 1450*; full service programming

Area Organizations

SEA is sending a factsheet on the proposed transaction and notification of DEIS availability to the following group in Erie County:

- ▶ Erie County Chamber of Commerce
- ▶ Greater Erie County Marketing Group

County Officials

SEA is sending a factsheet on the proposed transaction and notification of DEIS availability to the Erie County Administrator.

- ▶ County Administrator Michael J. Bixler, 2900 Columbus Avenue, Sandusky, IN 44870

PUBLIC INPUT/COMMENT

All informational materials SEA distributes will include the contact name and address where written comments can be submitted, and the comment due date. All comments submitted will be logged into a central comment tracking database and distributed to appropriate team members. Team members will carefully review all comments and determine follow-up steps. All comments will be addressed by topic area in the Final EIS.

Informational materials will also include the toll-free environmental hotline number where interested parties can get more information. SEA will log and track all inquiries. Team members will review these inquiries to determine if any additional action is necessary.

Letter to Reference Librarian

Following is a copy of a letter SEA prepared for reference librarians requesting that the librarians place the Draft EIS in a reference or other appropriate section of their libraries for public review. SEA sent copies of the Draft EIS and this accompanying cover letter to local libraries in all communities with potential environmental justice issues. SEA contacted librarians prior to mailing the Draft EIS to ensure the librarians' willingness to place the document in their libraries' reference or other appropriate section.

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SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Section of Environmental Analysis

December 19, 1997

Re: Finance Docket No. 33388 -- CSX and Norfolk Southern -- Control and Acquisition --
Draft Environmental Impact Statement (Draft EIS)

Dear Reference Librarian:

The attached Draft Environmental Impact Statement (Draft EIS), prepared by the Surface Transportation Board's Section of Environmental Analysis (SEA), addresses the potential environmental effects of the proposed Acquisition of Conrail Inc. by Norfolk Southern Railroad and CSX Railroad. SEA is asking your library to place this document in a reference or other appropriate section to allow for public access and review. Please keep this material available until September 1, 1998.

This Draft EIS addresses potential environmental effects that include safety, transportation, air quality, noise, historic and cultural resources, energy, water resources, biological resources, hazardous materials transport, land use, Native American issues, and environmental justice. This Draft EIS also includes SEA's preliminary recommendations for mitigating the possible environmental effects of the Proposed Conrail Acquisition. SEA is encouraging public comment, which it will consider in preparing a Final EIS. Instructions for submitting comments on the proposed Acquisition are contained in this document's Executive Summary.

Thank you for your assistance in this matter. Should you have any questions or comments, please call SEA's toll-free Environmental Hotline at 1-888-869-1997.

Sincerely yours,

Elaine K. Kaiser
Environmental Project Director
Section of Environmental Analysis

Enclosures: Draft EIS
Spanish Translation of Draft EIS Executive Summary

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Letters to Native American Tribes and Bureau of Indian Affairs

Following are letters SEA sent to two Native American tribes potentially affected by the proposed Conrail Acquisition. The letters describe potential impacts to tribal land as a result of the proposed Acquisition. SEA also issued general fact sheets containing information regarding the proposed Acquisition. Additionally, SEA sent a letter to the Bureau of Indian Affairs in reference to the two Native American tribes potentially affected by the proposed Acquisition.

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SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Section of Environmental Analysis

November 26, 1997

Mr. Franklin Keel
Area Director
U.S. Department of the Interior
Bureau of Indian Affairs
3701 N. Fairfax Drive, Mail Stop 260-VASQ
Arlington, Virginia 22203

Re: Finance Docket No. 33388 – CSX and Norfolk Southern – Control and Acquisition -- Native American issues related to the Proposed Acquisition of Conrail

Dear Mr. Keel,

As you know, on June 23, 1997, CSX Corporation (CSX) and Norfolk Southern Corporation (NS) jointly applied to the Surface Transportation Board (Board) for authority to acquire Conrail Inc. To evaluate and consider the potential environmental impacts that could result from the Proposed Acquisition, the Board's Section of Environmental Analysis (SEA) is preparing an Environmental Impact Statement (EIS).

As part of this environmental review, SEA has identified two potentially affected rail segments that travel through Federally designated Native American Reservations. One Norfolk Southern rail line travels through the Cattaraugus Indian Reservation in New York, and one CSX rail line travels through the Poarch Creek Indian Reservation in Alabama.

If the Proposed Acquisition is approved, CSX's Montgomery to Flomaton rail line through Alabama, and NS's Ashtabula, OH to Buffalo, NY rail line through New York, could potentially experience increases in hazardous material transport. If the increase was determined to be significant, and both or either of these lines were classified as a "Major Key Route" for hazardous material transport (i.e. an increase to more than 10,000 hazardous materials rail cars per year), SEA would make preliminary mitigation recommendations including: 1) restricting train speed to 50mph; 2) upgrading the railroad tracks; and 3) establishing a Hazardous Materials Response Plan for the surrounding area which includes coordination with local emergency response providers.

As part of a public outreach effort, SEA is issuing informational materials to each of the potentially affected tribes to notify them of the Proposed Acquisition and invite their participation and comment. Should you have any questions or further comments, please contact Vicki Rutson at (202) 565-1545.

Sincerely yours,

A handwritten signature in cursive script that reads "Elaine K. Kaiser".

Elaine K. Kaiser
Chief
Section of Environmental Analysis

cc: Michael Schindler, Seneca Nation of Indians
Eddie L. Tullis, Poarch Band of Creek Indians



SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Section of Environmental Analysis

November 26, 1997

Mr. Eddie L. Tullis
Chairman
Poarch Band of Creek Indians
5811 Jack Springs Road
Atmore, Alabama 36502

Re: Finance Docket No. 33388 – CSX and Norfolk Southern – Control and Acquisition -- Poarch Band of Creek Indians' Reservation as related to Proposed Acquisition of Conrail

Dear Mr. Tullis,

On June 23, 1997, the railroad companies CSX Corporation (CSX) and Norfolk Southern Corporation (NS) jointly applied to the Surface Transportation Board (Board) for authority to acquire a third railroad company, Conrail Inc. The Board's Section of Environmental Analysis (SEA) is currently conducting a study to assess any potential environmental effects that could result from the Proposed Acquisition. As part of an extensive outreach effort to local communities, SEA would like to inform you of potential changes the acquisition could have on rail operations in your area, and provide you with general information regarding the railroad companies' proposal.

As part of the environmental review, SEA is publishing an Environmental Impact Statement (EIS) that analyzes the Proposed Acquisition's potential effects on safety, transportation, air quality, noise, cultural/historic resources, energy use, water resources, biological resources, hazardous materials transport, land use, socioeconomic effects, Native American issues and environmental justice. A Draft EIS is scheduled to be released in December 1997 and SEA will send a copy to your attention. The DEIS will be available for a 45-day public review and comment period and SEA encourages your participation in the environmental review process. A Final EIS will address all public comments and is scheduled to be distributed in May, 1998.

SEA's preliminary analysis indicates that a CSX rail segment that runs from Montgomery, AL to Flomaton, AL, passing through the Poarch Creek Reservation, could experience increased train traffic. As a result of increased trains, the Montgomery to Flomaton rail line could experience an increase in hazardous material transport. If the

Proposed Acquisition is approved, and there is a significant hazardous materials increase, SEA would recommend that CSX and NS comply with the Association of American Railroads (AAR) strict, industry-wide safety standards for hazardous materials transport, including installation of special defect detectors on railroad tracks, regular track inspections, and employee training. SEA would also recommend that CSX and NS adopt additional AAR safety guidelines including a maximum train speed of 50 mph and direct toll-free telephone access between railroad dispatch centers and emergency response facilities in surrounding communities.

The Board will consider the entire environmental record, including public comments, the Draft EIS and the Final EIS in making its final decision on the Proposed Acquisition. Enclosed for your reference is a fact sheet outlining the major details of the Proposed Acquisition. Additional information is also available at SEA's "Conrail Acquisition Web Page" at www.conrailmerger.com. Should you have any further questions, please call our Environmental Hotline at 1-888-869-1997 (TDD for the hearing impaired 202-565-1695).

Sincerely yours,

A handwritten signature in cursive script, appearing to read "Elaine K. Kaiser".

Elaine K. Kaiser
Chief
Section of Environmental Analysis

Enclosure

cc: Franklin Keel, Bureau of Indian Affairs, U.S. Department of the Interior



SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Section of Environmental Analysis

November 26, 1997

Mr. Michael Schindler
President
Seneca Nation of Indians
1490 Route 438
Irving, New York 14081

Re: Finance Docket No. 33388 – CSX and Norfolk Southern – Control and Acquisition -- Cattaraugus Indian Reservation as related to Proposed Acquisition of Conrail

Dear Mr. Schindler,

On June 23, 1997, the railroad companies CSX Corporation (CSX) and Norfolk Southern Corporation (NS) jointly applied to the Surface Transportation Board (Board) for authority to acquire a third railroad company, Conrail Inc. The Board's Section of Environmental Analysis (SEA) is currently conducting a study to assess any potential environmental effects that could result from the Proposed Acquisition. As part of an extensive outreach effort to local communities, SEA would like to inform you of potential changes the acquisition could have on rail operations in your area, and provide you with general information regarding the railroad companies' proposal.

As part of the environmental review, SEA is publishing an Environmental Impact Statement (EIS) that analyzes the Proposed Acquisition's potential effects on safety, transportation, air quality, noise, cultural/historic resources, energy use, water resources, biological resources, hazardous materials transport, land use, socioeconomic effects, Native American issues and environmental justice. A Draft EIS (DEIS) is scheduled to be released in December 1997 and SEA will send a copy to your attention. The DEIS will be available for a 45-day public review and comment period and SEA encourages your participation in the environmental review process. A Final EIS will address all public comments and is scheduled to be distributed in May, 1998.

SEA's preliminary analysis indicates that the NS rail segment that runs from Ashtabula, OH to Buffalo, NY, and passes through the Cattaraugus Reservation, could experience increased train traffic. As a result of increased trains, the Ashtabula to Buffalo rail line could experience an increase in hazardous material transport. If the

Proposed Acquisition is approved and there is a significant hazardous materials increase, SEA would recommend that CSX and NS comply with the Association of American Railroads (AAR) strict, industry-wide safety standards for hazardous materials transport, including installation of special defect detectors on railroad tracks, regular track inspections, and employee training. SEA would also recommend that CSX and NS adopt additional AAR safety guidelines including a maximum train speed of 50 mph and direct toll-free telephone access between railroad dispatch centers and emergency response facilities in surrounding communities.

The Board will consider the entire environmental record, including public comment, the Draft EIS and the Final EIS in making its final decision on the Proposed Acquisition. Enclosed for your reference is a fact sheet outlining the major details of the Proposed Acquisition. Additional information is also available at SEA's "Conrail Acquisition Web Page" at www.conrailmerger.com. Should you have any further questions, please call our Environmental Hotline at 1-888-869-1997 (TDD for the hearing impaired 202-565-1695).

Sincerely yours,



Elaine K. Kaiser
Chief
Section of Environmental Analysis

Enclosure

cc: Franklin Keel, Bureau of Indian Affairs, U.S. Department of the Interior

Acknowledgment Receipt Letter

Following is a copy of the acknowledgment letter SEA issued to all parties that submitted comments during the public comment period.

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SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Section of Environmental Analysis

January 27, 1998

Dear Interested Party:

Thank you for your recent comments concerning the Proposed Conrail Acquisition. After considering all the public comments, the Surface Transportation Board's (Board) Section of Environmental Analysis (SEA) will prepare a Final Environmental Impact Statement (EIS). The Final EIS will include additional analysis of the potential environmental impacts associated with the Proposed Conrail Acquisition, and SEA's final environmental mitigation recommendations to the Board to address potential environmental impacts. SEA plans to issue the Final EIS in late May 1998. In making its final decision, the Board will consider the entire environmental record, including all public comments, the Draft EIS, and the Final EIS. The Board plans to issue its final written decision on July 23, 1998.

We appreciate your concerns and are carefully considering them. If you have any additional questions regarding environmental issues or the environmental review process for the Proposed Conrail Acquisition, please call SEA's toll-free Environmental Hotline at 1-888-869-1997, or visit our website at <http://www.conrailmerger.com>. Thank you again for your comments.

Sincerely yours,

Elaine K. Kaiser
Environmental Project Director
Section of Environmental Analysis

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**Informational Letter Regarding Potential Effects
of the Proposed Conrail Acquisition on Historic Properties in Ohio**

In response to the Ohio State Historic Preservation Office's interest, SEA issued to interested parties a letter accompanied by informational materials regarding the proposed Conrail Acquisition's potential effects on historic properties in Ohio. Following is a copy of the letter SEA issued to notify interested parties of the proposed Acquisition's potential effects and of the public comment period.

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SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Section of Environmental Analysis

September 15, 1997

Name
Title
Street Address
City, State, Zip

Re: Finance Docket No. 33388 -- CSX and Norfolk Southern -- Control and Acquisition of
Conrail: Section 106 of the National Historic Preservation Act Process in Ohio

Dear :

The purpose of this letter is twofold: 1) to initiate public involvement in Ohio for the Section 106 Process of the National Historic Preservation Act; and 2) to provide you with the opportunity to comment about potential effects on historic properties that may occur in Ohio as a result of the proposed acquisition of Conrail by CSX Corporation (CSX) and Norfolk Southern Corporation (NS). On June 23, 1997, CSX and NS filed a consolidation application (pursuant to 49 U.S.C. Section 11323-25) with the Surface Transportation Board (Board), which has authority to review railroad acquisitions.

Pending a final decision on the proposed transaction, CSX and NS plan to acquire and operate various former Conrail lines as part of their own railroad systems. Operating changes may include construction and abandonment of new rail line segments or rail facilities. CSX and NS have stated that the proposed changes will increase overall efficiency, fuel conservation, and reduce operating costs for the newly-acquired system.

The National Environmental Policy Act, the National Historic Preservation Act, the Board's environmental regulations, and other related environmental laws require the Board to consider the effects of the proposed Conrail acquisition on historic properties. The Board's Section of Environmental Analysis (SEA) conducts the environmental analysis on behalf of the Board and makes final environmental recommendations to the Board to consider in making its decision.

Enclosed with this letter is the following information:

1. A description and a map of the project(s) that CSX and NS plan to undertake in or near your community;
2. A summary of known historic properties in the project area;
3. An assessment prepared by SEA's independent third-party consultants that describes the potential effects of the proposed acquisition on the known historic properties in the project area. The SEA consultants that prepared the assessment are from Ohio and have specialized knowledge in the fields of history, railroads, archaeology, and architecture; and
4. A fact sheet that describes the overall proposed acquisition.

The Board is soliciting written comments regarding the proposed acquisition's potential effects on known historic properties. The director of the Ohio Historic Preservation Office (OHPO) and the designated Ohio State Historic Preservation Officer, Amos J. Loveday, is appointed by the governor to implement the state's historic preservation programs. Mr. Loveday and his office are cooperating with the SEA to facilitate the review of the potential effects of the proposed acquisition on historic properties. The OHPO will forward to SEA any comments they receive on the proposed acquisition. Please send your written comments to:

Mr. David Snyder
Review and Compliance Department
Ohio Historic Preservation Office
567 East Hudson Street
Columbus, Ohio 43211-1030

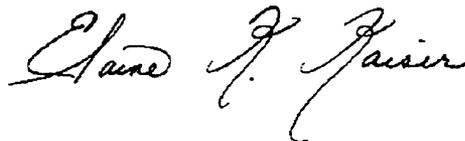
The Section 106 process of the National Historic Preservation Act addresses only historic preservation issues. Comments transmitted to Mr. Snyder should address only historic preservation. For any comments on other environmental aspects of the proposed Conrail acquisition, please submit an original with ten (10) copies of your written comments to:

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

Attention: Elaine K. Kaiser
Chief
Environmental Filing

Thank you for taking the time to assist the Board with its environmental review. If you have any additional questions regarding environmental issues or the environmental review process for the proposed acquisition, please call SEA's toll-free Environmental Hotline at (888) 869-1997. Additional information is available on the Internet at SEA's Conrail Acquisition Web Page at www.conrailmerger.com. Thank you again for your assistance.

Sincerely yours,



Elaine K. Kaiser
Chief
Section of Environmental Analysis

Enclosures

**A Newspaper Notice for Additional Environmental Justice Communities
and the Federal Register Notice for Additional Environmental Analysis**

SEA identified potential impacts in additional communities after publishing the Draft EIS. SEA issued a notice to local newspapers in these communities that described newly identified impacts and solicited comments from the communities within a 45-day comment period. Following is a copy of the notice, as well as a copy of the February 27, 1998, Federal Register Notice for Additional Environmental Analysis.

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Surface Transportation Board

Section of Environmental Analysis

Release of Draft Environmental Impact Statement and Additional Information

Proposed Conrail Acquisition

The Surface Transportation Board's (Board) Section of Environmental Analysis (SEA) released its Draft Environmental Impact Statement (EIS) for the Proposed Conrail Acquisition on December 12, 1997. The Draft EIS includes SEA's independent analysis of potential environmental impacts and SEA's preliminary recommendations for mitigating possible environmental effects of the Proposed Acquisition of Conrail by Norfolk Southern (NS) and CSX. Comments on the Draft EIS were due on February 2, 1998.

Based on continuing analysis, SEA has identified some potential hazardous materials transportation safety, noise, highway/rail at-grade crossing safety and delay, and/or environmental justice impacts that could affect your county. This information was not included in the Draft EIS and is based in part on updated data that was not received until after the Draft EIS was issued. SEA has distributed this new information to your county for public review.

To ensure that the county has the opportunity to comment on the new information, SEA is providing an additional 45-day comment period limited to the new analysis. The public comment period is March 2, 1998, through April 15, 1998. SEA will consider all timely comments received in response to the new information in preparing its Final EIS, which is scheduled to be issued in late May, 1998. The Board will consider the entire environmental record, including all timely public comments, the Draft EIS, and the Final EIS in making its final decision on the Proposed Conrail Acquisition. The Board will hold an open voting conference on June 8, 1998, and will issue its final written decision on July 23, 1998.

All interested parties who wish to receive a copy of the Draft EIS or the new information can call SEA's toll-free Environmental Hotline at 1-(888)-869-1997. For more information, contact Michael Dalton, SEA Program Manager for the Proposed Conrail Acquisition at (202) 565-1530 [TDD for the hearing impaired: (202) 565-1695]. Information about the Proposed Acquisition and Draft EIS can also be found at the following web site: <http://www.conrailmerger.com>.

Citizens who wish to file a comment may submit one original. However, government agencies and businesses are required to submit an original and 10 copies to:

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

In the lower left hand corner, indicate:
Attn: Elaine K. Kaiser
Environmental Project Director
Environmental Filing

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820 will be evaluated and an EIS will be prepared. The EIS process was selected because the proposed project lies primarily within a densely developed urban area. This area has the potential for greater social, economic, and environmental impacts than any other section. Alternate routes for development along with public consensus for the preferred alignment alternative will be addressed in the EIS. This highway portion connects the Forth Worth CBD with the Cities of River Oaks, Samson Park, and Lake Worth in northwestern Tarrant County. It will provide residents and businesses of these cities with improved travel within the corridor. An Environmental Assessment will be prepared for the second project from I.H. 820 to F.M. 1886.

The proposed facility will be a six to eight lane divided freeway with auxiliary lanes where needed. The project will include frontage road construction and there will be full control of access along the length of the facility. Right of way will vary between 73 and 137 meters (240 and 450 feet). All existing at-grade crossings will be eliminated and grade separations or interchanges will be constructed at major thoroughfares.

S.H. 199 is currently a basic 4 lane urban expressway with limited access control and is the principal transportation facility in northwest Tarrant County. No other parallel freeways or principal artery exists within the S.H. 199 corridor. Committed congestion reduction strategies for the S.H. 199 corridor consist of the regional Transportation Demand Management Program that includes Employee Trip Reduction programs and area-wide ridesharing. All reasonable existing and future alternate modes of transportation available to the corridor will not sufficiently lower the projected 2016 traffic volume to the desired level of service. The proposed expansion will safely and efficiently provide for the mobility needs of the area. A project concept conference with local officials was held April 7, 1987. In 1987, two public meetings were held to discuss alternate routes for the proposed project. A third public meeting was held in 1988.

To ensure that the full range of issues related to this proposed action are addressed and all significant issues identified, comments and suggestions are invited from all interested parties. Comments or questions concerning the proposed action and the EIS should be directed to the FHWA at the address provided.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Research, Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.)

David L. Gibbs,
Acting Division Administrator, Austin, Texas.
[FR Doc. 98-4934 Filed 2-27-98; 8:45 am]
BILLING CODE 4910-22-M

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

Petition for Waivers of Compliance

In accordance with 49 CFR 211.9 and 211.41, notice is hereby given that the Federal Railroad Administration (FRA) has received a request for a waiver of compliance with certain requirements of the Federal safety laws and regulations. The petition is described below, including the regulatory provisions involved, the nature of the relief being requested and the petitioner's arguments in favor of relief.

Long Island Rail Road

[FRA Docket Number LI-95-1]

The Long Island Rail Road (LIRR) seeks to extend a previously granted temporary waiver of compliance with certain provisions of the Locomotive Safety Standards (49 CFR 229). LIRR is seeking relief from the requirements of § 229.135 that all trains operating over 30 mph shall be equipped with an event recorder by May 5, 1995. LIRR requests the compliance date be extended to December 31, 1999. The railroad states they have experienced numerous problems with test units designed for their MU locomotive fleet and this has caused significant delays in installations of the event recorders.

Metro-North Railroad

[FRA Docket Number LI-94-10]

The Metro-North Railroad (MNCW) seeks to extend a previously granted temporary waiver of compliance with certain provisions of the Locomotive Safety Standards (49 CFR 229). MNCW is seeking relief from the requirements of § 229.135 that all trains operating over 30 mph shall be equipped with an event recorder by May 5, 1995. MNCW requests the compliance date be extended to December 31, 1999. The railroad states they have experienced numerous problems with test units designed for their MU locomotive fleet and this has caused significant delays in installations of the event recorders.

Interested parties are invited to participate in these proceedings by

submitting written reviews, data, or comments. FRA does not anticipate scheduling a public hearing in connection with these proceedings since the facts do not appear to warrant a hearing. If any interested party desires an opportunity for oral comment, they should notify FRA, in writing, before the end of the comment period and specify the basis for their request.

All communications concerning these proceedings should identify the appropriate docket number (e.g., Waiver Petition Docket Number LI-95-1 and LI-94-10), and must be submitted in triplicate to the Docket Clerk, Chief Counsel, Federal Railroad Administration, Nassif Building, 400 Seventh Street, S.W., Washington, D.C. 20590. Communications received within 45 days from the publication of this notice will be considered by FRA before final action is taken. Comments received after that date will be considered as far as practicable. All written communications concerning these proceedings are available for examination during regular business hours (9 a.m.-5 p.m.) at FRA's temporary relocation at 1120 Vermont Ave N.W., room 7051, Washington, D.C. 20005.

Issued in Washington, D.C. on February 24, 1998.

Grady C. Cothen,

Deputy Associate Administrator for Safety Standards and Program Development
[FR Doc. 98-5320 Filed 2-27-98; 8:45 am]
BILLING CODE 4910-06-P

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 availability of additional environmental information on the Proposed Conrail Acquisition and Opportunity for public review and comment by those who could be affected by that information.

SUMMARY: On December 12, 1997, the Surface Transportation Board's (Board) Section of Environmental Analysis (SEA) issued a Draft Environmental Impact Statement (Draft EIS) for the Proposed Acquisition of Conrail by Norfolk Southern (NS) and CSX.

Comments on the Draft EIS were due February 2, 1998. In its continuing process of evaluation, SEA has identified some additional potential hazardous materials transportation safety, noise, and highway/rail at-grade crossing safety and delay impacts of the Proposed Acquisition. This information was not included in the Draft EIS and is based in part on updated data that was not received until after the Draft EIS was issued. Specifically, (1) on November 24, 1997, CSX advised SEA that it would revise its calculation of the

transportation of hazardous materials due to an error in methodology; (2) on December 23, 1997 and February 20, 1998, CSX provided SEA with the revised hazardous materials transportation safety data; and (3) SEA identified sensitive receptors within noise contours using aerial photographs and more precise analytical tools, such as geographic information systems (GIS), that were not available prior to SEA completing the Draft EIS. SEA's additional analysis has identified four rail line segments with

potential hazardous materials transportation safety impacts that SEA did not identify as such in the Draft EIS. In addition, SEA has identified eight rail line segments that now may warrant noise mitigation. Although SEA had identified these segments in the Draft EIS as being potentially affected by noise, SEA did not recommend noise mitigation for them in the Draft EIS. The affected rail line segments and their locations that fall into these two categories include:

Segment description	Affected counties/cities
New Hazardous Material Transport Safety Segments: NJ Cabin, KY to Columbus, OH	KY: Greenup County; OH: Franklin, Pickaway, Pike, Ross, and Scioto Counties; Cities of Columbus, Circleville, Chillicothe, and Portsmouth.
CP Newtown Jct., PA to CP Wood, PA	Bucks, Montgomery, and Philadelphia Counties; City of Philadelphia.
CP Wood, PA to Trenton, NJ	PA: Bucks County; NJ: Mercer County; City of Ewing.
Deshler, OH to Toledo, OH	Henry and Wood Counties.
Segments That May Warrant Noise Mitigation: Warsaw, IN to Tolleston, IN	Kosciusko, La Porte, Lake, Marshall, Porter, and Starke Counties; Cities of Gary, Hobart, Lake Station, Plymouth, Portage, Valparaiso, and Warsaw.
Sinns, PA to Brownsville, PA	Allegheny, Fayette, and Westmoreland Counties; Cities of Clairton, McKeesport, and Monessen.
Riverton Jct., VA to Roanoke, VA	Augusta, Botetourt, Clarke, Page, Roanoke, Rockbridge, Rockingham, and Warren Counties; Cities of Buena Vista, Roanoke, and Waynesboro.
Coming, NY to Geneva, NY	Chemung, Ontario, Schuyler, Steuben, and Yates Counties; Cities of Coming and Geneva.
Alexandria, IN to Muncie, IN	Delaware and Madison Counties; Cities of Alexandria and Muncie.
Bellevue, OH to Sandusky Dock, OH	Erie and Huron Counties; Cities of Bellevue and Sandusky.
Elmore, WV to Deepwater, WV	Fayette, Raleigh, and Wyoming Counties; Cities of Mullins and Oak Hill.
Deepwater, WV to Fola Mine, WV	Fayette and Nicholas Counties.

As a result of the refined analysis described above, SEA has also concluded that 12 additional rail line segments may have high, adverse and disproportionate effects on minority or low-income communities listed below, as a result of potential effects of hazardous materials transportation safety, noise, and/or highway/rail at-grade crossing safety and delay. These rail line segments and communities include:

Segment description	Affected counties/cities
Potential Impacted Minority and Low-Income Populations: Manchester, GA to La Grange, GA	Meriwether and Troup Counties; Cities of La Grange and Manchester.
West Falls, PA to CP Newtown Jct, PA	Philadelphia County; City of Philadelphia.
Bethlehem, PA to Allentown, PA	Lehigh and Northampton Counties; Cities of Allentown and Bethlehem.
Asheville, NC to Leadvale, TN	NC: Buncomb and Madison Counties; City of Asheville; TN: Cocke County; City of Newport.
Frisco, TN to Kingsport, TN	Hawkins and Sullivan Counties; City of Kingsport.
Poe ML, VA to Petersburg, VA	Chesterfield County; Cities of Colonial Heights and Petersburg.
Park Jct., PA to Frankford Jct., PA	Philadelphia County; City of Philadelphia.
Frankford Jct., PA to Camden, NJ	NJ: Camden County; City of Camden; PA: Philadelphia County; City of Philadelphia.
Ashtabula, OH to Buffalo, NY	OH: Ashtabula County; Cities of Ashtabula and Conneaut; PA: Erie County; City of Erie; NY: Chautauqua and Erie Counties; Cities of Buffalo, Dunkirk, and Lackawanna.
PN, NJ to Bayway, NJ	Union County; City of Elizabeth.
Warsaw, IN to Tolleston, IN	Kosciusko, La Porte, Lake, Marshall, Porter, and Starke Counties; Cities of Gary, Hobart, Lake Station, Plymouth, Portage, Valparaiso, and Warsaw.
Alexandria, IN to Muncie, IN	Delaware and Madison Counties; Cities of Alexandria and Muncie.

This new information does not change or alter SEA's prior analysis, results, or preliminary mitigation recommendations in other impact areas,

nor does it affect the integrity of the information contained in the Draft EIS. However, to ensure that anyone affected by the results of the refined analysis

noted above has the opportunity to review and comment on it, through this notice SEA is providing a limited, 45-day comment period. During this

period, anyone affected by SEA's refined analysis may submit written comments to SEA on the potential environmental effects of that information on their community. Written comments addressing that information must be submitted to SEA no later than April 15, 1998. SEA will consider any timely comments received in the Final EIS, which is scheduled to be issued in late May 1998. The Board will then consider the entire environmental record, including all public comments, the Draft EIS, and the Final EIS in making its final decision on the Proposed Conrail Acquisition. The Board will hold an open voting conference on June 8, 1998 and intends to issue its final written decision on July 23, 1998.

Individuals who wish to file a comment may submit one original. However, government agencies and businesses are required to submit an original plus 10 copies.

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

In the lower left-hand corner of the envelope, indicate: Attn: Elaine K. Kaiser, Environmental Project Director, Section of Environmental Analysis, Environmental Filing.

FOR ADDITIONAL INFORMATION: Contact Michael Dalton, SEA Program Manager for the Proposed Conrail Acquisition at (202) 565-1530 [TDD for the hearing impaired: (202) 565-1695]. Information about the Proposed Acquisition and Draft EIS can be found at the web site <<http://www.conrailmerger.com>> and SEA's toll-free Environmental Hotline at (888) 869-1997.

Issued: March 2, 1998.

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

Vernon A. Williams,
Secretary.

[FR Doc. 98-5303 Filed 2-27-98; 8:45 am]

BILLING CODE 4915-00-P

DEPARTMENT OF THE TREASURY

[Treasury Order Number 102-21]

Designation of the Assistant Secretary for Management and Chief Financial Officer as the Chief Operating Officer

Dated: February 23, 1998.

1. By virtue of the authority vested in the Secretary of the Treasury, including the authority vested by 31 U.S.C. 321(b), I hereby designate the Assistant Secretary for Management and Chief Financial Officer as the Department's Chief Operating Officer for purposes of the Presidential Memorandum, "Implementing Management Reform in the Executive Branch," dated October 1, 1993.

2. This Order shall expire January 20, 2001.

Robert E. Rubin,

Secretary of the Treasury.

[FR Doc. 98-5208 Filed 2-27-98; 8:45 am]

BILLING CODE 4810-25-P

DEPARTMENT OF THE TREASURY

Bureau of the Public Debt

Proposed Collection: Comment Request

ACTION: Notice and request for comments.

SUMMARY: The Department of the Treasury, as part of its continuing effort to reduce paperwork and respondent burden, invites the general public and other Federal agencies to take this opportunity to comment on proposed and/or continuing information collections, as required by the Paperwork Reduction Act of 1995, Public Law 104-13 (44 U.S.C. 3506(c)(2)(A)). Currently the Bureau of the Public Debt within the Department of the Treasury is soliciting comments concerning the Regulations Governing Payments by the Automated Clearing House method on Account of United States Securities.

DATES: Written comments should be received on or before May 1, 1998, to be assured of consideration.

ADDRESSES: Direct all written comments to Bureau of the Public Debt, Vicki S.

Thorpe, 200 Third Street, Parkersburg, WV 26106-1328.

FOR FURTHER INFORMATION CONTACT: Requests for additional information should be directed to Vicki S. Thorpe, Bureau of the Public Debt, 200 Third Street, Parkersburg, WV 26106-1328, (304) 480-6553.

SUPPLEMENTARY INFORMATION:

Title: Regulations Governing Payments by the Automated Clearing House Method on Account of United States Securities.

OMB Number: 1535-0094.

Abstract: The regulations authorize payment to investors in United States securities by the Automated Clearing House (ACH Method).

Current Actions: None.

Type of Review: Extension.

Affected Public: Individuals, Businesses or other for-profit, and state or local governments.

Estimated Total Annual Burden Hours: 1.

Request for Comments

Comments submitted in response to this notice will be summarized and/or included in the request for OMB approval. All comments will become a matter of public record. Comments are invited on: (a) Whether the collection of information is necessary for the proper performance of the functions of the agency, including whether the information shall have practical utility; (b) the accuracy of the agency's estimate of the burden of the collection of information; (c) ways to enhance the quality, utility, and clarity of the information to be collected; (d) ways to minimize the burden of the collection of information on respondents, including through the use of automated collection techniques or other forms of information technology; and (e) estimates of capital or start-up costs and costs of operation, maintenance, and purchase of services to provide information.

Dated: February 24, 1998.

Vicki S. Thorpe,
Manager, Graphics, Printing and Records Branch.

[FR Doc. 98-5226 Filed 2-27-98; 8:45 am]

BILLING CODE 4810-39-P

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**Public Service Announcement and Cover Letter
for Additional Environmental Justice Communities**

SEA issued public service announcements to local radio stations in additional environmental justice communities. Following are copies of the public service announcement and accompanying cover letter SEA distributed to notify these additional communities of the proposed Conrail Acquisition.

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*SURFACE TRANSPORTATION BOARD
Washington, DC 20423*

Section of Environmental Analysis

February 25, 1998

Re: Finance Docket No. 33388 — CSX and Norfolk Southern — Control and
Acquisition — Conrail: Public Service Announcement

To: Director of Public Service Announcements

Attached, please find a public service announcement regarding a proposed railroad acquisition. On June 23, 1997, two major freight railroads, CSX Corporation and Norfolk Southern Corporation (NS), filed a joint application with the Surface Transportation Board (Board) to acquire Conrail, Inc., and subsequently divide Conrail's assets. The Board's Section of Environmental Analysis (SEA) is currently conducting a study to evaluate possible environmental effects associated with the Proposed Acquisition. We ask that your station please air the attached public service announcement as many times as possible between March 9 and March 20, 1998. The information is intended to inform your local community of the proposed transaction and provide instruction on how to obtain further information.

Should you have any questions or comments, please contact Mike Dalton, SEA's Program Manager for the Proposed Conrail Acquisition, at (202) 565-1530.

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Surface Transportation Board
Section of Environmental Analysis

Proposed Conrail Acquisition

PSA Radio Spot
:30

Two railroad companies, CSX Corporation and Norfolk Southern Corporation, are seeking authority from a Federal agency, the Surface Transportation Board, to acquire and divide a third rail company, Conrail Inc.

If you would like to comment or get further information on how the proposed acquisition may affect local rail activities, please call the toll free Environmental Hotline at 1-888-869-1997 (TDD for the hearing impaired 202-565-1695).

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Letter to Interested Parties in Additional Environmental Justice Communities

Following is a copy of the letter SEA mailed to interested parties in additional environmental justice communities. SEA mailed letters to community organizations and public and elected officials in these additional communities informing them of newly identified impacts and the comment period SEA provided for these communities.

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SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Section of Environmental Analysis

February 27, 1998

Re: Finance Docket No. 33388 — CSX and Norfolk Southern — Control and Acquisition — Conrail: Community Notification

To: Interested Parties

In June 1997, two major freight railroads, CSX Corporation (CSX) and Norfolk Southern Corporation (NS), filed a joint application with the Surface Transportation Board (Board) to acquire Conrail, Inc., and subsequently divide Conrail's assets.

As part of the environmental review of the proposed Conrail Acquisition, the Board's Section of Environmental Analysis (SEA) is conducting a study of the potential environmental effects associated with the proposed changes in rail operations. SEA prepared a Draft Environmental Impact Statement (Draft EIS) for the proposed Conrail Acquisition that addresses a broad range of environmental issues including safety, transportation, air quality, noise, historic and cultural resources, energy, water resources, biological resources, hazardous materials transport, land use, Native American issues, and environmental justice. The Draft EIS also includes SEA's preliminary recommendations for mitigating the possible effects of the proposed Conrail Acquisition. The Draft EIS was issued for public review and comment on December 12, 1997. Comments on the Draft EIS were due February 2, 1998.

In its continuing process of analysis, SEA has identified potential environmental impacts in your county that could result from the proposed Conrail Acquisition. SEA has also concluded that certain rail line segments may have high, adverse and disproportionate effects on minority or low-income communities as a result of potential effects of hazardous materials transportation safety, noise, and/or highway/rail at-grade crossing safety and delay.

The Draft EIS, and additional information that includes potential noise, hazardous materials transportation safety and/or highway/rail at-grade crossing safety and delay impacts specific to your county, is currently available for review in the local libraries listed below.

- ▶ Erie Public Library - 160 East Front Street, Erie, PA 16507
- ▶ Eddenborough Library - 124 Meadville Street, Eddenborough, PA 16412
- ▶ Lawrence Park Library - 4212 Iroquois Avenue, Erie, PA 16511
- ▶ Liberty Park Library - 3428 Liberty Center, Erie, PA 16508
- ▶ McCord Memorial Library - 32 West Main, P.O. Box 427, North East, PA 16428
- ▶ Mill Creek Mall Library - 600 Mill Creek, Erie, PA 16565
- ▶ Presque Isle Library - 902 West Erie Plaza, Erie, PA 16510
- ▶ Southeast Library - 1815 East 38th Street, Erie, PA 16510

This information also has been distributed to Federal, state, and regional agencies, and county administrators for each affected county.

To ensure that anyone affected by the new information has the opportunity to review and comment on it, SEA is providing a limited 45-day comment period. During this period, anyone affected by SEA's refined analysis may submit written comments to SEA on the potential environmental effects of that information on their county. Written comments addressing that information must be submitted to SEA no later than April 15, 1998. SEA will consider any timely comments in the Final EIS, which is scheduled to be issued in late May, 1998. The Board will then consider the entire environmental record, including all public comments, the Draft EIS, and the Final EIS in making its final decision on the proposed Conrail Acquisition. The Board will hold an open voting conference on June 8, 1998, and intends to issue its final decision on July 23, 1998.

Citizens who wish to file a comment may submit one original. However, government agencies and businesses are required to submit an original plus 10 copies to:

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

In the lower left hand corner, indicate:

Attn: Elaine K. Kaiser
Environmental Project Director
Section of Environmental Analysis
Environmental Filing

If you have further questions, please call SEA's toll-free Environmental Hotline at 1-(888)-869-1997 [TDD for the hearing impaired: (202) 565-1695] or visit the web site <<http://www.conrailmerger.com>>.

Sincerely yours,



Elaine K. Kaiser
Environmental Project Director
Section of Environmental Analysis

Outreach Strategies for Additional Environmental Justice Communities

SEA developed outreach strategies for newly identified communities with potential environmental justice effects. These strategies outline the steps SEA followed to notify environmental justice communities about the proposed Conrail Acquisition. Attached are strategies SEA developed for these newly identified communities.

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Conrail Acquisition Draft Environmental Outreach Strategy Allentown, PA

As part of the environmental review process, SEA prepared an outreach plan to reach disadvantaged populations potentially impacted by proposed increases in train traffic on Norfolk Southern's Bethlehem-to-Allentown (N-203) line that runs through the Allentown, PA.

The purpose of this outreach effort is to ensure that the Draft Environmental Impact Statement (Draft EIS), public notices, and additional project information are disseminated to effectively reach the area's population and allow for meaningful public input.

INFORMATION DISSEMINATION

DEIS Repositories

Libraries: SEA is sending a copy of the Draft EIS and additional information to these libraries to be placed in their reference or other appropriate section.

- ▶ The Allentown Public Library: 1210 West Hamilton Street, Allentown, Pennsylvania 18104
- ▶ Parkland Community Library: 4422 Walbert Avenue, Allentown, Pennsylvania, 18104

Media

Newspapers:

- ▶ *The Morning Call*, daily; coverage includes all of the following counties: Skyville, Western Monroe, Carbon, Bucks, Berks, Northampton, Lehigh.

Radio Stations:

- ▶ *WHOL-AM, 1600*; talk, religious, Hispanic programming
- ▶ *WLEV-FM, 100.7*; easy listening programming
- ▶ *WTKZ-AM, 1320*; sports programming

Area Organizations

- ▶ Allentown - Lehigh County Chamber of Commerce
- ▶ Lehigh Consistory AASR
- ▶ Negro Culture Association

City and Elected Officials

- ▶ William L. Heydt, Mayor

City Council

- ▶ Ernest E. Toth, President
- ▶ Frank J. Concannon, Vice President
- ▶ David K. Bausch
- ▶ David M Howells Sr.
- ▶ Terrence P. Spinosa
- ▶ Todd A. Stephens
- ▶ Emma D. Tropiano

PUBLIC INPUT/COMMENT

All informational materials SEA distributes will include the contact name and address where written comments can be submitted, and the comment due date. All comments submitted will be logged into a central comment tracking database and distributed to appropriate team members. Team members will carefully review all comments and determine follow-up steps. All comments will be addressed by topic area in the Final EIS.

Informational materials will also include the toll-free environmental hotline number where interested parties can get more information. SEA will log and track all inquiries. Team members will review these inquiries to determine if any additional action is necessary.

**Conrail Acquisition
Draft Environmental Outreach Strategy
Angola, NY
Farham, NY**

As part of the environmental review process, SEA prepared an outreach plan to reach disadvantaged populations potentially impacted by proposed increases in train traffic on Norfolk Southern's Buffalo, NY-to-Ashtabula, OH (N-070) line that runs through the Villages of Angola and Farham, NY.

The purpose of this outreach effort is to ensure that the Draft Environmental Impact Statement (Draft EIS), public notices, and additional project information are disseminated to effectively reach the area's population and allow for meaningful public input.

INFORMATION DISSEMINATION

DEIS Repositories

Libraries: SEA is sending a copy of the Draft EIS and additional information to these libraries to be placed in their reference or other appropriate section.

- ▶ Angola Public Library: 34 N. Main Street, Angola, NY 14006

Media

Newspapers:

- ▶ *The Sun and Erie Independent*, weekly
- ▶ *The Buffalo News*, daily; coverage includes western New York

Radio Stations:

- ▶ *WUSL-FM, 98.9*; urban contemporary programming

Area Organizations

- ▶ Angola Information Center

City and Elected Officials and Elected Officials

- ▶ Terry Caber, Mayor of Farham

PUBLIC INPUT/COMMENT

All informational materials SEA distributes will include the contact name and address where written comments can be submitted, and the comment due date. All comments submitted will be logged into a central comment tracking database and distributed to appropriate team members. Team members will carefully review all comments and determine follow-up steps. All comments will be addressed by topic area in the Final EIS.

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**Conrail Acquisition
Draft Environmental Outreach Strategy
Asheville, NC
Woodfin, NC**

As part of the environmental review process, SEA prepared an outreach plan to reach disadvantaged populations potentially impacted by proposed increases in train traffic on Norfolk Southern's Asheville, NC to Leadvale, TN ((N-361)) line that runs through Asheville and Woodfin, North Carolina.

The purpose of this outreach effort is to ensure that the Draft Environmental Impact Statement (Draft EIS), public notices, and additional project information are disseminated to effectively reach the area's population and allow for meaningful public input.

INFORMATION DISSEMINATION

DEIS Repositories

Libraries: SEA is sending a copy of the Draft EIS and additional information to these libraries to be placed in their reference or other appropriate section.

- ▶ Park Memorial Library, 67 Haywood Street, Asheville, NC 28801
- ▶ East Branch Library, 902 Tunnel Road, Asheville, NC 28805
- ▶ North Branch Library, 37 Marchmont Drive, Asheville, NC 28804

Media

Newspapers:

- ▶ *Asheville Citizen-Times*, daily; coverage includes all of Buncombe County

Radio Stations:

- ▶ *WCQS-FM, 88.1*; news, classical, jazz programming

Area Organizations

- ▶ River Link
- ▶ Southern Appalachian Forest Coalition
- ▶ Downtown Club of Asheville
- ▶ Southern Appalachian Biodiversity

City and Elected Officials and Elected Officials

- ▶ Leni Sitnik, Mayor of Asheville
- ▶ James C. Westbrook Jr., Asheville City Manager

PUBLIC INPUT/COMMENT

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Informational materials will also include the toll-free environmental hotline number where interested parties can get more information. SEA will log and track all inquiries. Team members will review these inquiries to determine if any additional action is necessary.

**Conrail Acquisition
Draft Environmental Outreach Strategy
Bethlehem/Fountain Hill, PA**

As part of the environmental review process, SEA prepared an outreach plan to reach disadvantaged populations potentially impacted by proposed increases in train traffic on Norfolk Southern's Bethlehem-to-Allentown (N-203) line that runs through Bethlehem and Fountain Hill, Pennsylvania.

The purpose of this outreach effort is to ensure that the Draft Environmental Impact Statement (Draft EIS), public notices, and project information are disseminated to effectively reach the area's population and allow for meaningful public input.

INFORMATION DISSEMINATION

DEIS Repositories

Libraries: SEA is sending a copy of the Draft EIS and additional information to these libraries to be placed in their reference or other appropriate section.

- ▶ Bethlehem Public Library, Bethlehem, PA 18016-0801

Media

Newspapers:

- ▶ *Bethlehem Star*, weekly; coverage includes Bethlehem.
- ▶ *The Morning Call*, daily; coverage includes Bethlehem

Radio Stations:

- ▶ *WDIY-FM, 88.1*; variety programming
- ▶ *WGPA-AM, 1100*; talk, oldies programming

Area Organizations

- ▶ Bethlehem Chamber of Commerce
- ▶ Independent Citizens Club

City and Elected Officials and Elected Officials

- ▶ Donald T. Cunningham, Jr., Mayor of Bethlehem

City Council:

- ▶ Robert J. Donchez, President
- ▶ Jean Belinski,
- ▶ Johh B. Callahan
- ▶ James A. Delgrosso
- ▶ James S. Gregory
- ▶ J. Michael Schweder
- ▶ Magdalena F. Szabo

PUBLIC INPUT/COMMENT

All informational materials SEA distributes will include the contact name and address where written comments can be submitted, and the comment due date. All comments submitted will be logged into a central comment tracking database and distributed to appropriate team members. Team members will carefully review all comments and determine follow-up steps. All comments will be addressed by topic area in the Final EIS.

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**Conrail Acquisition
Draft Environmental Outreach Strategy
Buffalo, NY**

As part of the environmental review process, SEA prepared an outreach plan to reach disadvantaged populations potentially impacted by proposed increases in train traffic on Norfolk Southern's Buffalo, NY to Ashtabula, OH N-070 line that runs through the City of Buffalo, New York.

The purpose of this outreach effort is to ensure that the Draft Environmental Impact Statement (Draft EIS), public notices, and project information are disseminated to effectively reach the area's population and allow for meaningful public input.

INFORMATION DISSEMINATION

DEIS Repositories

Libraries: SEA is sending a copy of the Draft EIS and additional information to these libraries to be placed in their reference or other appropriate section.

- ▶ Buffalo & Erie County Public Library: Lafayette Square, Buffalo NY 14203

The Draft EIS and additional information will be distributed to the following Branch Libraries through the Buffalo & Erie County Public Library:

- ▶ Cazonia Branch Library
- ▶ Crane Branch Library
- ▶ Dudley Branch Library
- ▶ East Clinton Branch Library
- ▶ East Delevan Branch Library
- ▶ Fairfield Branch Library
- ▶ Fronczak Branch Library
- ▶ Kensington Branch Library
- ▶ Lakeview Branch Library
- ▶ Martin Luther King Jr. Branch Library
- ▶ Mead Branch Library
- ▶ Niagara Branch Library
- ▶ North Jefferson Branch Library
- ▶ North Park Branch Library

- ▶ Northwest Branch Library
- ▶ Riverside Branch Library

Media

Newspapers:

- ▶ *The Buffalo News*, daily, coverage includes Western New York
- ▶ *South Buffalo News*, weekly

Radio Stations:

- ▶ *WBEN-AM, 930*; talk, news, sports programming
- ▶ *WBFO-FM, 88.7*; news, jazz programming
- ▶ *WBLK-FM, 93.7*; urban contemporary programming
- ▶ *WDCX-FM, 99.5*; religious programming
- ▶ *WECK-AM, 1230*; easy listening programming
- ▶ *WEDG-FM, 103.3*; alternative programming
- ▶ *WGR-AM, 550*; talk, news, sports programming
- ▶ *WGRF-FM, 96.9*; classic rock programming
- ▶ *WHTT-AM, 1120*; gospel programming
- ▶ *WHTT-FM, 104.1*; oldies programming
- ▶ *WJYE-FM, 96.1*; adult contemporary programming
- ▶ *WKSE-FM, 98.5*; CHR programming
- ▶ *WLCE-FM, 92.9*; rock alternative programming
- ▶ *WMJQ-FM, 102.5*; adult contemporary programming
- ▶ *WNED-AM, 970*; talk, news contemporary programming
- ▶ *WNED-FM, 94.5*; classical contemporary programming
- ▶ *WNJA-FM, 89.7*; classical contemporary programming
- ▶ *WUFO-AM, 108*; urban contemporary, gospel contemporary programming
- ▶ *WWKB-AM, 1520*; sports contemporary programming
- ▶ *WWWS-AM, 1400*; urban contemporary, solid gold contemporary programming
- ▶ *WYRK-FM, 106.5*; country contemporary programming

Area Organizations

- ▶ African American Cultural Center
- ▶ NAACP
- ▶ Dept. of Community Development, Office for the Environment
- ▶ United Way of Buffalo

City and Elected Officials and Elected Officials

- ▶ Mayor Anthony M. Mesiello

City Council

- ▶ Alfred Coppola
- ▶ Barbara Miller-Williams
- ▶ David Franczyk
- ▶ David Czajka
- ▶ Byron Brown
- ▶ Robert Quintana
- ▶ Dale Zuchlewski
- ▶ Bonnie Lockwood
- ▶ Kevin Heller

PUBLIC INPUT/COMMENT

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**Conrail Acquisition
Draft Environmental Outreach Strategy
Camden, New Jersey**

As part of the environmental review process, SEA prepared an outreach plan to reach disadvantaged populations potentially impacted by proposed increases in train traffic on CSX's and Norfolk Southern's Frankford Junction-to-Camden (S-233) shared line that runs through the City of Camden, New Jersey.

The purpose of this outreach effort is to ensure that the Draft Environmental Impact Statement (Draft EIS), public notices, and project information are disseminated to effectively reach the area's population and allow for meaningful public input.

INFORMATION DISSEMINATION

DEIS Repositories

Libraries: SEA is sending a copy of the Draft EIS and additional information to these libraries to be placed in their reference or other appropriate section.

- ▶ Camden Free Public Library, Main Branch: 418 Federal Street, Camden, NJ 08101
- ▶ Camden Free Public Library, Fairview Branch: 1503 Collins Road, Camden, NJ 08104
- ▶ Camden Free Public Library, Isabel Miller Branch: 8th and Van Hook Streets, Camden, NJ 08103
- ▶ Camden Free Public Library, North Camden Branch: 6th and Erie Streets, Camden, NJ 08103
- ▶ Camden Free Public Library, Kaighn Ave Branch: 1155 Haddon Avenue, Camden, NJ

Media

Newspapers:

- ▶ *Courier Post*, daily; coverage includes all of Camden City

Radio Stations:

- ▶ *WKDN-FM, 106.9*; religious programming
- ▶ *WSSJ-AM, 1310*; oldies programming
- ▶ *WTMR-AM, 800*; religious programming

Area Organizations

- ▶ United Way
- ▶ NAACP
- ▶ NJ Citizen Action
- ▶ Concerned Citizens of North Camden
- ▶ DIV. on Civil Rights
- ▶ Chamber of Commerce

City and Elected Officials

- ▶ Mayor, Milton Milan

City Council:

- ▶ Gwendolyn Faison, President
- ▶ Michael A.G. Devlin, Vice-President
- ▶ Angel Fuentes
- ▶ Gilbert Wilson
- ▶ Israel Nieves
- ▶ Ali Sloan-El, Sr.
- ▶ Francisco Moran

PUBLIC INPUT/COMMENT

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Conrail Acquisition Draft Environmental Outreach Strategy Colonial Heights, VA

As part of the environmental review process, SEA prepared an outreach plan to reach disadvantaged populations potentially impacted by proposed increases in train traffic on Norfolk Southern's Poe, VA -to- Petersburg, VA (N-432) line that runs through the City of Colonial Heights, Virginia.

The purpose of this outreach effort is to ensure that the Draft Environmental Impact Statement (Draft EIS), public notices, and additional project information are disseminated to effectively reach the area's population and allow for meaningful public input.

INFORMATION DISSEMINATION

DEIS Repositories

Libraries: SEA is sending a copy of the Draft EIS and additional information to these libraries to be placed in their reference or other appropriate section.

- ▶ Colonial Heights Library, 1000 Yacht basin Drive, Colonial Heights, VA 23834

Media

Newspapers:

- ▶ *Daily Press*, daily; coverage includes all of Southeastern VA
- ▶ *The Virginian Pilot*, daily; coverage includes all of Southwestern VA

Radio Stations:

- ▶ *WDYL-FM, 105.7*; religious programming
- ▶ *WGGM-AM, 820*; Christian programming
- ▶ *WGCV-AM, 1240*; gospel programming

Area Organizations

- ▶ Colonial Heights Chamber of Commerce

City and Elected Officials and Elected Officials

- ▶ Charles Pounes, Mayor

PUBLIC INPUT/COMMENT

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Informational materials will also include the toll-free environmental hotline number where interested parties can get more information. SEA will log and track all inquiries. Team members will review these inquiries to determine if any additional action is necessary.

**Conrail Acquisition
Draft Environmental Outreach Strategy
Conneaut, OH**

As part of the environmental review process, SEA prepared an outreach plan to reach disadvantaged populations potentially impacted by proposed increases in train traffic on Norfolk Southern's Ashtabula-to-Buffalo (N-070) line that runs through Conneaut, Ohio.

The purpose of this outreach effort is to ensure that the Draft Environmental Impact Statement (Draft EIS), public notices, and additional project information are disseminated to effectively reach the area's population and allow for meaningful public input.

INFORMATION DISSEMINATION

DEIS Repositories

Libraries: SEA is sending a copy of the Draft EIS and additional information to these libraries to be placed in their reference or other appropriate section.

- ▶ Conneaut City Library: 282 State Street, Conneaut City, Ohio, 44030

Media

Newspapers:

- ▶ *The Courier*, weekly
- ▶ *The Mayville Sentinel*, weekly

Radio Stations:

- ▶ *WGOJ - FM, 105.5*, religious programming
- ▶ *WWOW - AM, 1360*, talk, news, country programming

Area Organizations

- ▶ Chamber of Commerce
- ▶ Conneaut Fish & Game
- ▶ Conneaut Community Center

City and Elected Officials and Elected Officials

- ▶ Robert Herron, City Manager

City Council

- ▶ Deborah Newcomb
- ▶ Jake Chichtelli
- ▶ Charles Kreger
- ▶ Richard Showalter
- ▶ William Ryan
- ▶ Richard McBride
- ▶ James Laur

PUBLIC INPUT/COMMENT

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Informational materials will also include the toll-free environmental hotline number where interested parties can get more information. SEA will log and track all inquiries. Team members will review these inquiries to determine if any additional action is necessary.

**Conrail Acquisition
Draft Environmental Outreach Strategy
Dunkirk, NY**

As part of the environmental review process, SEA prepared an outreach plan to reach disadvantaged populations potentially impacted by proposed increases in train traffic on Norfolk Southern's Buffalo, NY-to-Ashtabula, OH (N-070) line that runs through the City of Dunkirk, New York.

The purpose of this outreach effort is to ensure that the Draft Environmental Impact Statement (Draft EIS), public notices, and additional project information are disseminated to effectively reach the area's population and allow for meaningful public input.

INFORMATION DISSEMINATION

DEIS Repositories

Libraries: SEA is sending a copy of the Draft EIS and additional information to these libraries to be placed in their reference or other appropriate section.

- ▶ Dunkirk Public Library: 526 Cental Avenue, Dunkirk NY 14048

Media

Newspapers:

- ▶ *The Evening Observer*, daily; covers all of Chautauqua County

Radio Stations:

- ▶ *WCQA-FM 96.5*; country programming
- ▶ *WDOE-AM 1410*; oldies programming

Area Organizations

- ▶ Northern Chautauqua Chamber of Commerce

City and Elected Officials and Elected Officials

- ▶ Mayor Robert Kesicki

Council Members

- ▶ Norm Nalepa
- ▶ Chet Kozlowski
- ▶ Donald Stoye
- ▶ Janet Jankowski Goerge
- ▶ Paul Van Den Borver

PUBLIC INPUT/COMMENT

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Informational materials will also include the toll-free environmental hotline number where interested parties can get more information. SEA will log and track all inquiries. Team members will review these inquiries to determine if any additional action is necessary.

**Conrail Acquisition
Draft Environmental Outreach Strategy
Edgewood, OH**

As part of the environmental review process, SEA prepared an outreach plan to reach disadvantaged populations potentially impacted by proposed increases in train traffic on Norfolk Southern's Ashtabula, OH-to-Buffalo, NY (N-070) line that runs through Ashtabula County, including the Town of Edgewood, Ohio.

The purpose of this outreach effort is to ensure that the Draft Environmental Impact Statement (Draft EIS), public notices, and additional project information are disseminated to effectively reach the area's population and allow for meaningful public input.

INFORMATION DISSEMINATION

DEIS Repositories

Libraries: SEA is sending a copy of the Draft EIS and additional information to these libraries to be placed in their reference or other appropriate section.

- ▶ Henderson Public Library: 54 East Jefferson Street Jefferson, 44047

Media

Newspapers:

- ▶ *The Courier*, daily; coverage includes all of Ashtabula County
- ▶ *The Star Beacon*, daily; coverage includes all of Ashtabula County

Radio Stations:

- ▶ *WCVJ-FM, 90.9*; Christian programming
- ▶ *WFUN - AM, 970*; news, oldies, sports programming
- ▶ *WREO - FM 97.1*, adult contemporary programming

City and Elected Officials

County Commissioners

- ▶ Dueane S. Feher
- ▶ Robert J. Boggs
- ▶ L. George Distel

PUBLIC INPUT/COMMENT

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Informational materials will also include the toll-free environmental hotline number where interested parties can get more information. SEA will log and track all inquiries. Team members will review these inquiries to determine if any additional action is necessary.

**Conrail Acquisition
Draft Environmental Outreach Strategy
Elizabeth, NJ**

As part of the environmental review process, SEA prepared an outreach plan to reach disadvantaged populations potentially impacted by proposed increases in train traffic of CSX & Norfolk Southern's PN-to-Bayway (S-032) shared line that runs through the City of Elizabeth.

The purpose of this outreach effort is to ensure that the Draft Environmental Impact Statement (Draft EIS), public notices, and project information are disseminated to effectively reach the area's population and allow for meaningful public input.

INFORMATION DISSEMINATION

DEIS Repositories

Libraries: SEA is sending a copy of the Draft EIS to these libraries to be placed in their reference or other appropriate section.

- ▶ Elizabeth Public Library: 115 Broad Street, Elizabeth, NJ 07202
- ▶ Elizabeth Public Library: Elmora Branch 740 West Grand St., Elizabeth, NJ 07202

Media

Newspapers:

- ▶ *The Elizabeth Reporter*, weekly
- ▶ *Elizabeth Gazette*, weekly
- ▶ *La Voz Spanish Newspaper*, weekly

Radio Stations:

- ▶ *WJDM - AM, 1530*, ethnic programming

Area Organizations

- ▶ Cai Environmental Services

City and Elected Officials and Elected Officials

- ▶ J. Christian Bollwage, Mayor

Council Members

- ▶ Manny Grova
- ▶ Elizabeth J. Kotarski
- ▶ Robert M. Jaspan
- ▶ Iris Brown
- ▶ A. Tony Moteiro
- ▶ Angelo A. Paternoster, President
- ▶ Dr. Orlando Edreira,
- ▶ Edward Jackus,
- ▶ Patricia Perkins-Auguste

PUBLIC INPUT/COMMENT

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Informational materials will also include the toll-free environmental hotline number where interested parties can get more information. SEA will log and track all inquiries. Team members will review these inquiries to determine if any additional action is necessary.

**Conrail Acquisition
Draft Environmental Outreach Strategy
Erie, PA**

**Including Fairview Township, Lawrence Park Township, Harbor Creek
and the Boroughs of Girard, Lake City, North East, Wesleyville**

As part of the environmental review process, SEA prepared an outreach plan to reach disadvantaged populations potentially impacted by proposed increases in train traffic on Norfolk Southern's Ashtabula-to-Buffalo (N-070) line that runs through the City of Erie and surrounding areas.

The purpose of this outreach effort is to ensure that the Draft Environmental Impact Statement (Draft EIS), public notices, and project information are disseminated to effectively reach the area's population and allow for meaningful public input.

INFORMATION DISSEMINATION

DEIS Repositories

Libraries: SEA is sending a copy of the Draft EIS and additional information to these libraries to be placed in their reference or other appropriate section.

- ▶ Erie Public Library: 160 East Front Street, PA 16507
- ▶ Eddenborough Branch: 124 Meadville Street Eddenborough PA 16412
- ▶ Lawrence Park Library: 4212 Iroquois Avenue Erie, 16511
- ▶ Liberty Park Library: 3428 Liberty Center Erie, 16508
- ▶ Mill Creek Mall Library: 600 Mill Creek Erie, PA 16565
- ▶ Presque Isle Library: 902 W. Erie Plaza, Erie, PA 16510
- ▶ Southeast Branch Library: 1815 East 38 Street Erie PA 16510

Media

Newspapers:

- ▶ *Erie Times*, daily; coverage includes Northwestern Pennsylvania
- ▶ *The Morning News*, daily; coverage includes Northwestern Pennsylvania
- ▶ *Lake Shore Visitor*, weekly

Radio Stations:

- ▶ *WFLP-FM, 1330*, talk, sports programming
- ▶ *WJET-FM, 102.3*, contemporary programming
- ▶ *WFGO-FM, 94.7*, oldies programming
- ▶ *WERG- FM, 89.9*, progressive programming
- ▶ *WLKK-AM, 1400*, talk, sports programming
- ▶ *WQ LN-FM, 91.3*, classical, jazz programming
- ▶ *WRIE-AM, 1260*, nostalgia programming
- ▶ *WXTA-FM, 97.9*, country programming

Area Organizations

- ▶ National Minority Coalition
- ▶ United Way of Erie
- ▶ Greater Erie Community Action Committee
- ▶ First Environmental
- ▶ JFK Minority Development Enterprise
- ▶ Pennsylvania Community Affairs
- ▶ Community Integration Incorporated
- ▶ Erie Area Chamber of Commerce
- ▶ Erie Economic & Community Development Zoning Office
- ▶ Economic Development Corporation of Erie County
- ▶ Erie Community Foundation
- ▶ Enterprise Development Center of Erie County, Inc.
- ▶ Erie Regional Peace and Justice Center
- ▶ Hispanic-American Council
- ▶ Path Square Inner City Neighborhood Association
- ▶ Black Family Foundation
- ▶ NAACP

City and Elected Officials and Elected Officials

Erie

- ▶ Mayor Joyce Savocchio
- ▶ Council Member Mario Bagnoni
- ▶ Council Member Joseph Borgia
- ▶ Council Member Melvin Witherspoon
- ▶ Council Member James Casey
- ▶ Council Member Gayle Wright
- ▶ Council Member James Thompson

Fairview Township

- ▶ Supervisor George McKinley
- ▶ Supervisor Brad Bier
- ▶ Supervisor Peter Kraus

Girard Borough

- ▶ Borough Manager Richard C. Higley

Lake City Borough

- ▶ Mayor Bernie Teodorski

North East Borough

- ▶ Mayor Alison Smith

Lawrence Park Township

- ▶ Board of Commissioners

Wesleyville Borough

- ▶ Mayor E. Paul Johnson

PUBLIC INPUT/COMMENT

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logged into a central comment tracking database and distributed to appropriate team members. Team members will carefully review all comments and determine follow-up steps. All comments will be addressed by topic area in the Final EIS.

Informational materials will also include the toll-free environmental hotline number where interested parties can get more information. SEA will log and track all inquiries. Team members will review these inquiries to determine if any additional action is necessary.

**Conrail Acquisition
Draft Environmental Outreach Strategy
Hobart, IN
Lake Station, IN**

As part of the environmental review process, SEA prepared an outreach plan to reach disadvantaged populations potentially impacted by proposed increases in train traffic on CSX's Warsaw, IN-to-Tolleston, IN (C-026) line that runs through the Cities of Hobart, IN and Lake Station, IN.

The purpose of this outreach effort is to ensure that the Draft Environmental Impact Statement (Draft EIS), public notices, and project information are disseminated to effectively reach the area's population and allow for meaningful public input.

INFORMATION DISSEMINATION

DEIS Repositories

Libraries: SEA is sending a copy of the Draft EIS and additional information to these libraries to be placed in their reference or other appropriate section.

- ▶ Hobart Public Library / Lake County Public Library; 100 Main Street, Hobart, IN, 46342-4351
- ▶ Lake Station Public Library; 2400 Central Avenue, Gary, IN, 46407

Media

Newspapers:

- ▶ *The Post-Tribune*, daily; coverage includes all of Lake and Porter Counties
- ▶ *The Times*, daily; coverage includes all of Lake County

Radio Stations:

- ▶ *WGVE - FM, 88.7*; variety programming
- ▶ *WLTH - AM, 1370*; variety programming
- ▶ *WJOB - AM, 1230*; talk, adult standards, sports programming
- ▶ *WXRD - FM, 103.9*; country programming
- ▶ *WYCA - FM, 92.3*; religious programming
- ▶ *WZVN - FM, 107.1*; adult contemporary programming

Area Organizations

- ▶ Hobart Chamber of Commerce
- ▶ Centro Latino Society

City and Elected Officials and Elected Officials

- ▶ Linda Buzinec, Mayor of Hobart
- ▶ Shirley A. Wadding, Mayor of Lake Station

Hobart City Council

- ▶ Ron Blake - Council, 1st District
- ▶ Carl Lindsey - Council, 2nd District
- ▶ Robert Paulson - Council, 3rd District
- ▶ Thomas Campbell - Council, 4th District
- ▶ Magaret Kuchta - Council, 5th District
- ▶ Don Potrebic - Council, At Large
- ▶ Matt Claussen - Council, At Large

Lake Station City Council

- ▶ Stephen Paradine - Council, At Large
- ▶ Ronald Good - Council, At Large
- ▶ Michael Deppe - Council, 1st District
- ▶ Danny Whitten - Council, 2nd District
- ▶ Effie Whitten - Council, 3rd District
- ▶ Pete Mendez - Council, 4th District
- ▶ S. Wallace Riley - Council, 5th District

PUBLIC INPUT/COMMENT

All informational materials SEA distributes will include the contact name and address where written comments can be submitted, and the comment due date. All comments submitted will be logged into a central comment tracking database and distributed to appropriate team members. Team members will carefully review all comments and determine follow-up steps. All comments will be addressed by topic area in the Final EIS.

Informational materials will also include the toll-free environmental hotline number where interested parties can get more information. SEA will log and track all inquiries. Team members will review these inquiries to determine if any additional action is necessary.

**Conrail Acquisition
Draft Environmental Outreach Strategy
Kingsport City, TN**

As part of the environmental review process, SEA prepared an outreach plan to reach disadvantaged populations potentially impacted by proposed increases in train traffic on Norfolk Southern's Frisco-to-Kingsport (N-406) line that runs through the City of Kingsport.

The purpose of this outreach effort is to ensure that the Draft Environmental Impact Statement (Draft EIS), public notices, and project information are disseminated to effectively reach the area's population and allow for meaningful public input.

INFORMATION DISSEMINATION

DEIS Repositories

Libraries: SEA is sending a copy of the Draft EIS and additional information to these libraries to be placed in their reference or other appropriate section.

- ▶ The Kingsport Public Library: 400 Broad Street, Kingsport 37660
- ▶ The Carver Branch Library: 1013 Douglass Street, Kingsport 37660

Media

Newspapers:

- ▶ *Kingsport Daily News*, daily; coverage includes Sullivan County
- ▶ *Kingsport Times News*, daily; coverage includes Northeastern Tennessee and Southwestern Virginia

Radio Stations:

- ▶ *WKPT-AM, 1400*, nostalgia programming
- ▶ *WTFM-FM, 98.5*, adult contemporary programming

Area Organizations

- ▶ Kingsport Public Information Office
- ▶ Kingsport Planning Office
- ▶ Kingsport Area Chamber of Commerce, Inc.
- ▶ Kingsport Tomorrow
- ▶ United Way of Greater Kingsport

City and Elected Officials and Elected Officials

- ▶ Mayor Ruth Montgomery

City Council

- ▶ Alderman Lon Boyd
- ▶ Alderman Lowry Doggett
- ▶ Alderman Roy Harmon
- ▶ Alderman Peggy Turner
- ▶ Alderman Mason Vaughn

PUBLIC INPUT/COMMENT

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Informational materials will also include the toll-free environmental hotline number where interested parties can get more information. SEA will log and track all inquiries. Team members will review these inquiries to determine if any additional action is necessary.

**Conrail Acquisition
Draft Environmental Outreach Strategy
LaGrange, GA**

As part of the environmental review process, SEA prepared an outreach plan to reach disadvantaged populations potentially impacted by proposed increases in train traffic on CSX's Manchester, GA-to-LaGrange, GA (C-377) line that runs through the City of LaGrange.

The purpose of this outreach effort is to ensure that the Draft Environmental Impact Statement (Draft EIS), public notices, and project information are disseminated to effectively reach the area's population and allow for meaningful public input.

INFORMATION DISSEMINATION

DEIS Repositories

Libraries: SEA is sending a copy of the Draft EIS and additional information to these libraries to be placed in their reference or other appropriate section.

- ▶ LaGrange Memorial Library: 701 Lincoln Street LaGrange, GA 30240
- ▶ Lagrange College Library: 601 Broad Street, LaGrange, GA 30240
- ▶ Ethel W. Knight Library: 601 Union Street, LaGrange, GA 30240

Media

Newspapers:

- ▶ *LaGrange Daily News*, daily; coverage includes Troup County
- ▶ *Meriwether Free Press*, weekly

Radio Stations:

- ▶ *WLAG-AM, 1240*; talk programming
- ▶ *WMXY-AM, 720*; country programming
- ▶ *WOAK-FM, 90.9*; rock programming
- ▶ *WTRP-AM, 620*; news programming

City and Elected Officials and Elected Officials

- ▶ Jeff Lukken, Mayor

PUBLIC INPUT/COMMENT

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Informational materials will also include the toll-free environmental hotline number where interested parties can get more information. SEA will log and track all inquiries. Team members will review these inquiries to determine if any additional action is necessary.

**Conrail Acquisition
Draft Environmental Outreach Strategy
Lackawanna, NY
Blasdell, NY**

As part of the environmental review process, SEA prepared an outreach plan to reach disadvantaged populations potentially impacted by proposed increases in train traffic on Norfolk Southern's Buffalo, NY-to-Ashtabula, OH (N-070) line that runs through the Cities of Lackawanna, NY and Blasdell, NY.

The purpose of this outreach effort is to ensure that the Draft Environmental Impact Statement (Draft EIS), public notices, and project information are disseminated to effectively reach the area's population and allow for meaningful public input.

INFORMATION DISSEMINATION

DEIS Repositories

Libraries: SEA is sending a copy of the Draft EIS and additional information to these libraries to be placed in their reference or other appropriate section.

- ▶ Lackawanna Public Library: 560 Ridge Road, Lackawanna NY 14218
- ▶ Blasdell Branch Library: 54 Madison Avenue, Blasdell NY 14219

Media

Newspapers:

- ▶ *The Front Page*, weekly

Radio Stations:

- ▶ *WBEN-AM 930*; talk, news, sports programming
- ▶ *WBFO-FM 88.7*; news, jazz programming
- ▶ *WBLK-FM 93.7*; urban contemporary programming
- ▶ *WDCX-FM 99.5*; religious programming
- ▶ *WECK-AM 1230*; easy listening programming
- ▶ *WEDG-FM 103.3*; alternative programming

- ▶ *WGR-AM 550*; talk, news, sports programming
- ▶ *WGRF-FM, 96.9*; classic rock programming
- ▶ *WHTT-AM 1120*; oldies programming
- ▶ *WJYE-FM*; adult contemporary programming
- ▶ *WKSE-FM 98.5*; CHR programming
- ▶ *WLCE-FM 92.9*; rock alternative programming
- ▶ *WMJQ-FM 102.5*; adult contemporary programming
- ▶ *WNED-AM 970*; talk, news contemporary programming
- ▶ *WNED-FM 94.5*; classical contemporary programming
- ▶ *WNJA-FM 89.7*; classical contemporary programming
- ▶ *WUFO-AM 108*; urban contemporary, gospel contemporary programming
- ▶ *WWKB-AM 1520*; sports contemporary programming
- ▶ *WWWS-AM 1400*; urban contemporary, solid gold contemporary programming
- ▶ *WYRK-FM 106.5*; country contemporary programming

Area Organizations

- ▶ NAACP
- ▶ Community Action Organization of Erie County
- ▶ Department of Environment and Planning

City and Elected Officials and Elected Officials

- ▶ Ricardo Estrada - Blasdell Mayor

Blasdell Council Members

- ▶ Daniel Kuzub
- ▶ Gerad DePasquale

PUBLIC INPUT/COMMENT

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Informational materials will also include the toll-free environmental hotline number where interested parties can get more information. SEA will log and track all inquiries. Team members will review these inquiries to determine if any additional action is necessary.

**Conrail Acquisition
Draft Environmental Outreach Strategy
Manchester, GA**

As part of the environmental review process, SEA prepared an outreach plan to reach disadvantaged populations potentially impacted by proposed increases in train traffic on CSX's Manchester-to-LaGrange (C-377) line that runs through the City of Manchester.

The purpose of this outreach effort is to ensure that the Draft Environmental Impact Statement (Draft EIS), public notices, and project information are disseminated to effectively reach the area's population and allow for meaningful public input.

INFORMATION DISSEMINATION

DEIS Repositories

Libraries: SEA is sending a copy of the Draft EIS and additional information to these libraries to be placed in their reference or other appropriate section.

- ▶ Pine Mt Regional Library: 501 Perry Avenue, Manchester, GA 31816

Media

Newspapers:

- ▶ *Atlanta Journal-Constitution*, daily; distribution to Greater Atlanta
- ▶ *Manchester Star Mercury*, daily; distribution to Manchester
- ▶ *The Reporter*, weekly

Radio Stations:

- ▶ *WKZJ-FM, 95.7*, contemporary programming
- ▶ *WYFK FM, 89.5*, religious programming

Area Organizations

- ▶ Meriwether County Chamber of Commerce

City and Elected Officials and Elected Officials

- ▶ Dorsey L. Wilson, Mayor

Council Members

- ▶ W J "Ted" Anderson
- ▶ Floyd Dubose
- ▶ Patti Sue S. Parks
- ▶ Grady McCalmon, City manager

PUBLIC INPUT/COMMENT

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Informational materials will also include the toll-free environmental hotline number where interested parties can get more information. SEA will log and track all inquiries. Team members will review these inquiries to determine if any additional action is necessary.

**Conrail Acquisition
Draft Environmental Outreach Strategy
Marshall, NC**

As part of the environmental review process, SEA prepared an outreach plan to reach disadvantaged populations potentially impacted by proposed increases in train traffic on Norfolk Southern's Asheville, NC-to-Leadville, TN (N-361) line that runs through the City of Marshall.

The purpose of this outreach effort is to ensure that the Draft Environmental Impact Statement (Draft EIS), public notices, and project information are disseminated to effectively reach the area's population and allow for meaningful public input.

INFORMATION DISSEMINATION

DEIS Repositories

Libraries: SEA is sending a copy of the Draft EIS and additional information to these libraries to be placed in their reference or other appropriate section.

- ▶ Marshall Public Library: 90 East South Main P.O. Box 236 Marshall 28753

Media

Newspapers:

- ▶ *The News-Record*, weekly

Radio Stations:

- ▶ *WHBK-AM, 1460*; gospel programming

Area Organizations

- ▶ Madison County Environmental Alliance
- ▶ Madison County Chamber of Commerce
- ▶ Communities and Schools of Madison County

City and Elected Officials and Elected Officials

- ▶ Mayor Ed Niles

Council Members

- ▶ David Allen
- ▶ Susie Davis
- ▶ R.B. McDavitt
- ▶ Edward Morton
- ▶ Joe Penland Jr.

PUBLIC INPUT/COMMENT

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Informational materials will also include the toll-free environmental hotline number where interested parties can get more information. SEA will log and track all inquiries. Team members will review these inquiries to determine if any additional action is necessary.

**Conrail Acquisition
Draft Environmental Outreach Strategy
Mount Carmel, TN**

As part of the environmental review process, SEA prepared an outreach plan to reach disadvantaged populations potentially impacted by proposed increases in train traffic on Norfolk Southern's Frisco-to-Kingsport (N-406) line that runs through the City of Mount Carmel.

The purpose of this outreach effort is to ensure that the Draft Environmental Impact Statement (Draft EIS), public notices, and project information are disseminated to effectively reach the area's population and allow for meaningful public input.

INFORMATION DISSEMINATION

DEIS Repositories

Libraries: SEA is sending a copy of the Draft EIS and additional information to these libraries to be placed in their reference or other appropriate section.

- ▶ Mount Carmel City Library: 100 ½ East Main Street, Mount Carmel, TN 37645

Media

Newspapers:

- ▶ *Kingsport Times News*, daily; coverage includes Northeastern Tennessee & Southwestern Virginia
- ▶ *Kingsport Daily News*, daily; coverage includes Sullivan County

Radio Stations:

- ▶ *WKPT-AM, 1400*; nostalgia programming
- ▶ *WKPT-FM, 98.5*; adult contemporary programming

City and Elected Officials and Elected Officials

- ▶ Mayor James L. Dean
- ▶ Vice Mayor James Evans

City Council

- ▶ Wayne Alley
- ▶ Howard Vaughn
- ▶ Gary Lawson
- ▶ Eugene Christian
- ▶ Carl Wolfe

PUBLIC INPUT/COMMENT

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Informational materials will also include the toll-free environmental hotline number where interested parties can get more information. SEA will log and track all inquiries. Team members will review these inquiries to determine if any additional action is necessary.

**Conrail Acquisition
Draft Environmental Outreach Strategy
Muncie, IN**

As part of the environmental review process, SEA prepared an outreach plan to reach disadvantaged populations potentially impacted by proposed increases in train traffic on Norfolk Southern's Alexandria, IN, -to- Muncie, IN (N-040) line that runs through the City of Muncie, IN.

The purpose of this outreach effort is to ensure that the Draft Environmental Impact Statement (Draft EIS), public notices, and project information are disseminated to effectively reach the area's population and allow for meaningful public input.

INFORMATION DISSEMINATION

DEIS Repositories

Libraries: SEA is sending a copy of the Draft EIS and additional information to these libraries to be placed in their reference or other appropriate section.

- ▶ Muncie Public Library; 301 East Jackson Street, Muncie, IN, 47305-1878
- ▶ Maring Grace Branch Library; 1808 South Madison Street, Muncie, IN, 47302-3475
- ▶ Vivian Conley Branch Library; 1824 East Centennial Avenue, Muncie, IN, 47303-2423
- ▶ John F. Kennedy Branch Library; 1700 West McGalliard Road, Muncie, IN, 47304-2207

Media

Newspapers:

- ▶ *The Muncie Star Press*, daily; coverage includes all of Delaware County
- ▶ *The Muncie Times*, weekly

Radio Stations:

- ▶ *WBEST - FM, 92.1*; news, classical programming
- ▶ *WBSW - FM, 90.9*; news, classical programming
- ▶ *WERK - AM, 990*; oldies programming
- ▶ *WERK - FM, 104.9*; oldies programming
- ▶ *WWHI - FM, 91.3*; adult contemporary, educational programming
- ▶ *WWWO - FM 93.5*; classic rock programming
- ▶ *WXFN - AM, 1340*; sports programming

Area Organizations

- ▶ Chamber of Commerce
- ▶ Environmental Enhancement Project

City and Elected Officials and Elected Officials

- ▶ Dan Canon, Mayor

City Council

- ▶ Sam Marshall
- ▶ David Taylor
- ▶ Mary Jo Barton
- ▶ Jack Isenbarger
- ▶ John Rust
- ▶ Monte Murphy
- ▶ Bruce Wiemer
- ▶ Barbara Demaree
- ▶ William O. Shroyer

PUBLIC INPUT/COMMENT

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Informational materials will also include the toll-free environmental hotline number where interested parties can get more information. SEA will log and track all inquiries. Team members will review these inquiries to determine if any additional action is necessary.

**Conrail Acquisition
Draft Environmental Outreach Strategy
Newport, TN**

As part of the environmental review process, SEA prepared an outreach plan to reach disadvantaged populations potentially impacted by proposed increases in train traffic on Norfolk Southern's Asheville, NC-to-Leadvale, TN (N-361) line that runs through the City of Newport.

The purpose of this outreach effort is to ensure that the Draft Environmental Impact Statement (Draft EIS), public notices, and project information are disseminated to effectively reach the area's population and allow for meaningful public input.

INFORMATION DISSEMINATION

DEIS Repositories

Libraries: SEA is sending a copy of the Draft EIS and additional information to these libraries to be placed in their reference or other appropriate section.

- ▶ Stokely Memorial Library: 383 East Broadway Street, Newport TN 37821

Media

Newspapers:

- ▶ *Newport Plain Talk*, weekly

Radio Stations:

- ▶ *WLIK-AM, 1270*; country programming
- ▶ *WNPC-AM, 1060*; country programming
- ▶ *WNPC-FM, 92.9*; country programming

Area Organizations

- ▶ Chamber of Commerce
- ▶ Cooke County-Newport Environmental Action Team

City and Elected Officials and Elected Officials

- ▶ Mayor James E. Robinson
- ▶ Vice-Mayor R. Dykes

City Council

- ▶ Harold Allen
- ▶ Connie Ball
- ▶ Jimmy Clark

PUBLIC INPUT/COMMENT

All informational materials SEA distributes will include the contact name and address where written comments can be submitted, and the comment due date. All comments submitted will be logged into a central comment tracking database and distributed to appropriate team members. Team members will carefully review all comments and determine follow-up steps. All comments will be addressed by topic area in the Final EIS.

Informational materials will also include the toll-free environmental hotline number where interested parties can get more information. SEA will log and track all inquiries. Team members will review these inquiries to determine if any additional action is necessary.

**Conrail Acquisition
Draft Environmental Outreach Strategy
North Kingsville, OH**

As part of the environmental review process, SEA prepared an outreach plan to reach disadvantaged populations potentially impacted by proposed increases in train traffic on Norfolk Southern's Ashtabula-to-Buffalo (N-070) line that runs through the City of North Kingsville.

The purpose of this outreach effort is to ensure that the Draft Environmental Impact Statement (Draft EIS), public notices, and project information are disseminated to effectively reach the area's population and allow for meaningful public input.

INFORMATION DISSEMINATION

DEIS Repositories

Libraries: SEA is sending a copy of the Draft EIS and additional information to these libraries to be placed in their reference or other appropriate section.

- ▶ Kingsville Public Library: 6006 Academy Ave., Kingsville, 44068

Media

Newspapers:

- ▶ *The Star Beacon*, daily; coverage includes all of Ashtabula County

Radio Stations:

- ▶ *WFUN - AM, 970* ; news, oldies, sports programming
- ▶ *WREO - FM, 97.1*; adult contemporary programming

Area Organizations

- ▶ Ashtabula Planning Commission

City and Elected Officials and Elected Officials

- ▶ Ashtabula Mayor's Office

PUBLIC INPUT/COMMENT

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Informational materials will also include the toll-free environmental hotline number where interested parties can get more information. SEA will log and track all inquiries. Team members will review these inquiries to determine if any additional action is necessary.

**Conrail Acquisition
Draft Environmental Outreach Strategy
Pennsauken, NJ**

As part of the environmental review process, SEA prepared an outreach plan to reach disadvantaged populations potentially impacted by proposed increases in train traffic on CSX's and Norfolk Southern's Frankford Junction-to-Camden (S-233) shared line that runs through the City of Pennsauken.

The purpose of this outreach effort is to ensure that the Draft Environmental Impact Statement (Draft EIS), public notices, and project information are disseminated to effectively reach the area's population and allow for meaningful public input.

INFORMATION DISSEMINATION

DEIS Repositories

Libraries: SEA is sending a copy of the Draft EIS and additional information to these libraries to be placed in their reference or other appropriate section.

- ▶ Pennsauken Free Public Library: 5605 Crescent Boulevard, Pennsauken, NJ 08043
- ▶ Camden County Library 203 Laurel Rd, Voorhees, NJ 08043

Media

Newspapers:

- ▶ *The Courier Post*, daily; coverage includes Camden, Burlington and Gloucester Counties

Radio Stations:

- ▶ *KYW-AM, 1060*; news programming
- ▶ *WPEN-AM, 950*; big band programming

Area Organizations

- ▶ Chamber of Commerce
- ▶ CPAC: Community Planning & Advocacy Council
- ▶ Community Information Network
- ▶ UOSS

City and Elected Officials and Elected Officials

- ▶ Mayor Ricardo V. Taylor

City Council:

- ▶ Robert Cummings
- ▶ Bill Orth
- ▶ Geri Tabako
- ▶ Steven Petrillo

PUBLIC INPUT/COMMENT

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Informational materials will also include the toll-free environmental hotline number where interested parties can get more information. SEA will log and track all inquiries. Team members will review these inquiries to determine if any additional action is necessary.

**Conrail Acquisition
Draft Environmental Outreach Strategy
Petersburg, Virginia**

As part of the environmental review process, SEA prepared an outreach plan to reach disadvantaged populations potentially impacted by proposed increases in train traffic on Norfolk Southern's Poe-to-Petersburg (N-432) line that runs through the City of Petersburg.

The purpose of this outreach effort is to ensure that the Draft Environmental Impact Statement (Draft EIS), public notices, and project information are disseminated to effectively reach the area's population and allow for meaningful public input.

INFORMATION DISSEMINATION

DEIS Repositories

Libraries: SEA is sending a copy of the Draft EIS and additional information to these libraries to be placed in their reference or other appropriate section.

- ▶ Petersburg Public Library: 137 S. Sycamore St., Petersburg, VA 23803-4257
- ▶ Petersburg Public Library: A. P. Hill Branch, 1237 Halifax St., Petersburg, VA 23803
- ▶ Petersburg Public Library: Rodof Sholom Branch, 1865 S Sycamore St., Petersburg, VA 238051
- ▶ Hopewell Public Library: 245 Center St., Petersburg, VA 23803
- ▶ Chesterfield County Library: Ettrick-Matoaca Branch, 4501 River Rd., Petersburg, VA 23803
- ▶ Appomattox Regional Library: Prince George , 6402 Courthouse Rd, Petersburg, VA 23801
- ▶ Dinwiddie Appomattox Regional Library: 5736 Boydton Plank Rd., Petersburg, VA 23803

Media

Newspapers:

- ▶ *The Petersburg Progress Index*, daily; coverage includes all of Petersburg
- ▶ *The Petersburg Monitor*, weekly; coverage includes Petersburg City

Radio Stations:

- ▶ *WREJ-AM, 1540*; gospel programming
- ▶ *WSOJ-FM, 100.3*; urban contemporary programming
- ▶ *WZOD-AM, 1290*; oldies programming

Area Organizations

- ▶ Small Business Development Center
- ▶ United Way

City and Elected Officials and Elected Officials

- ▶ Mayor Rosalyn R Dance
- ▶ Vice Mayor Larry C Tucker
- ▶ City Manager B David Canada

City Council:

- ▶ Joe R. East, Jr.
- ▶ Kevin A. Hill
- ▶ Annie M. Mickens
- ▶ George Pilarinos
- ▶ Dama E. Rice
- ▶ Susan Crawford

PUBLIC INPUT/COMMENT

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Informational materials will also include the toll-free environmental hotline number where

interested parties can get more information. SEA will log and track all inquiries. Team members will review these inquiries to determine if any additional action is necessary.



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**Conrail Acquisition
Draft Environmental Outreach Strategy
Philadelphia, Pennsylvania**

As part of the environmental review process, SEA prepared an outreach plan to reach disadvantaged populations potentially impacted by proposed increases in train traffic on CSX's and Norfolk Southern's Park Junction-to-Frankford Junction (S-232) line that runs through the City of Philadelphia.

The purpose of this outreach effort is to ensure that the Draft Environmental Impact Statement (Draft EIS), public notices, and project information are disseminated to effectively reach the area's population and allow for meaningful public input.

INFORMATION DISSEMINATION

DEIS Repositories

Libraries: SEA is sending a copy of the Draft EIS and additional information to these libraries to be placed in their reference or other appropriate section.

- ▶ The Free Library of Philadelphia: 1901 Vine Street, Philadelphia, PA 19103
- ▶ Bushrod Branch Library: 6304 Castor Avenue, Philadelphia, PA 19149
- ▶ Bustleton Avenue Branch Library: 10199 Bustleton Avenue, Philadelphia, PA 19116
- ▶ Chestnut Hill Branch Library: 8711 Germantown Avenue, Philadelphia, PA 19118
- ▶ Eastwick Branch Library: 2851 Island Avenue, Philadelphia, PA 19153
- ▶ Fox Chase Branch Library: 501 Rhawn Street, Philadelphia, PA 19124
- ▶ Haverford Branch Library: 5543 Haverford Avenue, Philadelphia, PA 19139
- ▶ Northwest Regional Library: 68 W. Cheltenham Avenue, Philadelphia, PA 19144
- ▶ RG DeRodriguez Branch Library: 600 W. Girard Avenue, Philadelphia, PA

19123

- ▶ Richmond Branch Library: 2987 Almond Street, Philadelphia, PA 19134
- ▶ South Philadelphia Branch Library: 1700 S. Broad Street, Philadelphia, PA 19145
- ▶ Welsh Road Branch Library: 9233 Roosevelt Boulevard, Philadelphia, PA 19114

Newspapers:

- ▶ *Philadelphia Daily News*, daily; coverage includes Southeastern Pennsylvania and Southern New Jersey
- ▶ *Philadelphia Inquirer*, daily; coverage includes Southeastern Pennsylvania and Southern New Jersey
- ▶ *Chestnut Hill Local*, weekly
- ▶ *Philadelphia City Paper*, weekly
- ▶ *Girard Home News*, weekly
- ▶ *The Globe Times*, weekly
- ▶ *La Actualidad*, weekly
- ▶ *Philadelphia New Observer*, weekly
- ▶ *Philadelphia Sun*, weekly
- ▶ *Philadelphia Tribune*, tri-weekly
- ▶ *Philadelphia Weekly*, weekly
- ▶ *The Review*, weekly
- ▶ *Scoop USA*, weekly

Radio Stations:

- ▶ *KYW-AM, 1060*, news programming
- ▶ *WHAT-AM, 1340*, talk and urban contemporary programming
- ▶ *WIP-AM, 610*, talk and sports programming
- ▶ *WJAZ-FM, 91.7*, classical and jazz programming
- ▶ *WKDU-FM, 91.7*, variety programming
- ▶ *WOGL-FM, 98.1*, oldies programming
- ▶ *WPHE-AM, 690*, Hispanic - talk programming
- ▶ *WRTI-FM, 90.1*, classical and jazz programming
- ▶ *WURD-AM, 900*, Hispanic programming
- ▶ *WUSL-FM, 98.9*, urban contemporary programming
- ▶ *WXPB-FM, 88.5*, adult album alternative programming
- ▶ *WVSP-FM, 94.1*, rock programming

Area Organizations

- ▶ Department of Human Services
- ▶ The Office of City Representative
- ▶ The Office of Housing and Community Development
- ▶ Mayor's Office of Community Services
- ▶ Minority Business Enterprise Council
- ▶ Philadelphia Commission on Human Relations
- ▶ The Committee of Seventy
- ▶ Philadelphia Empowerment Zone
- ▶ Delaware Valley Regional Planning Commission
- ▶ Clean Air Council

City and Elected Officials and Elected Officials

- ▶ Mayor Edward G. Rendell
- ▶ President of City Council, John F. Street
- ▶ Council-at-Large, Augusta A. Clark
- ▶ Council-at-Large, David Cohen
- ▶ Council-at-Large, Happy Fernandez
- ▶ Council-at-Large, Frank Rizzo, Jr.
- ▶ Council-at-Large, James Kenney
- ▶ Council-at-Large, Thacher Longstreth
- ▶ Council-at-Large, Angel Ortiz
- ▶ First District, Frank DiCicco
- ▶ Second District, Anna C. Verna
- ▶ Third District, Jannie L. Blackwell
- ▶ Fourth District, Michael A. Nutter
- ▶ Fifth District, John F. Street
- ▶ Sixth District, Joan L. Krajewski
- ▶ Seventh District, Richard Mariano
- ▶ Eight District, Donna Reed Miller
- ▶ Ninth District, Marian B. Tasco
- ▶ Tenth District, Brian J. O'Neil

PUBLIC INPUT/COMMENT

All informational materials SEA distributes will include the contact name and address where written comments can be submitted, and the comment due date. All comments submitted will be logged into a central comment tracking database and distributed to appropriate team members. Team members will carefully review all comments and determine follow-up steps. All comments will be addressed by topic area in the Final EIS.

Informational materials will also include the toll-free environmental hotline number where

interested parties can get more information. SEA will log and track all inquiries. Team members will review these inquiries to determine if any additional action is necessary.

Conrail Acquisition Draft Environmental Outreach Strategy Plymouth, IN

As part of the environmental review process, SEA prepared an outreach plan to reach disadvantaged populations potentially impacted by proposed increases in train traffic on CSX's Warsaw, IN -to- Tolleston, IN, (C-026) line that runs through the City of Plymouth, IN.

The purpose of this outreach effort is to ensure that the Draft Environmental Impact Statement (Draft EIS), public notices, and project information are disseminated to effectively reach the area's population and allow for meaningful public input.

INFORMATION DISSEMINATION

DEIS Repositories

Libraries: SEA is sending a copy of the Draft EIS and additional information to these libraries to be placed in their reference or other appropriate section.

- ▶ Plymouth Public Library; 201 North Center Street, Plymouth, IN, 46563-2103

Media

Newspapers:

- ▶ *South Bend Tribune*; coverage includes North Indiana and South-West Michigan
- ▶ *The Bremen Enquirer*; coverage includes all of Marshall County
- ▶ *Bourbon News Mirror*; coverage includes all of Marshall County
- ▶ *The Culver Citizen*; coverage includes all of Marshall County

Radio Stations:

- ▶ *WTCA - AM, 1050*; oldies programming
- ▶ *WZOC - FM, 94.3*; oldies programming

Area Organizations

- ▶ Chamber of Commerce
- ▶ Plymouth Conservation Club

City and Elected Officials and Elected Officials

- ▶ Jack Greenlee, Mayor

PUBLIC INPUT/COMMENT

All informational materials SEA distributes will include the contact name and address where written comments can be submitted, and the comment due date. All comments submitted will be logged into a central comment tracking database and distributed to appropriate team members. Team members will carefully review all comments and determine follow-up steps. All comments will be addressed by topic area in the Final EIS.

Informational materials will also include the toll-free environmental hotline number where interested parties can get more information. SEA will log and track all inquiries. Team members will review these inquiries to determine if any additional action is necessary.

**Conrail Acquisition
Draft Environmental Outreach Strategy
Portage, IN**

As part of the environmental review process, SEA prepared an outreach plan to reach disadvantaged populations potentially impacted by proposed increases in train traffic on CSX's Warsaw, IN -to- Tolleston, IN (C-026) line that runs through the City of Portage, IN.

The purpose of this outreach effort is to ensure that the Draft Environmental Impact Statement (Draft EIS), public notices, and project information are disseminated to effectively reach the area's population and allow for meaningful public input.

INFORMATION DISSEMINATION

DEIS Repositories

Libraries: SEA is sending a copy of the Draft EIS and additional information to these libraries to be placed in their reference or other appropriate section.

- ▶ Portage Public Library: 2670 Lois Street, Portage, IN, 46368

Media

Newspapers:

- ▶ *Chesterton Tribune*, coverage includes all of Porter County
- ▶ *Post - Tribune*, coverage includes all of Lake and Porter Counties

Radio Stations:

- ▶ *WAKE-AM, 1500*; adult standard programming

Area Organizations

- ▶ Portage Chamber of Commerce

City and Elected Officials and Elected Officials

- ▶ Sammy L. Maletta, Mayor of Portage

PUBLIC INPUT/COMMENT

All informational materials SEA distributes will include the contact name and address where written comments can be submitted, and the comment due date. All comments submitted will be logged into a central comment tracking database and distributed to appropriate team members. Team members will carefully review all comments and determine follow-up steps. All comments will be addressed by topic area in the Final EIS.

Informational materials will also include the toll-free environmental hotline number where interested parties can get more information. SEA will log and track all inquiries. Team members will review these inquiries to determine if any additional action is necessary.

**Conrail Acquisition
Draft Environmental Outreach Strategy
Ripley, NY**

As part of the environmental review process, SEA prepared an outreach plan to reach disadvantaged populations potentially impacted by proposed increases in train traffic on Norfolk Southern's Buffalo, NY-to-Ashtabula, OH (N-070) line that runs through the City of Ripley, NY.

The purpose of this outreach effort is to ensure that the Draft Environmental Impact Statement (Draft EIS), public notices, and project information are disseminated to effectively reach the area's population and allow for meaningful public input.

INFORMATION DISSEMINATION

DEIS Repositories

Libraries: SEA is sending a copy of the Draft EIS and additional information to these libraries to be placed in their reference or other appropriate section.

- ▶ Ripley Free Library: 64 West Main Street, Ripley, NY 14775

Media

Newspapers:

- ▶ *Westfield County Quality Guide*, weekly

City and Elected Officials and Elected Officials

- ▶ Supervisor John Potter

City Council

- ▶ Dean Utteg
- ▶ Craig Rotunda
- ▶ Allan Waters

PUBLIC INPUT/COMMENT

All informational materials SEA distributes will include the contact name and address where

written comments can be submitted, and the comment due date. All comments submitted will be logged into a central comment tracking database and distributed to appropriate team members. Team members will carefully review all comments and determine follow-up steps. All comments will be addressed by topic area in the Final EIS.

Informational materials will also include the toll-free environmental hotline number where interested parties can get more information. SEA will log and track all inquiries. Team members will review these inquiries to determine if any additional action is necessary.

**Conrail Acquisition
Draft Environmental Outreach Strategy
Valparaiso, IN
Wanatah, IN**

As part of the environmental review process, SEA prepared an outreach plan to reach disadvantaged populations potentially impacted by proposed increases in train traffic on CSX's Warsaw, IN.-to-Tolleston, IN (C-026) line that runs through the Cities of Valparaiso, IN and Wanatah, IN.

The purpose of this outreach effort is to ensure that the Draft Environmental Impact Statement (Draft EIS), public notices, and project information are disseminated to effectively reach the area's population and allow for meaningful public input.

INFORMATION DISSEMINATION

DEIS Repositories

Libraries: SEA is sending a copy of the Draft EIS and additional information to these libraries to be placed in their reference or other appropriate section.

- ▶ Valparaiso Public Library; 103 Jefferson Street, Valparaiso, IN, 46383-4820
- ▶ Porter County Public Library; 403 West 700 North Long Run Road, Valparaiso, IN, 46385
- ▶ Wanatah Public Library; P.O. Box 299, 104 North Main, Wanatah, IN, 46390

Media

Newspapers:

- ▶ *Northwest Indiana Journal*, daily; coverage includes Northwest Indiana
- ▶ *The Vidette Times*, weekly; coverage includes all of Porter County

Radio Stations:

- ▶ *WAKE - AM, 1500*; adult standard programming
- ▶ *WLJE - FM, 105.5*; country programming

Area Organizations

- ▶ Valparaiso Chamber of Commerce
- ▶ La Porte County Chamber of Commerce

City and Elected Officials and Elected Officials

- ▶ David A. Butterfield, Mayor

Valparaiso City Council

- ▶ Anthony W. Hahn
- ▶ Al Eisenmenger
- ▶ Don Larr
- ▶ Aaron Carlberg
- ▶ Don Ragsdale
- ▶ Jon Costas
- ▶ James Ellsworth

Wanatah City Council

- ▶ Nathan Howell, President

PUBLIC INPUT/COMMENT

All informational materials SEA distributes will include the contact name and address where written comments can be submitted, and the comment due date. All comments submitted will be logged into a central comment tracking database and distributed to appropriate team members. Team members will carefully review all comments and determine follow-up steps. All comments will be addressed by topic area in the Final EIS.

Informational materials will also include the toll-free environmental hotline number where interested parties can get more information. SEA will log and track all inquiries. Team members will review these inquiries to determine if any additional action is necessary.

**Conrail Acquisition
Draft Environmental Outreach Strategy
Bourbon, IN
Etna Green, IN
Warsaw, IN**

As part of the environmental review process, SEA prepared an outreach plan to reach disadvantaged populations potentially impacted by proposed increases in train traffic on CSX's Warsaw, IN -to- Tolleston, IN (C-026) line that runs through the Cities of Warsaw, Etna Green, and Bourbon.

The purpose of this outreach effort is to ensure that the Draft Environmental Impact Statement (Draft EIS), public notices, and project information are disseminated to effectively reach the area's population and allow for meaningful public input.

INFORMATION DISSEMINATION

DEIS Repositories

Libraries: SEA is sending a copy of the Draft EIS and additional information to these libraries to be placed in their reference or other appropriate section.

- ▶ Warsaw Public Library; 310 East Main Street, Warsaw, IN 46580
- ▶ Bourbon Public Library; 307 North Main Street, Bourbon, IN 46504

Media

Newspapers:

- ▶ *The Warsaw Times-Union*; coverage includes Warsaw, Bourbon, Etna Green, Syracuse, and Pierceton

Radio Stations:

- ▶ *WLZQ - FM, 101.1*; adult contemporary programming
- ▶ *WRSW - AM, 1480*; rock programming
- ▶ *WRSW - FM, 107.3*; classic rock programming

Area Organizations

- ▶ Warsaw Chamber of Commerce

City and Elected Officials and Elected Officials

- ▶ Ernest Wiggins, Mayor of Warsaw

Bourbon City Council

- ▶ Bill Keyser, President
- ▶ Larry Wattenberger
- ▶ Ken Keller, Sr.
- ▶ Jacqueline Murphy

Etna Green City Council

- ▶ Andy Cook, President
- ▶ Laura Baker, Clerk-Treasurer

PUBLIC INPUT/COMMENT

All informational materials SEA distributes will include the contact name and address where written comments can be submitted, and the comment due date. All comments submitted will be logged into a central comment tracking database and distributed to appropriate team members. Team members will carefully review all comments and determine follow-up steps. All comments will be addressed by topic area in the Final EIS.

Informational materials will also include the toll-free environmental hotline number where interested parties can get more information. SEA will log and track all inquiries. Team members will review these inquiries to determine if any additional action is necessary.

**Conrail Acquisition
Draft Environmental Outreach Strategy
Westfield Village, NY**

As part of the environmental review process, SEA prepared an outreach plan to reach disadvantaged populations potentially impacted by proposed increases in train traffic on Norfolk Southern's Ashtabula-to-Buffalo (N-070) line that runs through Westfield Village.

The purpose of this outreach effort is to ensure that the Draft Environmental Impact Statement (Draft EIS), public notices, and project information are disseminated to effectively reach the area's population and allow for meaningful public input.

INFORMATION DISSEMINATION

DEIS Repositories

Libraries: SEA is sending a copy of the Draft EIS and additional information to these libraries to be placed in their reference or other appropriate section.

- ▶ Patterson Library: 40 South Portage St. Westfield NY 14787

Media

Newspapers:

- ▶ *West County Quality Guide*, weekly

Radio Stations:

- ▶ *WJTN-AM, 1240*; full-service programming

Area Organizations

- ▶ Westfield Village Chamber of Commerce

City and Elected Officials and Elected Officials

- ▶ Mayor Ronald D. Catalano
- ▶ Deputy Mayor Jerry Laporte

Board of Trustees

- ▶ Harry L. Barton
- ▶ David L. Carr
- ▶ William H. Imm

PUBLIC INPUT/COMMENT

All informational materials SEA distributes will include the contact name and address where written comments can be submitted, and the comment due date. All comments submitted will be logged into a central comment tracking database and distributed to appropriate team members. Team members will carefully review all comments and determine follow-up steps. All comments will be addressed by topic area in the Final EIS.

Informational materials will also include the toll-free environmental hotline number where interested parties can get more information. SEA will log and track all inquiries. Team members will review these inquiries to determine if any additional action is necessary.

**Letter to Reference Librarian
in Additional Environmental Justice Communities**

Following is a copy of a letter SEA prepared for reference librarians in newly identified environmental justice communities requesting that the librarians place the Draft EIS in a reference or other appropriate section of their libraries for public review. SEA sent copies of the Draft EIS and this accompanying cover letter to local libraries in communities with potential environmental justice issues resulting from additional environmental analysis.

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SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Section of Environmental Analysis

February 27, 1998

Re: Finance Docket No. 33388 -- CSX and Norfolk Southern -- Control and Acquisition -- Conrail: Draft Environmental Impact Statement and New Information

Dear Reference Librarian:

On June 23, 1997, CSX Corporation (CSX) and Norfolk Southern Corporation (NS) jointly applied to the Surface Transportation Board (Board) for authority to acquire Conrail, Inc. and subsequently divide Conrail's assets. The Board's Section of Environmental Analysis (SEA) has prepared a Draft Environmental Impact Statement (Draft EIS) to evaluate and consider the potential environmental impacts of the Proposed Conrail Acquisition. SEA is asking your library to place the Draft EIS and this new information in a reference or other appropriate section to allow for public access and review. Please keep all these materials available until at least April 15, 1998.

In the continuing process of evaluation, SEA has identified some potential hazardous materials transportation safety, noise, and/or highway/rail at-grade crossing safety and delay impacts of the Proposed Acquisition that could affect your county. This information was not included in the Draft EIS and is based in part on updated data that was not received until after the Draft EIS was issued. Enclosed with this letter is the new information regarding your county. The Draft EIS addresses potential environmental effects that include safety, transportation, air quality, noise, historic and cultural resources, energy, water resources, biological resources, hazardous materials transport, land use, Native American issues, and environmental justice. The Draft EIS also includes SEA's preliminary recommendations for mitigating the possible environmental effects of the Proposed Conrail Acquisition.

To ensure that anyone affected by the information has the opportunity to review and comment on it, SEA is providing a limited 45-day comment period. During this period, anyone affected by SEA's refined analysis may submit written comments to SEA on the potential environmental effects of that information on their county. Written comments addressing that information must be submitted to SEA no later than April 15, 1998. SEA will consider any timely comments in the Final EIS, which is scheduled to be issued in late May 1998. The Board will then consider the entire environmental record, including all public comments, the Draft EIS, and the Final EIS in making its final decision on the Proposed Conrail Acquisition. The Board

will hold an open voting conference on June 8, 1998 and intends to issue its final decision on July 23, 1998.

Thank you for your assistance in this matter. Should you have any questions or comments, please call SEA's toll-free Environmental Hotline at 1-888-869-1997 or access the web site at <<http://www.conrailmerger.com>>.

Sincerely yours,

A handwritten signature in cursive script that reads "Elaine K. Kaiser".

Elaine K. Kaiser
Environmental Project Director
Section of Environmental Analysis

Enclosure

**Letter to Mayors and County Administrators
in Additional Environmental Justice Communities**

Following are sample copies of letters SEA prepared for mayors and county administrators in newly identified environmental justice communities.

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SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Section of Environmental Analysis

February 27, 1998

Honorable Dorsey L. Wilson
Mayor
City of Manchester, Georgia
PO. Box 366
Manchester, GA 31816

Re: Finance Docket No. 33388 -- CSX and Norfolk Southern -- Control and
Acquisition -- Conrail: Draft Environmental Impact Statement and New
Information

Dear Mayor Wilson:

As you may know, on June 23, 1997 CSX Corporation (CSX) and Norfolk Southern Corporation (NS) jointly applied to the Surface Transportation Board (Board) for authority to acquire Conrail Inc. and subsequently divide Conrail's assets. The Board's Section of Environmental Analysis (SEA) has prepared a Draft Environmental Impact Statement (Draft EIS) to evaluate and consider the potential environmental impacts of the Proposed Conrail Acquisition.

Enclosed is a copy of the Draft EIS. Based on SEA's continuing analysis, new hazardous materials transportation safety and noise information relating specifically to your county has been identified for your review and comment. As you can see, based on this data, SEA has preliminarily identified potential environmental effects including hazardous materials transportation safety, noise and/or highway/rail at-grade crossing safety and delay impacts resulting from increased train traffic along the C-377 rail line segment from Manchester, Georgia to LaGrange, Georgia in your county. SEA has also concluded that some of these potential environmental impacts may have high, adverse and disproportionate effects on minority and low-income communities.

Your participation in the EIS process is important in helping to address potential environmental impacts that could result from the Proposed Conrail Acquisition and ensuring that effective mitigation measures are undertaken where appropriate. Accordingly, SEA is providing an additional 45-day comment period for your county, limited to the new hazardous materials transportation safety, noise and highway/rail at-grade crossing safety and delay information provided here.

SEA will consider any comments received from your county in preparing the Final EIS. All comments must be filed with SEA no later than April 15, 1998, because the Final EIS is scheduled to be issued in late May 1998. The Board will consider the entire environmental record, including all public comments, the Draft EIS, and the Final EIS in making its final decision on the Proposed Conrail Acquisition. The Board will hold an open voting conference on June 8, 1998 and intends to issue its final decision on July 23, 1998.

Citizens who wish to file a comment may submit one original. However, government agencies and businesses are required to submit an original plus 10 copies.

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

In the lower left hand corner, indicate:

Attn: Elaine K. Kaiser
Environmental Project Director
Section of Environmental Analysis
Environmental Filing

If you have any questions, please feel free to contact Mike Dalton, SEA's Program Manager for the Proposed Conrail Acquisition, at (202) 565-1530.

Sincerely,



Elaine K. Kaiser
Environmental Project Director
Section of Environmental Analysis

Enclosure



SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Section of Environmental Analysis

February 27, 1998

Mr. Ray Borggren
Board Of Commissioners President
Marshall County
112 W. Jefferson Street
Plymouth, IN 46563-1764

Re: Finance Docket No. 33388 -- CSX and Norfolk Southern -- Control and
Acquisition -- Conrail: Draft Environmental Impact Statement and New
Information

Dear Mr. Borggren:

As you may know, on June 23, 1997 CSX Corporation (CSX) and Norfolk Southern Corporation (NS) jointly applied to the Surface Transportation Board (Board) for authority to acquire Conrail Inc. and subsequently divide Conrail's assets. The Board's Section of Environmental Analysis (SEA) has prepared a Draft Environmental Impact Statement (Draft EIS) to evaluate and consider the potential environmental impacts of the Proposed Conrail Acquisition.

Enclosed is a copy of the Draft EIS. Based on SEA's continuing analysis, new hazardous materials transportation safety and noise information relating specifically to your county has been identified for your review and comment. As you can see, based on this data, SEA has preliminarily identified potential environmental effects including hazardous materials transportation safety, noise and/or highway/rail at-grade crossing safety and delay impacts resulting from increased train traffic along the C-026 rail line segment from Warsaw, Indiana to Tolleston, Indiana in your county. SEA has also concluded that some of these potential environmental impacts may have high, adverse and disproportionate effects on minority and low-income communities.

Your participation in the EIS process is important in helping to address potential environmental impacts that could result from the Proposed Conrail Acquisition and ensuring that effective mitigation measures are undertaken where appropriate. Accordingly, SEA is providing an additional 45-day comment period for your county, limited to the new hazardous materials transportation safety, noise and highway/rail at-grade crossing safety and delay information provided here.

SEA will consider any comments received from your county in preparing the Final EIS. All comments must be filed with SEA no later than April 15, 1998, because the Final EIS is scheduled to be issued in late May 1998. The Board will consider the entire environmental record, including all public comments, the Draft EIS, and the Final EIS in making its final decision on the Proposed Conrail Acquisition. The Board will hold an open voting conference on June 8, 1998 and intends to issue its final decision on July 23, 1998.

Citizens who wish to file a comment may submit one original. However, government agencies and businesses are required to submit an original plus 10 copies.

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

In the lower left hand corner, indicate:
Attn: Elaine K. Kaiser
Environmental Project Director
Section of Environmental Analysis
Environmental Filing

If you have any questions, please feel free to contact Mike Dalton, SEA's Program Manager for the Proposed Conrail Acquisition, at (202) 565-1530.

Sincerely,



Elaine K. Kaiser
Environmental Project Director
Section of Environmental Analysis

Enclosure

Follow-up Letter to County Administrators in Consultation Communities

SEA sent a follow-up letter to county administrators in communities that could be affected by newly identified potential hazardous materials transportation safety and/or noise impacts. The letter included a description of these potential impacts and solicited comments from the communities within a 45-day comment period. Following is a copy of the letter.

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SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Section of Environmental Analysis

February 27, 1998

Re: Finance Docket No. 33388 -- CSX and Norfolk Southern -- Control and
Acquisition -- Conrail: Community Notification -- New Analysis

Dear County Administrator:

In mid-December, you were mailed a copy of the Draft Environmental Impact Statement (Draft EIS), prepared by the Surface Transportation Board's Section of Environmental Analysis (SEA), regarding the potential environmental effects of the Proposed Acquisition of Conrail, Inc. by Norfolk Southern Railroad and CSX Railroad. On January 12, 1998, SEA sent an Errata to all interested parties in an effort to facilitate review of the Draft EIS, clarify some of its information, and correct data discrepancies. Comments on the Draft EIS were due February 2, 1998.

In the continuing process of evaluation, SEA has identified some potential hazardous materials transportation safety and/or noise impacts that could affect your county. This information was not in the Draft EIS and is based in part on updated data that was not received until after the Draft EIS was issued. Enclosed with this letter is the new information regarding your county.

This new information does not change or alter SEA's prior analysis, results, or preliminary mitigation recommendations in other environmental impact areas, nor does it affect the integrity of the information contained in the Draft EIS. However, to ensure that your county has the opportunity to comment on the new analysis, SEA is providing a 45-day comment period for your county that is limited to the new information provided here. SEA will consider any comments received from your county by April 15, 1998 in preparing a Final EIS. Public comments must be filed with SEA no later than that date because the Final EIS is scheduled to be issued in late May 1998.

The Board will consider the entire environmental record, including all public comments, the Draft EIS, and the Final EIS in making its final decision on the Proposed Conrail Acquisition. The Board will hold an open voting conference on June 8, 1998 and intends to issue its final written decision on July 23, 1998.

If you have any questions or comments, please call SEA's toll-free Environmental Hotline at 1-888-869-1997 or access the web site at <<http://www.conrailmerger.com>>. Thank you for your interest and participation in the EIS process.

Sincerely yours,

A handwritten signature in cursive script that reads "Elaine K. Kaiser".

Elaine K. Kaiser
Environmental Project Director
Section of Environmental Analysis

Enclosure

APPENDIX R
All Relevant Board Decisions



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APPENDIX R ALL RELEVANT BOARD DECISIONS

This appendix includes copies of the Surface Transportation Board's (the Board's) decisions relevant to the proposed Conrail Acquisition. The following list identifies and briefly describes the Board's decisions. Copies of the Board's decisions follow in the listed order.

- STB Finance Docket No. 33388 — Board Decision No. 6. This Board decision, effective May 30, 1997, is a notice of issuance of the final procedural schedule.
- STB Finance Docket No. 33388 — Board Decision No. 9. This Board decision, effective June 11, 1997, grants a waiver to the Applicants¹ to file separate applications for seven construction projects in advance of final ruling on the primary Application.
- STB Finance Docket No. 33388 — Board Decision No. 12. This Board decision, effective July 23, 1997, is a notice of acceptance of the primary application and related filings, and a notice of related proposed abandonments.
- STB Finance Docket No. 33388 — Board Decision No. 52. This Board decision, effective November 3, 1997, requires the Applicants to prepare Safety Integration Plans.
- STB Finance Docket No. 33388 — Board Decision No. 54. This Board decision, effective November 12, 1997, is a notice of acceptance of Responsive Applications and related filing.
- STB Finance Docket No. 33388 (Sub-No.1). This Board decision, effective November 25, 1997, gives the Board's final approval to the Applicants, subject to certain environmental mitigation conditions, to build seven proposed construction projects.

¹ "The Applicants" refers to CSX Corporation and CSX Transportation, Inc. (CSX); Norfolk Southern Corporation and Norfolk Southern Railway Company (NS); and Conrail, Inc., and Consolidated Rail Corporation (Conrail).

- STB Finance Docket No. 33388 — Board Decision No. 71. This Board decision, effective March 17, 1998, directs SEA and the consultants to cease, until April 15, 1998, any further informal discussions with the affected parties in the Greater Cleveland Area².
- STB Finance Docket No. 33388 — Board Decision No. 73. This Board decision, effective March 20, 1998, clarifies that Decision No. 71 was intended to facilitate negotiations among the various interested parties.
- STB Finance Docket No. 33388 — Board Decision No. 75. This Board decision, effective April 15, 1998, acknowledges that the parties referenced in Decision Nos. 71 and 73 remain in serious negotiations and extends the prohibition on further informal discussions by SEA and the consultants to April 23, 1998.

² The Greater Cleveland area includes Cleveland, East Cleveland, Berea, Brook Park, Olmstead Falls, and the West Shore suburbs (Lakewood, Bay Village, Rocky River, and Westlake).

BOARD DECISION NO. 6

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SURFACE TRANSPORTATION BOARD

DECISION

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: Decision No. 6; Notice of Issuance of Procedural Schedule.

SUMMARY: Having received public comments on applicants' proposed procedural schedule and applicants' reply to those comments, the Board is issuing a final procedural schedule. This schedule provides for issuance of a final decision no later than 350 days after filing of the primary application.

EFFECTIVE DATE: The effective date of this decision is May 30, 1997. Notices of intent to participate in this proceeding will be due 45 days after the primary application is filed. All descriptions of inconsistent and responsive applications, as well as any petitions for waiver or clarification with respect thereto, will be due 60 days after the primary application is filed. All comments, protests, requests for conditions, inconsistent and responsive applications, and any other opposition evidence and argument will be due 120 days after the primary application is filed. For further information, see the procedural schedule set forth below.

ADDRESSES: An original and 25 copies¹ of all documents, referring to STB Finance Docket No. 33388, must be sent to the Office of the Secretary, Case Control Branch, ATTN: STB Finance Docket No. 33388, Surface Transportation Board, 1925 K Street, N.W., Washington, DC 20423-0001.² In addition, one copy of all documents in this proceeding must be sent to Administrative Law Judge Jacob Leventhal, Federal Energy Regulatory Commission, 888 First Street, N.E., Suite 11F, Washington, DC 20426 [(202) 219-2538; FAX: (202) 219-3289] and to each of the applicants' representatives: (1) Dennis G. Lyons, Esq., Arnold & Porter, 555 12th Street, N.W., Washington, DC 20004-1202; (2) Richard A. Allen, Esq., Zuckert Scoutt & Rasenberger, L.L.P., Suite 600, 888 Seventeenth Street, N.W., Washington, DC 20006-3939; and (3) Paul A. Cunningham, Esq., Harkins Cunningham, Suite 600, 1300 Nineteenth Street, N.W., Washington, DC 20036.

FOR FURTHER INFORMATION CONTACT: Julia M. Farr, (202) 565-1613. [TDD for the hearing impaired: (202) 565-1695.]

SUPPLEMENTARY INFORMATION: On April 10, 1997, CSX Corporation (CSXC), CSX Transportation, Inc. (CSXT), Norfolk Southern Corporation (NSC), Norfolk Southern Railway

¹ In addition to submitting an original and 25 copies of all documents filed with the Board, parties are requested also to submit all pleadings and attachments as computer data contained on a 3.5-inch diskette formatted for WordPerfect 7.0 (or formatted so that it can be converted into WordPerfect 7.0) and clearly labeled with the identification acronym and number of the pleading contained on the diskette. *See* 49 CFR 1180.4(a)(2). The computer data contained on the computer diskettes submitted to the Board will be subject to the protective order granted in Decision No. 1, served on April 16, 1997 (as modified in Decision No. 4, served May 2, 1997), and is for the exclusive use of Board employees reviewing substantive and/or procedural matters in this proceeding. The flexibility provided by such computer data will facilitate timely review by the Board and its staff.

² In order for a document to be considered a formal filing, the Board must receive an original and 25 copies of the document, which must show that it has been properly served. Documents transmitted by facsimile (FAX), as in the past, will not be considered formal filings and thus are not encouraged because they will result in unnecessarily burdensome, duplicative processing in what we expect to become a voluminous record.

Applicants may file in bound volumes an original and 25 copies of related applications, petitions, and notices of exemption; however, to facilitate our processing of these related filings, we will require that applicants also file two unbound copies of each of these filings.

Company (NSR), Conrail Inc. (CRI), and Consolidated Rail Corporation (CRC)³ filed a notice of intent (CSX/NS-1) that they intend to file an application under 49 U.S.C. 11323-25 (referred to as the “primary application”) seeking Board authorization for, among other things, (a) the acquisition by CSX and NS of control of Conrail, and (b) the division of the assets of Conrail by and between CSX and NS.⁴ Applicants expect to file their primary application, and any related applications, petitions, and notices, on or before July 10, 1997, but not before June 16, 1997.

In Decision No. 2, served April 21, 1997, and published that day in the *Federal Register* at 62 FR 19390, we determined that the transaction contemplated by applicants is a major transaction as defined at 49 CFR 1180.2(a), and we invited comments due May 1, 1997, on applicants’ proposed procedural schedule. Comments were filed, and on May 8, 1997, applicants filed a consolidated reply to the comments (CSX/NS-11).

Over 25 comments were received in response to Decision No. 2. Comments were filed by shipper organizations, shippers (including electric utilities), ports, railroads, government parties, and rail labor unions. We have carefully reviewed all of the comments that we received on the proposed procedural schedule. Given the magnitude of applicants’ proposed transaction concerning the restructuring of rail service within the entire Eastern United States, we have determined that a 350-day procedural schedule (which is more than applicants had proposed, but less than the statutory maximum) will ensure that all parties are accorded due process and allow

³ CSXC and CSXT are referred to collectively as CSX. NSC and NSR are referred to collectively as NS. CRI and CRC are referred to collectively as Conrail. CSX, NS, and Conrail are referred to collectively as applicants.

⁴ By letter dated April 24, 1997, applicants submitted, pursuant to 49 CFR 1013.3(a), an Amended and Restated Voting Trust Agreement (hereinafter referred to as Joint-VTA-1) that NSC, CSXC, and Green Acquisition Corporation propose to enter into with an institutional trustee, Deposit Guaranty National Bank, and a limited liability company to be formed shortly. NSC and CSXC intend that the Trustee will hold, in the voting trust (hereinafter referred to as the Joint Voting Trust) to be established pursuant to Joint-VTA-1, all common shares of Conrail Inc. (CRI): (1) acquired previously, and separately, by NSC and CSXC and currently held in separate voting trusts; or (2) hereafter acquired by NSC and CSXC pursuant to the Third Supplement (dated April 10, 1997) to the Second Offer to Purchase (the Second Offer, dated December 6, 1996). NSC and CSXC intend that the Joint Voting Trust to be established pursuant to Joint-VTA-1 will be a single consolidated voting trust ultimately superseding and replacing the previously established separate voting trusts. An informal staff opinion letter with respect to the voting trust was issued on May 8, 1997.

us time to consider fully all of the issues in this proceeding, including environmental issues, and reach a timely resolution of this matter.

In particular, this schedule will permit us to take the hard look at environmental issues as required by the National Environmental Policy Act (NEPA) and the related regulations of the Council on Environmental Quality. The Board's Section of Environmental Analysis (SEA) has determined that the preparation of an Environmental Impact Statement (EIS) is warranted for this proceeding. This determination is based on the nature and scope of environmental issues (e.g., intercity passenger service and commuter rail service) that are likely to arise in this proceeding as well as SEA's evaluation of the information available to date, including the Preliminary Environmental Report filed on May 16, 1997. We agree with SEA that an EIS is warranted in this proceeding. The procedural schedule that we are adopting will provide the necessary time to enable us to undertake an EIS.

Within this procedural schedule, we will be able to consider fully all issues affecting the public interest, and will also be able to address cumulative impacts and crossover effects of prior mergers as appropriate. Further, we will consider the transaction in light of any settlement agreements that the applicants may reach with any parties.

We are not unmindful of the concerns parties have raised regarding the amount of time necessary to prepare their cases or of the concerns applicants have raised regarding employment uncertainty among Conrail management and possible deterioration in Conrail service during the pendency of this proceeding, and have crafted the attached procedural schedule with fairness to all parties in mind. While we are sensitive to applicants' concerns and their desire to have an expedited schedule, we believe that the 350-day schedule that we are adopting is not unduly long and will not result in lasting adverse effects on the Conrail system or properties. We believe that the longer schedule is necessary and appropriate for this case to allow sufficient time for participation by the public and consideration by the Board, including the preparation of an EIS. Accordingly, we have adjusted the procedural schedule proposed by applicants to give more time for the submission and review of evidence and arguments, and to provide adequate time for preparing an EIS.

Environmental reporting for primary applicants. As indicated above, applicants filed their joint Preliminary Environmental Report (PER) on May 16, 1997. CSX and NS will provide detailed and updated information (with supporting documentation) and environmental impact analyses in the Environmental Report (ER) they will file with their primary application and related applications, petitions, and notices. CSX and NS will provide a copy of the ER to all parties of record in this proceeding; appropriate federal, state, and local agencies; and affected parties according to the Board's environmental rules found in 49 CFR part 1105.

As discussed above, SEA has determined that the preparation of an EIS is warranted for this proceeding. A notice of intent to prepare an EIS will be published in the *Federal Register* shortly, which will explain in further detail the EIS process for this proceeding. SEA will initiate public scoping as soon as possible after the joint application and environmental report are filed to allow interested persons to participate in determining the scope of the EIS that will be prepared. SEA anticipates that the final scope of the EIS will be issued approximately 80 days after the filing of the joint application.

When, as here, the preparation of an environmental impact statement is contemplated for a railroad proceeding, the Board's environmental rules at 49 CFR 1105.10(a)(1) normally require the prospective applicants to submit to SEA a 6-month prefiling notice in advance of the application. However, where appropriate, 49 CFR 1105.10(c) allows the waiver of this 6-month prefiling notice. Here, SEA for some time has been engaged in on-going consultations with both CSX and NS about the proposed merger and the potential associated environmental impacts. Moreover, the applicants' joint PER provided detailed descriptive information about the project. In these circumstances, SEA believes that there is no need for the 6-month waiting period. Therefore, as indicated in Decision No. 7 (served concurrently herewith, but not published in the *Federal Register*), the 6-month prefiling notice requirement will be waived in this case.

Environmental reporting for inconsistent and responsive applicants. In order for us to fulfill our responsibilities under NEPA and other environmental laws, inconsistent and responsive applicants must submit certain environmental information. To facilitate the environmental review process, inconsistent and responsive applicants will be required to file by Day F + 100 either (1) a verified statement that the inconsistent or responsive application will have no significant environmental impact or (2) a responsive environmental report (RER) that contains detailed environmental information regarding the inconsistent or responsive application.

The RER. The RER should comply with all requirements for environmental reports contained in our environmental rules at 49 CFR 1105.7. Also, the RER should address the environmental issues identified in the final scope of the EIS for the entire merger, to the extent such issues are applicable to the particular inconsistent or responsive application. (For example, if, in the final scope of the EIS, SEA identified potential rail commuter service impacts as an issue to be addressed, we would expect the RER also to address that issue if commuter services were involved in the particular inconsistent or responsive application.)

The RER should be based on consultations with SEA and the various agencies set forth in 49 CFR 1105.7(b). In addition, the information in the RER should be organized as follows: Executive Summary; Purpose and Need for Agency Action; Description of the Inconsistent or Responsive Application and Related Operations; Description of the Affected Environment; Description of Alternatives; Analysis of the Potential Environmental Impacts; Proposed

Mitigation; and Appropriate Appendices that include correspondence and consultation responses, bibliography, and a list of preparers.

The purpose of an RER is to provide us the information we need to assess the potential environmental impacts of all inconsistent and responsive applications in the context of the overall merger proposal. After an RER is received, SEA will verify the information contained in the document. If the RER is acceptable, SEA will include the RER with the Draft EIS for the entire merger that will be served and made available for public comment.

In order to ensure timely, consistent, and appropriate environmental documentation, inconsistent and responsive applicants must consult with SEA as early as possible. If an RER is insufficient, we may require additional environmental information or reject the inconsistent or responsive application.

A verified statement of no significant impact. If an action proposed under an inconsistent or responsive transaction would typically fall within 49 CFR 1105.6(c)(2), an RER would not be required because such an action is generally exempt from environmental review. In such a case, the inconsistent or responsive applicant would be required to file only a verified statement. The verified statement must demonstrate that the inconsistent or responsive application meets the exemption criteria of 49 CFR 1105.6(c)(2). Again, anyone desiring to file an inconsistent application or responsive application must consult with SEA as early as possible regarding the appropriate environmental documentation.

SEA will review the verified statements. If a verified statement is insufficient, we may require additional environmental information or reject the inconsistent or responsive application. The verified statements, like the RERs, will be included in the Draft EIS, which will be available for public review and comment.

Notice of intent to participate. All documents received by the Board concerning this proceeding will become part of the public record and will be placed in the public docket for inspection and copying. Only those documents considered formal filings (i.e., those meeting the filing specifications discussed above in the ADDRESSES section) will be downloaded to the so-called pleading list. Moreover, persons who submit documents that are not considered formal filings will not be placed on the service list in this proceeding.

We will compile and issue an official service list at an early stage in this proceeding to facilitate the participation of those persons who will be actively participating as "parties of record" (POR). We are requiring these persons to notify the Board, in writing, within 45 days after the primary application is filed, of their intent to participate actively in this proceeding. In order to be designated a POR, a person must submit an original plus 25 copies of the notice along with a certificate of service to the Secretary of the Board indicating that the notice has been

properly served on applicants' representatives and Judge Leventhal.⁵ Every future filing by an POR must have its own certificate of service indicating that all PORs on the service list and Judge Leventhal have been served with a copy of the filing. Members of the United States Congress will be designated as **MOC** and Governors will be designated as **GOV** on the service list. They are *not* parties of record and need *not* be served with copies of filings, unless designated as a POR.

We will continue to follow our practice regarding the service of Board actions established in *Union Pacific Corporation, Union Pacific Railroad Company, and Missouri Pacific Railroad Company--Control and Merger--Southern Pacific Rail Corporation, Southern Pacific Transportation Company, St. Louis Southwestern Railway Company, SPCSL Corp., and The Denver and Rio Grande Western Railroad Company*, Finance Docket No. 32760 (UP/SP). See UP/SP, Decision No. 15 (STB served Feb. 16, 1996), at 2-3. Copies of decisions, orders, and notices will be served only on those persons who are designated as POR, MOC, or GOV on the official service list. All other interested parties are encouraged to make advance arrangements with the Board's copy contractor, DC News & Data, Inc. (DC News), to receive copies of Board decisions, orders, and notices served in this proceeding. DC News will handle the collection of charges and the mailing and/or faxing of decisions to persons who request this service. The telephone number for DC News is: (202) 289-4357.

Comments, protests, requests for conditions, and any other opposition evidence and argument. Most commenters support Day F + 120 as the minimum time necessary to prepare comments, protests, requests for conditions, and any other opposition evidence and argument. Applicants support giving persons at least 120 days to make such submissions. We will keep Day F + 120 as the due date for the filing of comments, protests, requests for conditions, and any other opposition evidence and argument. All inconsistent and responsive applications, including comments from the United States Department of Justice (DOJ) and the United States Department of Transportation (DOT), are also due on Day F + 120. Every party intending to file an inconsistent or responsive application must contact the Office of the Secretary at (202) 565-1681 to reserve an STB Finance Docket No. 33388 Sub-Number to use in filing the description of anticipated inconsistent or responsive application due on Day F + 60. Also, as set forth above in our discussion of environmental reporting, every party intending to file an inconsistent or responsive application must file a Responsive Environmental Report or Environmental Verified Statement on Day F + 100.

⁵ The Office of the Secretary will start compiling the official service list in this proceeding after service of this decision adopting a procedural schedule. Persons named on any earlier service list will not automatically be placed on the official service list for this proceeding. Therefore, any person who wishes to be a POR must file a notice of intent to participate after the date of service of the decision and on or before Day F + 45.

Responses and rebuttals. Numerous commenters (including DOT) have requested additional time (ranging from 40-70 days) to digest and respond to comments, protests, requested conditions, and inconsistent and responsive applications. Given the complexity and magnitude of issues that potentially may arise in this proceeding, we will extend the due date proposed by applicants in their schedule by 25 days, thus providing the parties with a total of 55 days to file these responses. Responses to inconsistent and responsive applications, comments, protests, requested conditions, and opposition evidence and argument, as well as rebuttal in support of the primary application, will be due on Day F + 175.

We will not allow parties filing comments, protests, and requests for conditions to file rebuttal in support of those pleadings. Parties filing inconsistent and/or responsive applications have a right to file rebuttal evidence, while parties simply commenting, protesting, or requesting conditions do not. *UP/SP*, Decision No. 6 (ICC served Oct. 19, 1995, at 7-8, and published Oct. 23, 1995, at 60 FR 54384); *Burlington Northern Inc. and Burlington Northern Railroad Company--Control and Merger--Santa Fe Pacific Corporation and The Atchison, Topeka and Santa Fe Railway Company*, Finance Docket No. 32549, Decision No. 16 (ICC served Apr. 20, 1995), at 11. Several commenters seek additional time for parties to prepare rebuttal filings. The National Industrial Transportation League (NITL) seeks 25 days for the preparation of rebuttal filings; Allied Rail Unions (ARU), the Port Authority of New York and New Jersey, and DOT seek 30 days; and three electric utilities seek 40 days. Rebuttal in support of inconsistent and responsive applications will be due on Day F + 205, which will allow inconsistent and responsive applicants 30 days instead of 15 days to prepare their rebuttals.

Briefs. Many commenters request more time to prepare their briefs. We will expand the schedule to allow parties 20 more days to prepare their briefs (not to exceed 50 pages), which will be due on Day F + 245. Applicants state that, while their proposed transaction involves a single, overall primary application and an agreed-upon division of Conrail, their proposed transaction also involves the extension of two separate and competing railroads into the territory now served by Conrail, and separate, competing operating and marketing plans for those two railroads. Applicants therefore request to file separate, 50-page briefs because, as applicants contend, there may be a considerable number of arguments made individually by CSX and NS, and many points of opposition to be responded to that are peculiar to one or the other. Some parties argue that applicants should file a single brief. Some parties argue that, if applicants are permitted to file separate briefs, then all other parties should be permitted to file longer briefs. We will allow CSX and NS to file separate, 50-page briefs. We are unpersuaded that other parties should be permitted to file longer briefs. Applicants will have only 50 pages to address arguments of dozens of parties. Other parties should easily be able to respond to several parties in the same number of pages or less. We therefore will continue to restrict briefs to 50 pages, which we think will be more than adequate for the parties succinctly to present their arguments.

Other dates. A number of parties request additional time to prepare for oral argument (e.g., NITL requests to have 25 days to prepare for oral argument; and ARU requests to have 60 days to prepare for oral argument). Several parties urge that the Board should take more time (e.g., at least 45 days) to consider briefs before the voting conference and to take the time necessary to consider fully the overall record. We will extend the schedule to allow parties to have 45 days (Day F + 290), rather than 15 days, to prepare for oral argument (close of record). The voting conference (at the Board's discretion) is scheduled 5 days thereafter on Day F + 295, which will allow the Board 50 days, rather than 20 days, to consider the briefs. The date of service of the final decision is scheduled 55 days thereafter on Day F + 350.

Discovery. The Society of Plastics raises concern that applicants may burden parties with discovery requests before the filing of comments, and proposes revised language for the procedural schedule. We do not find it necessary to revise any language in the procedural schedule. We will clarify, however, that discovery on parties filing comments, protests, requests for conditions, and inconsistent and responsive applications may begin on Day F + 120, or earlier if parties mutually agree.

In accordance with our decision in STB Ex Parte No. 527 served on October 1, 1996, and published in the *Federal Register* on October 8, 1996 (61 FR 52710), parties should not file any discovery requests or materials with the Board unless they are attached as part of an evidentiary submission, motions to compel, or responses thereto. The Secretary's Office will otherwise reject them.

If the parties wish to engage in any discovery or establish any discovery guidelines, they are directed to consult with Administrative Law Judge Jacob Leventhal. Judge Leventhal is authorized to convene a discovery conference, if necessary and as appropriate, in Washington, DC, and to establish such discovery guidelines, if any, as he deems appropriate. However, Judge Leventhal is not authorized to make adjustments to, or to modify, the dates in the procedural schedule. We believe the schedule as adopted allows sufficient time for meaningful discovery. Any interlocutory appeal to a decision issued by Judge Leventhal will be governed by the stringent standard of 49 CFR 1115.1(c): "Such appeals are not favored; they will be granted only in exceptional circumstances to correct a clear error of judgment or to prevent manifest injustice." See *Union Pacific Corporation, Union Pacific Railroad Company and Missouri Pacific Railroad Company--Control--Chicago and North Western Transportation Company and Chicago and North Western Railway Company*, Finance Docket No. 32133, Decision No. 17, at 9 (ICC served July 11, 1994) (applying the "stringent standard" of 49 CFR 1115.1(c) to an appeal of an interlocutory decision issued by former Chief Administrative Law Judge Paul S. Cross).

Deadlines applicable to appeals and replies. As in prior merger proceedings, we think it appropriate to tighten the deadlines provided by 49 CFR 1115.1(c). Accordingly, the provisions of the second sentence of 49 CFR 1115.1(c) to the contrary notwithstanding, an appeal to a

decision issued by Judge Leventhal must be filed within 3 working days of the date of his decision, and any response to any such appeal must be filed within 3 working days thereafter. Likewise, any reply to any procedural motion filed with the Board itself in the first instance must also be filed within 3 working days of the date the motion is filed.

Errata filings. The procedural schedule that we are adopting should provide parties ample time to build a sufficient record for us to make a reasoned decision in this proceeding. We do not intend to permit this process to be marred by the filing of errata sheets significantly altering the evidence and conclusions contained in earlier submissions, as such filings may curtail the ability of parties to respond fully and adequately to the record within the time frames we have established.

Merger-related abandonments. As indicated in Decision No. 7, the procedural schedule applicable to merger-related abandonments will be as follows: (1) all merger-related abandonment proposals (which may be filed as applications, petitions, and/or notices) are to be filed, with any and all supporting documentation, simultaneously with the primary application; and (2) if the primary application is complete, we shall publish in the *Federal Register*, by Day F + 30, notice of the acceptance of the primary application as well as notice of any merger-related abandonment proposals. Thereafter, with respect to each merger-related abandonment proposal: (3) interested parties must file notifications of intent to participate in the proceeding by Day F + 45; (4) interested parties must file opposition submissions, requests for public use conditions, and/or Trails Act requests by Day F + 120; (5) applicants may file rebuttal in support of their abandonment proposals, and/or responses to any requests for public use conditions and Trails Act requests, by Day F + 175; (6) as with the primary application and all related matters, briefs shall be due by Day F + 245, oral argument will be held on Day F + 290, and a voting conference will be held, at the Board's discretion, on Day F + 295; and (7) if, in the final decision served on Day F + 350, we approve the primary application, we shall also address, in that final decision, each of the abandonment proposals, and all matters (including requests for public use conditions and Trails Act requests) relative thereto; and if we either approve or exempt any of the abandonment proposals, we shall allow interested parties to file, no later than 10 days after the date of service of the final decision, offers of financial assistance with respect to any approved or exempted abandonments.

This action will not significantly affect either the quality of the human environment or the conservation of energy resources.

Decided: May 22, 1997.

By the Board, Chairman Morgan and Vice Chairman Owen.

Vernon A. Williams
Secretary

FINAL PROCEDURAL SCHEDULE

- F - 30 Preliminary Environmental Report, including supporting documents due.
- F Primary application & related applications, petitions, and notices filed.
[Environmental Report, including all supporting documents due.]
- F + 30 *Federal Register* publication of: notice of acceptance of primary application and related applications, petitions, and notices; and notice(s) of any merger-related abandonment applications, petitions, and notices of exemption.
- F + 45 Notification of intent to participate in proceeding due.
- F + 60 Description of anticipated inconsistent and responsive applications due; petitions for waiver or clarification due with respect to such applications.
- F + 100 Responsive Environmental Report and Environmental Verified Statements for inconsistent and responsive applicants due.
- F + 120 Inconsistent and responsive applications due. All comments, protests, requests for conditions, and any other opposition evidence and argument due. Comments by U.S. Department of Justice and U.S. Department of Transportation due. With respect to all merger-related abandonments: opposition submission, requests for public use conditions, and Trails Act requests due.
- F + 150 Notice of acceptance (if required) of inconsistent and responsive applications published in the *Federal Register*.
- F + 175 Response to inconsistent and responsive applications due. Response to comments, protests, requested conditions, and other opposition arguments and evidence due. Rebuttal in support of primary application and related applications, petitions, and notices due. With respect to all merger-related abandonments: rebuttal due; and responses to requests for public use and Trails Act conditions due.
- F + 205 Rebuttal in support of inconsistent and responsive applications due.
- F + 245 Briefs due, all parties (not to exceed 50 pages).
- F + 290 Oral argument (close of record).

F + 295 Voting conference (at Board's discretion).

F + 350 Date of service of final decision.
With respect to any approved or exempted abandonments: offers of financial assistance may be filed no later than 10 days after the date of service of the final decision.

Notes: Immediately upon each evidentiary filing, the filing party will place all documents relevant to the filing (other than documents that are privileged or otherwise protected from discovery) in a depository open to all parties, and will make its witnesses available for discovery depositions. Access to documents, subject to protective order, will be appropriately restricted. Parties seeking discovery depositions may proceed by agreement. Discovery on responsive and inconsistent applications will begin immediately upon their filing. The Administrative Law Judge assigned to this proceeding will have the authority initially to resolve any discovery disputes.

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BOARD DECISION NO. 9

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SURFACE TRANSPORTATION BOARD

DECISION

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

Decision No. 9¹

Decided: June 11, 1997

On April 10, 1997, CSX Corporation (CSXC), CSX Transportation, Inc. (CSXT), Norfolk Southern Corporation (NSC), Norfolk Southern Railway Company (NSR), Conrail Inc. (CRI), and Consolidated Rail Corporation (CRC)² filed their notice of intent to file an application seeking our authorization for: (a) the acquisition by CSX and NS of control of Conrail, and (b) the division of Conrail's assets by and between CSX and NS. In Decision No. 5, served and published in the *Federal Register* on May 13, 1997, at 62 FR 26352, we invited comments from interested persons respecting the CSX-1 and NS-1 petitions filed May 2, 1997, by applicants

¹ This decision also embraces the following proceedings: STB Finance Docket No. 33388 (Sub-No. 1), *CSX Transportation, Inc., and Consolidated Rail Corporation--Construction--Crestline, OH*; STB Finance Docket No. 33388 (Sub-No. 2), *CSX Transportation, Inc., and Consolidated Rail Corporation--Construction--Willow Creek, IN*; STB Finance Docket No. 33388 (Sub-No. 3), *CSX Transportation, Inc., and Consolidated Rail Corporation--Construction--Greenwich, OH*; STB Finance Docket No. 33388 (Sub-No. 4), *CSX Transportation, Inc., and Consolidated Rail Corporation--Construction--Sidney Junction, OH*; STB Finance Docket No. 33388 (Sub-No. 5), *Norfolk Southern Railway Company and Consolidated Rail Corporation--Construction--Colson/Bucyrus, OH*; STB Finance Docket No. 33388 (Sub-No. 6), *Norfolk Southern Railway Company and Consolidated Rail Corporation--Construction--Alexandria, IN*; and STB Finance Docket No. 33388 (Sub-No. 7), *Norfolk Southern Railway Company--Construction--Sidney, IL*.

² CSXC and CSXT are referred to collectively as CSX. NSC and NSR are referred to collectively as NS. CRI and CRC are referred to collectively as Conrail. CSX, NS, and Conrail are referred to collectively as applicants.

CSX and NS, wherein applicants seek, for seven construction projects, waivers of our otherwise applicable “everything goes together” rule.³ The requested waivers, if granted, would allow CSX and NS to begin construction on the seven projects following the completion of our environmental review of the constructions, and our issuance of further decisions exempting or approving construction, but in advance of a final ruling on the primary application.

Seven construction projects, more fully detailed below, are the focus of the two petitions. Applicants contend that it is important that these projects (all of which involve relatively short connections between two rail carriers and which have a total length of fewer than 4 miles) be constructed prior to a decision on the primary application. Applicants claim that these connections must be in place prior to a decision on the primary application so that, if and when we approve the primary application, CSXT (with respect to four of the connections) and NSR (with respect to the other three) will be immediately able to provide efficient service in competition with each other. Applicants contend that, without early authorization to construct these connections, both CSXT and NSR would be severely limited in their ability to serve important (though different) customers. At the same time, applicants recognize that there can be no construction until we complete our environmental review of each of these construction projects and we issue a decision approving the construction, or an exemption from our otherwise applicable construction approval criteria, and impose whatever environmental conditions that we find appropriate.

The CSX Connections. If we grant its waiver request, CSXT will file, in four separate dockets,⁴ a notice of exemption pursuant to 49 CFR 1150.36 for construction of a connection at Crestline, OH, and petitions for exemption pursuant to 49 U.S.C. 10502 and 49 CFR 1121.1 and 1150.1(a) for the construction of connections at Greenwich and Sidney, OH, and Willow Creek, IN. CSXT indicates that it would consult with appropriate federal, state, and local agencies with respect to any potential environmental effects from the construction of these connections and would file environmental reports with our Section of Environmental Analysis (SEA) at the time that the notice and petitions are filed. The connections at issue are as follows:

- (1) Two main line CRC tracks cross at Crestline, and CSXT proposes to construct in the northwest quadrant a connection track between those two CRC main lines.

³ Our regulations provide that applicants shall file, concurrently with their 49 U.S.C. 11323-25 primary application, all “directly related applications, e.g., those seeking authority to construct or abandon rail lines, * * * .” 49 CFR 1180.4(c)(2)(vi). Our regulations also provide, however, that, for good cause shown, we can waive a portion, but not all, of the requirements otherwise imposed by our regulations. 49 CFR 1180.4(f)(1).

⁴ These dockets will be sub-dockets 1, 2, 3, and 4 under STB Finance Docket No. 33388.

The connection would extend approximately 1,507 feet⁵ between approximately MP 75.4 on CRC's North-South main line between Greenwich, OH, and Indianapolis, IN, and approximately MP 188.8 on CRC's East-West main line between Pittsburgh, PA, and Ft. Wayne, IN.

- (2) CSXT and CRC cross each other at Willow Creek, and CSXT proposes to construct a connection track in the southeast quadrant between the CSXT main line and the CRC main line. The connection would extend approximately 2,800 feet between approximately MP BI-236.5 on the CSXT main line between Garrett, IN, and Chicago, IL, and approximately MP 248.8 on the CRC main line between Porter, IN, and Gibson Yard, IN (outside Chicago).
- (3) The lines of CSXT and CRC cross each other at Greenwich, and CSXT proposes to construct connection tracks in the northwest and southeast quadrants between the CSXT main line and the CRC main line. The connection in the northwest quadrant would extend approximately 4,600 feet between approximately MP BG-193.1 on the CSXT main line between Chicago and Pittsburgh, and approximately MP 54.1 on the CRC main line between Cincinnati and Cleveland. A portion of this connection in the northwest quadrant would be constructed utilizing existing trackage and/or right-of-way of the Wheeling & Lake Erie Railway Company. The connection in the southeast quadrant would extend approximately 1,044 feet between approximately MP BG-192.5 on the CSXT main line and approximately MP 54.6 on the CRC main line.
- (4) CSXT and CRC lines cross each other at Sidney Junction, and CSXT proposes to construct a connection track in the southeast quadrant between the CSXT main line and the CRC main line. The connection would extend approximately 3,263 feet between approximately MP BE-96.5 on the CSXT main line between Cincinnati, OH, and Toledo, OH, and approximately MP 163.5 on the CRC main line between Cleveland, OH, and Indianapolis, IN.

CSXT argues that, if it cannot begin the early construction of these four connections, its ability to compete with NSR will be severely compromised. CSXT claims that, if it could not offer competitive rail service from New York to Chicago and New York to Cincinnati using lines that it proposes to acquire from CRC, the achievement of effective competition between CSXT and NSR would be delayed significantly. CSXT adds that, if it cannot compete effectively with NSR "out of the starting blocks," this initial competitive imbalance could have a deleterious and

⁵ CSXT's correction, filed May 21, 1997, modified the length of this connection from 1,142 feet at MP 75.5 to 1,507 feet at MP 75.4.

long-term effect on CSXT's future operations and its ability to compete effectively with NSR, even when the connections are ultimately built. CSXT claims that, if its waiver was not granted, the time needed for construction and signal work could delay competitive operations for as long as 6 months after we take final action on the primary application.

The NS Connections. If we grant its waiver request, NSR will file, in three separate dockets,⁶ petitions for exemption pursuant to 49 U.S.C. 10502 and 49 CFR 1121.1 and 1150.1(a) for the construction of connections at Alexandria, IN, Colson/Bucyrus, OH,⁷ and Sidney, IL. NSR indicates that it would consult with appropriate federal, state, and local agencies with respect to any potential environmental effects from the construction of these connections and would file environmental reports with SEA at the time that the petitions are filed. The connections at issue are as follows:

- (1) The Alexandria connection would be in the northeast quadrant between former CRC Marion district lines to be operated by NSR and NSR's existing Frankfort district line. The new connection would allow traffic flowing over the Cincinnati gateway to be routed via a CRC line to be acquired by NSR to CRC's Elkhart Yard, a major CRC classification yard for carload traffic. This handling would permit such traffic to bypass the congested Chicago gateway. NSR estimates that the Alexandria connection would take approximately 9.5 months to construct.
- (2) The Colson/Bucyrus connection would be in the southeast quadrant between NSR's existing Sandusky district line and the former CRC Ft. Wayne line. This new connection would permit NSR to preserve efficient traffic flows, which otherwise would be broken, between the Cincinnati gateway and former CRC northeastern points to be served by NSR. NSR estimates that the Colson/Bucyrus connection would take approximately 10.5 months to construct.
- (3) The Sidney connection would be between NSR and Union Pacific Railroad Company (UPRR) lines. NSR believes that a connection would be required in the southwest quadrant of the existing NSR/UPRR crossing to permit efficient handling of traffic flows between UPRR points in the Gulf Coast/Southwest and NSR points in the Midwest and Northeast, particularly customers on CRC properties to be served by NSR. NSR estimates that the Sidney connection would take approximately 10 months to construct.

⁶ These dockets would be sub-dockets 5, 6, and 7 under STB Finance Docket No. 33388.

⁷ Although NSR in its petition describes this connection as Colsan/Bucyrus, the correct designation is Colson/Bucyrus. *See* diagram attached to NS-1.

Comments. Four comments opposing applicants' waiver requests were filed. Steel Dynamics, Inc. (SDI) filed comments (SDI-3) on May 6, 1997; The Allied Rail Unions (ARU)⁸ filed comments (ARU-3) on May 15, 1997; American Trucking Associations, Inc. (ATA) filed comments on May 16, 1997; and The Council on Environmental Quality, Executive Office of the President (CEQ) late-filed comments on June 4, 1997.⁹ On June 4, 1997, CSX filed a reply (CSX-3) to the comments of ARU and ATA; and NS filed a reply (NS-3) to the comments of SDI, ARU, and ATA. On June 6, 1997, CSX and NS filed a joint reply (CSX/NS-16) to the comments of CEQ.

Steel Dynamics, Inc. SDI asks us to deny NSR's waiver petition and to require NSR to file any construction application or exemption with its primary application.¹⁰ SDI believes that NSR's three proposed construction connections are intertwined with the issues involved in the primary application. Creating separate dockets for these connections, according to SDI, will not be an efficient use of the Board's resources nor permit an adequate review of the issues involved in the Midwest region. SDI contends that the proposed transfer of NSR's Fort Wayne line to CRC, followed by CRC's transfer of the line, under a long-term operating agreement, to CSXT, *see* Decision No. 4, slip op. at 6-7, is intended to disguise the asserted fact that the acquisition of Conrail will create duplicate Chicago-bound lines only about 25 miles apart, running through Waterloo and Fort Wayne, IN. SDI maintains that our consideration of issues as complex as NSR's proposed connections and the possible divestiture of duplicate lines should not precede our review of the primary application.¹¹

⁸ ARU's membership includes American Train Dispatchers Department/BLE; Brotherhood of Locomotive Engineers; Brotherhood of Maintenance of Way Employees; Brotherhood of Railroad Signalmen; Hotel Employees and Restaurant Employees International Union; International Brotherhood of Boilermakers, Iron Ship Builders, Blacksmiths, Forgers and Helpers; International Brotherhood of Electrical Workers; The National Conference of Firemen & Oilers/SEIU; and Sheet Metal Workers' International Association.

⁹ As indicated in Decision No. 5, the comments filed by CEQ were due no later than June 2, 1997. We have accepted and considered CEQ's comments, and have permitted applicants to reply to the comments by June 6, 1997.

¹⁰ SDI did not address the merits of CSXT's waiver petition.

¹¹ SDI also asserts that NS has not sought waiver of our requirement that waiver petitions be filed at least 45 days prior to the filing of the primary application. *See* 49 CFR 1180.4(f)(2). SDI therefore asks us to clarify that NS may not file its application before June 16, 1997, regardless of whether NS-1 is granted. We note that, in accordance with the procedural schedule
(continued...)

The Allied Rail Unions. ARU opposes the CSX-1 and NS-1 waiver petitions as inconsistent with our review of the primary application. ARU argues that, by requesting the waivers, CSXT and NSR seek leverage for our ultimate approval of the application, while allegedly evading public scrutiny and comment on the transaction as a whole. ARU maintains that the construction projects are directly related to, and are dependent on, our approval of the primary transaction, and that the construction projects should be authorized only if the transaction itself is authorized. ARU argues that our merger regulations already confer a significant advantage on the applicants because they may immediately file for related abandonments and line transfers, even though they do not currently own the affected lines. ARU avers that, as a consequence, CSXT and NSR have no basis to seek additional advantage through their waiver requests. ARU contends that applicants offered no evidence to support their “competitive disadvantage” or “delay of public benefits” arguments. According to the unions, the applicants’ arguments on competitive disadvantage are inherently inconsistent because both carriers assert that they will be disadvantaged unless their respective petitions are granted. Accordingly, ARU believes that a reasonable competitive balance can be maintained by denying both waiver petitions.

American Trucking Associations, Inc. ATA asks us to reserve judgment on the seven construction projects until the primary application is filed and reviewed by the parties. ATA contends that our approval of the waivers, despite any disclaimer to the contrary, could be interpreted by the public as tacit support for the primary application and inadvertently stifle full debate on the relevant issues. According to ATA, early consideration of the construction projects will unreasonably burden the parties and the Board’s staff by requiring incremental participation in the transaction approval process. ATA also maintains that the competitive impact of the seven construction projects could not be adequately determined in the absence of consideration of the primary application.

The Council on Environmental Quality, Executive Office of the President. CEQ believes that the construction and operation aspects of applicants’ track connection projects should be assessed at the same time so that the environmental impacts of operating these rail lines can be properly evaluated. CEQ cites its regulations at 40 CFR 1508.25(a)(1) that, when actions are “closely related,” they “should be discussed in the same impact statement.” CEQ also maintains that bifurcation of the related decisions appear to conflict with 40 CFR 1506.1(c)(3), which

¹¹(...continued)

adopted in Decision No. 6 (served and published on May 30, 1997) applicants may not file their primary application until 30 days after the filing of applicants’ Preliminary Environmental Report, which was filed on May 16, 1997. The primary application, therefore, may be filed only on or after June 16, 1997. SDI’s request in this regard is moot.

prohibits agencies from taking actions that will prejudice the ultimate decision in a programmatic environmental impact statement (EIS). In this regard, CEQ contends that, even though the proposed merger does not involve a programmatic EIS, if we grant the proposed waivers, the likelihood that we will subsequently deny the merger tends to decrease.

According to CEQ, courts have recognized the need to prepare a comprehensive EIS when actions are functionally or economically related in order to prevent projects from being improperly segmented. CEQ argues that the fact that applicants are willing to risk our eventual disapproval of the merger does not remove the interdependence of these individual decisions.

DISCUSSION AND CONCLUSIONS

Applicants' waiver petitions will be granted. It is understandable that applicants want to be prepared to engage in effective, vigorous competition immediately following consummation of the control authorization that they intend to seek in the primary application.¹² We are not inclined to prevent applicants from beginning the construction process simply to protect them from the attendant risks. We emphasize what applicants acknowledge--that any resources they expend in the construction of these connections may prove to be of little benefit to them if we deny the primary application, or approve it subject to conditions unacceptable to applicants, or approve the primary application but deny applicants' request to operate over any or all of the

¹² In this regard, we note that ARU is simply wrong in its assertion that a reasonable competitive balance can be maintained by denying both waiver petitions, so that neither carrier would face unanswered competition from the other. In their original petitions requesting waiver, both CSX and NS separately explained that these connections would permit each carrier to be able, as soon as possible following any Board approval of the primary application, to link its expanded system and compete with the other carrier in areas in which the other carrier's infrastructure would already be in place. As CSX has further explained (CSX-3 at 8):

CSX and NS have requested permission to construct connections that largely address different markets. Three of CSX's connections are intended to allow it to provide competitive services on routes linking Chicago and New York and the fourth on Northeast-Southeast routes served via Cincinnati. These are routes that NS will be able to serve immediately upon any Board approval of the Acquisition. NS's proposed connections, on the other hand, are focused on allowing it to compete with CSX in serving southwestern markets and to make use of an important Chicago-area yard used for interchanging traffic with western carriers. Denying the waiver petitions will only assure that inequality in competition, and the potential long term problems created by such inequality, will occur.

seven connections. Nonetheless, given applicants' willingness to assume those risks, we will grant the waivers they seek in CSX-1 and NS-1.

ARU maintains in its comments that applicants have no basis for seeking the waivers. Our rules, however, specifically provide for such requests, and we have entertained numerous waiver and clarification petitions in previous rail merger cases, as well as this one. *See, e.g.* Decision No. 7 (STB served May 30, 1997). ATA and SDI argue that the competitive effect of the involved connections should be considered as part of the primary application. We agree. Applicants' *operations* over these connections are interdependent with the primary application, and we will consider the competitive impact of the projects and the environmental effects of those operations along with our consideration of the primary application. Without authority to operate over the seven track connections for which the waivers are sought, applicants' construction projects alone will have no effect on competition. We emphasize that the waiver petitions that we are granting here are restricted to the construction of, and not the operation over, the seven connection projects described above.

The commenters complain that granting the waivers constitutes a prejudicial "rush to judgment" with respect to the primary application. However, as we emphasized in our May 13, 1997 request for comments, our grant of these waivers will not, in any way, constitute approval of, or even indicate any consideration on our part respecting approval of, the primary application. We also found it appropriate to note that, if we granted the waivers sought in the CSX-1 and NS-1 petitions, applicants would not be allowed to argue that, because we had granted the waivers, we should approve the primary application. We affirm those statements here.

Environmental considerations. CEQ has advised us not to consider the proposed construction projects separately from the operations that will be conducted over them. CEQ's recommendation is based upon its regulations at 40 CFR 1508.25(a)(1)(i)-(iii), and upon various court decisions, indicating that "when a given project effectively commits decisionmakers to a future course of action [] this form of linkage argue[s] strongly for joint environmental evaluation." *Coalition of Sensible Transp. v. Dole*, 826 F.2d 60, 69 (D.C. Cir. 1987). We believe, however, that we have the authority to consider the proposed construction projects separately, and agree with the applicants that permitting the construction proceedings to go forward now would be in the public interest and would not foreclose our ability to take the requisite hard look at all potential environmental concerns.

After reviewing the matter, we do concur with CEQ that regulatory and environmental issues concerning both the construction and operating aspects of these seven small construction

projects should be viewed together.¹³ Thus, in reviewing these projects separately, we 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 approve each individual physical construction project.¹⁴ The operational implications of the merger as a whole, including operations over the 4 or so miles embraced in the seven construction projects, will be examined in the context of the EIS that we are preparing for the overall merger. That EIS may result in further environmental mitigating conditions. No rail operations can begin over these seven segments until completion of the EIS process and issuance of a further decision.

We believe that CEQ may have misconstrued the merger project as consisting of just two roughly equivalent elements: construction and operation. In fact, these seven construction projects, including the operations over them, are but a tiny facet of an over \$10 billion merger project. To put matters in perspective, the construction projects together amount to fewer than 4 miles of connecting track for a 44,000-mile rail system covering the eastern half of the United States.¹⁵ Our approval of the construction exemptions will in no way predetermine the outcome of our merger decision. As was the case in *North Carolina v. City of Virginia Beach*, 951 F.2d 596, 602 (4th Cir. 1991) (*North Carolina*), segmentation of one phase of a larger project prior to completion of environmental review will not have "direct and substantial probability of influencing [the agency's] decision" on the overall project. *Accord, South Carolina ex. rel. Campbell v. O'Leary*, 64 F.3d 892, 898-99 (4th Cir. 1995). Approval of the constructions will not make approval of the merger any more likely, and we have made that clear to the railroads in

¹³ The applicable statute for both construction and operation of new rail lines is 49 U.S.C. 10901, which requires us to permit such actions unless they are shown to be inconsistent with the public convenience and necessity.

¹⁴ We will have the information we need to do this because applicants' environmental report that will accompany the application will address the environmental impacts of both the construction and proposed operation of these projects. In addition, as discussed below, applicants will be required to file a detailed preliminary draft environmental assessment (PDEA) for each of the seven projects.

¹⁵ Applicants point out that much of the construction on these short segments will take place within existing rights-of-way, suggesting that they will be unlikely to have significant environmental impacts. *Compare Thomas v. Peterson*, 753 F.2d 754 (9th Cir. 1985) (*Thomas*) (where the Forest Service proposed to construct a road through a pristine wilderness). Applicants also suggest that there are no alternative routings for these projects. That issue, however, has not yet been determined; it will be examined in the environmental assessments (EAs) or other environmental documents that will be prepared for each of these construction projects.

advance. *Compare Thomas* (where the Forest Service committed substantial *public* funds to a road project that could not be recovered absent its approval of related logging projects) *with North Carolina*, 951 F.2d at 602 (where, as here, the facts reflect that the city proposing the project accepted the risk that funds expended or constructed could be lost if the overall project were not approved).

Nor will separate consideration and approval of these small construction projects in any way undermine our ability to give meaningful and thorough consideration to all environmental issues surrounding the larger merger proposal. We have not, by segmenting these construction projects, broken down the environmental impacts of the merger into insignificant pieces escaping environmental review. *See Swain v. Brineger*, 542 F.2d 364 (7th Cir. 1976). Indeed, we are preparing an EIS for the overall merger, and we will undertake appropriate environmental documentation for each of the seven individual construction projects. Our approach is appropriate because the environmental impacts of these constructions tend to be localized, whereas the impacts of the merger will affect a much larger area (quite likely the Eastern United States).

In sum, separate consideration of the seven construction projects and their environmental impacts should not be precluded by 40 CFR 1508.25 because: (1) approval of the construction projects will not automatically trigger approval of the merger; moreover, we have already determined to do an EIS for the merger and separate approval of these construction projects will in no way affect that decision; and (2) these appear to be “garden-variety connection projects” that will proceed at the railroads’ financial risk, independent of the much larger merger proposal.

Having decided to grant the petitions for waiver, we will now set out some details of how we plan to proceed. In order to fulfill our responsibilities under the National Environmental Policy Act (NEPA) and related environmental laws, we will require applicants to submit certain information on the environmental effects of the construction and operation of the seven proposed connections. As noted, the applicants will file an environmental report with the primary application that will address all of the construction projects associated with the proposed merger, including the seven connections discussed in this decision.

In addition, we will require that applicants provide a specific PDEA for each individual construction project covered by this decision. Each PDEA must comply with all of the requirements for environmental reports contained in our environmental rules at 49 CFR 1105.7. Also, the PDEA must be based on consultations with our Section of Environmental Analysis (SEA) and the federal, state, and local agencies set forth in 49 CFR 1105.7(b), as well as other appropriate parties. The information in the PDEA should be organized as follows: Executive Summary; Description of Each Construction Project Including Proposed Operations; Purpose and Need for Agency Action; Description of the Affected Environment; Description of Alternatives; Analysis of the Potential Environmental Impacts; Proposed Mitigation; and Appropriate

Appendices that include correspondence and consultation responses. If a PDEA is insufficient, we may require additional environmental information or reject the document. We advise the applicants to consult with SEA as soon as possible concerning the preparation and content of each PDEA.

As part of the environmental review process, SEA will independently verify the information contained in each PDEA, conduct further independent analysis, as necessary, and develop appropriate environmental mitigation measures. For each project, SEA plans to prepare an EA, which will be served on the public for its review and comment. The public will have 20 days to comment on the EA, including the proposed environmental mitigation measures. After the close of the public comment period, SEA will prepare Post Environmental Assessments (Post EAs) containing SEA's final recommendations, including appropriate mitigation. In making our decision, we will consider the entire environmental record, including all public comments, the EAs, and the Post EAs.

Should we determine that any of the construction projects could potentially cause, or contribute to, significant environmental impacts, then the project will be incorporated into the EIS for the proposed merger and will not be separately considered. In order to provide SEA with adequate time to incorporate the proposed connections into the draft EIS, if warranted, applicants must file the PDEAs no later than Day F+75 under the procedural schedule established in Decision No. 6.

This action will not significantly affect either the quality of the human environment or the conservation of energy resources.

It is ordered:

1. The CSX-1 and NS-1 petitions for waiver are granted.
2. NSR and CSXT must serve copies of this decision on the Council on Environmental Quality, the Environmental Protection Agency's Office of Federal Activities, and the Federal Railway Administration, and certify that they have done so within 5 days from the date of service of this decision.
3. This decision is effective on the date of service.

By the Board, Chairman Morgan and Vice Chairman Owen.

Vernon A. Williams
Secretary

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BOARD DECISION NO. 12

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SERVICE DATE - JULY 23, 1997

SURFACE TRANSPORTATION BOARD

DECISION

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: Decision No. 12; Notice of Acceptance of Primary Application and Related Filings; Notice of Related Abandonments Proposed By Applicants.¹

SUMMARY: The Board is accepting for consideration the primary application and related filings filed June 23, 1997, by CSX Corporation (CSXC), CSX Transportation, Inc. (CSXT), Norfolk Southern Corporation (NSC), Norfolk Southern Railway Company (NSR), Conrail Inc. (CRR), and Consolidated Rail Corporation (CRC).² The primary application seeks Board approval and authorization under 49 U.S.C. 11321-25 for: (1) the acquisition by CSX and NS of control of Conrail; and (2) the division of the assets of Conrail by and between CSX and NS. The related filings, which include (among other things) two abandonment petitions and three abandonment notices, seek related relief contingent upon approval of the primary application.

DATES: The effective date of this decision is July 23, 1997. Any person who wishes to participate in this proceeding as a party of record must file, no later than August 7, 1997, a notice of intent to participate. Descriptions of responsive (including inconsistent) applications, and petitions for waiver or clarification regarding those applications, must be filed by August 22, 1997. Responsive (including inconsistent) applications, written comments (including comments of the U.S. Secretary of Transportation and the U.S. Attorney General), protests, requests for conditions, and any other opposition evidence and argument must be filed by October 21, 1997. For further information respecting dates, see Appendix B.

¹ This decision covers: (i) the primary application, which was filed in the STB Finance Docket No. 33388 lead docket; and (ii) the 39 related filings (1 application, 16 petitions, and 22 notices), which were filed in the 40 embraced dockets listed in Appendix A (one related filing, respecting the proposed abandonment in Edgar and Vermilion Counties, IL, was filed in two dockets).

² CSXC and CSXT, and their wholly owned subsidiaries, are referred to collectively as CSX. NSC and NSR, and their wholly owned subsidiaries, are referred to collectively as NS. CRR and CRC, and their wholly owned subsidiaries, are referred to collectively as Conrail. CSX, NS, and Conrail are referred to collectively as applicants.

ADDRESSES: An original and 25 copies of all documents must be sent to the Surface Transportation Board, Office of the Secretary, Case Control Unit, ATTN.: STB Finance Docket No. 33388, 1925 K Street, N.W., Washington, DC 20423-0001.³

In addition to submitting an original and 25 paper copies of each document filed with the Board, parties are also requested to submit one electronic copy of each such document. Further details respecting such electronic submissions are provided below.

Furthermore, one copy of each document filed in this proceeding must be sent to Administrative Law Judge Jacob Leventhal, Federal Energy Regulatory Commission, 888 First Street, N.E., Suite 11F, Washington, DC 20426 [(202) 219-2538; FAX: (202) 219-3289] and to each of applicants' representatives: (1) Dennis G. Lyons, Esq., Arnold & Porter, 555 12th Street, N.W., Washington, DC 20004-1202; (2) Richard A. Allen, Esq., Zuckert, Scoult & Rasenberger, L.L.P., Suite 600, 888 Seventeenth Street, N.W., Washington, DC 20006-3939; and (3) Paul A. Cunningham, Esq., Harkins Cunningham, Suite 600, 1300 Nineteenth Street, N.W., Washington, DC 20036.

FOR FURTHER INFORMATION CONTACT: Julia M. Farr, (202) 565-1613. [TDD for the hearing impaired: (202) 565-1695.]

SUPPLEMENTARY INFORMATION: The transaction for which approval is sought in the primary application involves: the purchase by CSX and NS, by and through their subsidiaries, of all of the stock of CRR; the operation or use of some of Conrail's lines and assets by CSX and NS separately; and the operation or use of the remainder of Conrail's lines and assets by CSX and NS jointly.

THE APPLICANTS. CSX operates approximately 18,504 route miles and 31,961 track miles of railroad in 20 states east of the Mississippi River and in Ontario, Canada. Of that total, approximately 1,607 miles are operated under trackage rights while the remaining mileage is either owned by CSX or operated by CSX under contract or lease. CSX has principal routes to, and serves, virtually every major metropolitan area east of the Mississippi River, from Chicago, IL, St. Louis, MO, Memphis, TN, and New Orleans, LA, on the West to Miami, FL, Jacksonville, FL, Charleston, SC, Norfolk, VA, Washington, D.C., and Philadelphia, PA, on the East. Other major metropolitan areas served by CSX include Atlanta, GA, Nashville, TN, Cincinnati, OH, Detroit, MI, Pittsburgh, PA, Baltimore, MD, Charlotte, NC, Birmingham, AL, and Louisville, KY. CSX interchanges traffic with other railroads at virtually all of the aforementioned locations and at numerous other points on its railroad system.

NS operates approximately 14,282 route miles and 25,236 track miles of railroad in 20 states, primarily in the South and the Midwest, and in Ontario, Canada. Of that total,

³ In order for a document to be considered a formal filing, the Board must receive an original and 25 copies of the document, which must show that it has been properly served. Documents transmitted by facsimile (FAX) will not be considered formal filings and are not encouraged because they will result in unnecessarily burdensome, duplicative processing in what we expect to become a voluminous record.

approximately 1,520 miles are operated under trackage rights while the remaining mileage is either owned by NS or operated by NS under contract or lease. NS has routes to, and serves, virtually every major market in an area that stretches from Kansas City, MO, in the Midwest to Norfolk, VA, in the East, to Chicago, IL, and Buffalo, NY, in the North, and to New Orleans, LA, and Jacksonville, FL, in the South. These markets include Memphis, Chattanooga and Knoxville, TN; St. Louis, MO; Fort Wayne, IN; Detroit, MI; Toledo, Cincinnati, Columbus, and Cleveland, OH; Louisville and Lexington, KY; Bluefield, WV; Alexandria, Roanoke, Lynchburg, and Richmond, VA; Winston-Salem, Raleigh, Durham, Charlotte, and Morehead City, NC; Greenville, Spartanburg, Columbia, and Charleston, SC; Atlanta, Macon, Valdosta, and Savannah, GA; Bessemer, Birmingham, Montgomery, and Mobile, AL; Des Moines, IA; and Peoria, Springfield, and Decatur, IL. NS interchanges traffic with other railroads at virtually all of the locations mentioned above and at numerous other locations on its railroad system.

Conrail operates approximately 10,500 miles of railroad in the Northeast and Midwest, and its primary network forms an "X" connecting Chicago (via the Chicago Line) and East St. Louis (via the St. Louis and Indianapolis Lines) in the West, with Boston, MA, New York, NY, and Northern New Jersey (via the Chicago Line and other main lines), and with Pittsburgh, Harrisburg, PA, Philadelphia, Baltimore, and Washington, DC (via the Pittsburgh Line and other main lines) in the East. The "hub" of the "X" is located in, and about, Cleveland, OH.

Conrail's Chicago Line extends between Chicago and the Albany, NY, area and connects there (through the Selkirk Branch) with the River Line (serving North Jersey via the west shore of the Hudson River), the Hudson Line (through which Conrail reaches New York City and Long Island), and the Boston Line (which extends to Boston and via which Conrail serves New England). Other important routes contiguous to the Chicago Line include the Detroit Line (between Detroit and a connection with the Chicago Line at Toledo), the Michigan Line (the portion between Detroit and Kalamazoo), and the Kalamazoo Secondary and Branch (between Kalamazoo, MI, and Elkhart, IN, on the Chicago Line), the Montreal Secondary (between Syracuse, NY, and Adirondack Junction, Quebec), and the Southern Tier (between Buffalo, NY, and Croxton, NJ).

Conrail's St. Louis Line extends between East St. Louis, IL, and Indianapolis, IN, connecting there with the Indianapolis Line which, in turn, extends between Indianapolis and the Cleveland area (connection with the Chicago Line). Conrail's Cincinnati Line (between Cincinnati and Columbus, OH) and its Columbus Line (between Columbus and Galion, OH, on the Indianapolis Line) and the Scottslawn Secondary Track (between Columbus and Ridgeway, OH, on the Indianapolis Line) all accommodate traffic flows between other parts of the Conrail system and Cincinnati, Columbus and/or Conrail points served via the West Virginia Secondary Track between Columbus and the Kanawha Valley of West Virginia.

Conrail's principal interchange points are in Chicago, East St. Louis and Salem, IL, via Union Pacific Railroad Company (UPRR) trackage rights between Salem and St. Elmo on the St. Louis Line; Streator, IL; Cincinnati; Hagerstown, MD; and Washington, D.C. Other important interchange points include Effingham, IL; Fort Wayne, IN; Toledo and Columbus, OH; Buffalo and Niagara Falls, NY; Montreal, Quebec; Rotterdam Junction, NY; and Worcester (including Barbers), MA.

THE PROPOSED TRANSACTION. The transaction for which approval is sought in the primary application involves the joint acquisition of control by CSX and NS of CRR and its subsidiaries (the Control Transaction), and the division between CSX and NS of the operation and use of Conrail's assets (the Division). The Control Transaction and the Division are governed principally by an agreement (the Transaction Agreement) dated as of June 10, 1997, between CSXC, CSXT, NSC, NSR, CRR, CRC, and CRR Holdings LLC (CRR Holdings, a recently created limited liability company jointly owned by CSXC and NSC). *See CSX/NS-25, Volumes 8B & 8C* (the Transaction Agreement, including various schedules and exhibits). The Control Transaction and the Division are also governed by a letter agreement (the CSX/NS Letter Agreement) dated as of April 8, 1997, between CSXC and NSC, but only to the extent such CSX/NS Letter Agreement has not been superseded either by the Transaction Agreement or by the agreement (the CRR Holdings Agreement) that governs CRR Holdings. *See CSX/NS-25, Volume 8A at 350-99* (the CSX/NS Letter Agreement) and at 400-36 (the CRR Holdings Agreement).

ACQUISITION OF CONTROL OF CONRAIL. CSX and NS have already acquired 100% of the common stock of CRR in a series of transactions that included a CSX tender offer that was consummated on November 20, 1996, a NS tender offer that was consummated on February 4, 1997, a joint CSX/NS tender offer that was consummated on May 23, 1997, and a merger that was consummated on June 2, 1997. In the aftermath of this series of transactions: CRC remains a direct wholly owned subsidiary of CRR; CRR has become a direct wholly owned subsidiary of Green Acquisition Corp. (Tender Sub); Tender Sub is now a direct wholly owned subsidiary of CRR Holdings; and CRR Holdings is jointly owned by CSXC and NSC (CSXC holds a direct 50% voting interest and a 42% equity interest in CRR Holdings; NSC holds a direct 50% voting interest and a 58% equity interest in CRR Holdings). The merger that was consummated on June 2, 1997 (the Merger), involved the merger of Green Merger Corp. (Merger Sub, a direct wholly owned subsidiary of Tender Sub) into CRR, with CRR being the surviving corporation; and, in connection with the Merger: (i) each remaining outstanding share of CRR common stock not held by CSX, NS, or their affiliates was converted into the right to receive \$115 in cash, without interest; and (ii) the shares of Merger Sub, all of which were then owned by Tender Sub, were converted into 100 newly issued shares of CRR, all of which were placed into a voting trust (the CSX/NS Voting Trust) to prevent CSXC and NSC, and their respective affiliates, from exercising control of CRC and its carrier subsidiaries pending review by the Board of the primary application. *See CSX/NS-25, Volume 8A at 323-49* (the agreement that governs the CSX/NS Voting Trust).

At the present time, the affairs of CRR and CRC are under the control of their independent boards of directors. The Transaction Agreement provides that, following the effective date of the Board's approval of the primary application (the Control Date), CRR and CRC will each be managed by a board of directors consisting of six directors divided into two classes, each class having three directors. On each board, CSXC will have the right to designate three directors and NSC will likewise have the right to designate three directors; and actions that require the approval of either board will require approval both by a majority of the directors on that board designated by CSX and by a majority of the directors on that board designated by NS.

DIVISION OF CONRAIL. The Transaction Agreement provides that, if the primary application is approved, the division of the operation and use of Conrail's assets will be effected

on the Closing Date, which is defined as the third business day following the date on which certain conditions precedent (including the effectiveness of a final Board order and, where necessary, sufficient labor implementing agreements) shall have been satisfied or waived, or such other date as may be agreed upon. *See* CSX/NS-18 at 11; CSX/NS-25, Volume 8B at 45. It is anticipated that, during the period beginning on the Control Date and ending on the Closing Date, CSX and NS will exercise joint control of Conrail as a separately functioning rail system.

Formation of NYC and PRR. To effect the Division, CRC will form two wholly owned subsidiaries (referred to collectively as the Subsidiaries): New York Central Lines LLC (NYC) and Pennsylvania Lines LLC (PRR). CSXC will have exclusive authority to appoint the officers and directors of NYC; NSC will likewise have exclusive authority to appoint the officers and directors of PRR; and CRC, as the sole member of the Subsidiaries, will (with certain exceptions) follow CSXC's and NSC's directions with respect to the management and operation of NYC and PRR, respectively.

Allocation of Conrail Assets and Liabilities. On the date of the Division, CRC will assign to NYC and PRR certain of CRC's assets. NYC will be assigned those CRC assets designated to be operated as part of CSX's rail system (the NYC-Allocated Assets), and PRR will be assigned those CRC assets designated to be operated as part of NS's rail system (the PRR-Allocated Assets). These assets will include, among other things, certain lines and facilities currently operated by CRC, whether owned by CRC or operated by CRC under trackage rights. Certain additional assets (referred to as the Retained Assets) will continue to be held by CRR and CRC (or their subsidiaries other than NYC and PRR) and will be operated by them for the benefit of CSX and NS. In addition, on the date of the Division: the former Conrail line now owned by NS that runs from Fort Wayne, IN, to Chicago, IL (the Fort Wayne Line), will be transferred to CRC in a like-kind exchange for CRC's Chicago South/Illinois Lines (the Streator Line); and CRC will assign the Fort Wayne line to NYC, to be operated together with the other Conrail lines to be assigned to NYC and used by CSX as part of CSX's rail system.

Assets Allocated to NYC. The NYC-Allocated Assets will include the following primary routes currently operated by Conrail (routes over which Conrail operates pursuant to trackage rights are designated "TR"):

(1) NY/NJ Area to Cleveland (New York Central Railroad route), including (a) line segments from North NJ Terminal to Albany (Selkirk), (b) Albany to Poughkeepsie, NY, (c) Poughkeepsie to New York City (TR), (d) New York City to White Plains (TR), (e) Albany to Cleveland via Syracuse, Buffalo and Ashtabula, OH, (f) Boston to Albany, (g) Syracuse to Adirondack Jct., PQ, (h) Adirondack Jct. to Montreal (TR), (i) Woodard, NY, to Oswego, NY, (j) Syracuse to Hawk, NY, (k) Hawk to Port of Oswego (TR), (l) Buffalo Terminal to Niagara Falls/Lockport, (m) Lockport to West Somerset (TR), (n) Syracuse to NYSW/FL connections, NY, (o) Albany/Boston Line to Massachusetts branch lines, (p) Albany/Boston Line to Massachusetts branch lines (TR), (q) New York City to Connecticut branch lines (TR), (r) Connecticut branch lines (TR), (s) Connecticut Branch lines, (t) Churchville, NY, to Wayneport, NY, (u) Mortimer, NY, to Avon, NY, and (v) Rochester Branch, NY;

(2) Crestline, OH, to Chicago (Pennsylvania Railroad route), including (a) Crestline to Dunkirk, OH, (b) Dunkirk to Ft. Wayne, IN, (c) Ft. Wayne to Warsaw, IN, (d) Warsaw to Chicago Terminal (Clarke Jct.), IN, and (e) Adams, IN, to Decatur, IN;

(3) Berea to E. St. Louis, including (a) Cleveland Terminal to Crestline, (b) Crestline to E. St. Louis via Galion, OH, Ridgeway, OH, Indianapolis, IN, Terre Haute, IN, Effingham, IL, and St. Elmo, IL, (c) Anderson, IN, to Emporia, IN, (d) Columbus to Galion, (e) Terre Haute to Danville, IL, (f) Danville to Olin, IN, (g) Indianapolis to Rock Island, IN, (h) Indianapolis to Crawfordsville, (i) Indianapolis to Shelbyville, IN, (j) HN Cabin, IL, to Valley Jct., IL, (k) St. Elmo to Salem, IL (TR), (l) Muncie (Walnut Street), IN, to New Castle RT, IN (TR), and (m) New Castle RT, IN;

(4) Columbus to Toledo, including (a) Columbus to Toledo via Ridgeway, (b) Toledo Terminal to Woodville, and (c) Toledo Terminal to Stonyridge, OH;

(5) Bowie to Woodzell, MD, including (a) Bowie to Morgantown, and (b) Brandywine to Chalk Point;

(6) NY/NJ to Philadelphia (West Trenton Line), including Philadelphia to North NJ Terminal;

(7) Washington, D.C., to Landover, MD;

(8) Quakertown Branch, line segment from Philadelphia Terminal to Quakertown, PA (TR), and

(9) Chicago Area, line segment from Porter, IN, to the westernmost point of Conrail ownership in Indiana.

Along with these lines, CSXT will operate certain yards and shops, as well as the Conrail Philadelphia Headquarters and Philadelphia area information technology facilities.

Assets Allocated to PRR. The PRR-Allocated Assets will include the following primary routes currently operated by Conrail (routes over which Conrail operates pursuant to trackage rights are designated "TR"):

(1) NJ Terminal to Crestline (Pennsylvania Railroad route), including (a) North NJ Terminal to Allentown, PA, via Somerville, NJ, (b) Little Falls, NJ, to Dover, NJ (TR), (c) Orange, NJ, to Denville, NJ (TR), (d) Dover to Rockport (TR), (e) Rockport to E. Stroudsburg via Phillipsburg, NJ, (f) Allentown Terminal, (g) Orange to NJ Terminal (TR), (h) NJ Terminal to Little Falls (TR), (i) Bound Brook to Ludlow, NJ (TR), (j) Allentown, PA, to Harrisburg via Reading, (k) Harrisburg Terminal, (l) Harrisburg to Pittsburgh, (m) Conemaugh Line via Saltsburg, PA, (n) Pittsburgh to W. Brownsville, PA, (o) Central City, PA, to South Fork, PA, (p) Pittsburgh Terminal, (q) Monongahela, PA, to Marianna, PA, (r) Pittsburgh to Alliance, OH, via Salem, (s) Beaver Falls, PA, to Wampum, PA, (t) Alliance to Cleveland Terminal, (u) Mantua, OH, to Cleveland Terminal, (v) Alliance to Crestline, (w) Alliance to Omal, OH, (x) Rochester, PA, to Yellow Creek, OH, (y) E. Steubenville, WV, to Weirton, WV,

(z) Steubenville Branches Bridge, OH, (aa) Pittsburgh Branches, (bb) Ashtabula to Youngstown, OH, (cc) Ashtabula Harbor to Ashtabula, (dd) Niles, OH, to Latimer, OH, (ee) Alliance, OH, to Youngstown, (ff) Youngstown to Rochester, (gg) Allentown to Hazelton, PA, (hh) CP Harris, PA, to Cloe, PA (TR), (ii) Cloe to Shelocta, PA, (jj) Tyrone, PA, to Lock Haven, PA (TR), (kk) Creekside, PA, to Homer City, PA, (ll) Monongahela Railroad, (mm) portion of Kinsman Connection in Cleveland, (nn) portion of 44 Ind. Track including Dock 20 Lead, and (oo) Gem Ind. Track-Lordstown, OH;

(2) Cleveland to Chicago (New York Central Railroad route), including (a) Cleveland Terminal to Toledo Terminal, (b) Elyria, OH, to Lorain, OH, (c) Toledo Terminal to Sylvania, OH, (d) Toledo Terminal to Goshen, IN, (e) Elkhart, IN, to Goshen, and (f) Elkhart to Porter, IN;

(3) Philadelphia to Washington (Amtrak's Northeast Corridor, referred to as NEC), including (a) Philadelphia Terminal to Perryville, MD (TR), (b) Wilmington Terminal, DE, (c) Perryville to Baltimore (TR), (d) Baltimore Terminal, (e) Baltimore Bay View to Landover, MD (TR), (f) Baltimore to Cockeysville, MD, (g) Pocomoke, MD, to New Castle Jct., DE, (h) Harrington, DE, to Frankford/Indian River, DE, (i) Newark, DE, to Porter, DE, (j) Claremont R.T., (k) Loneys Lane Lead, and (l) Grays Yard (TR);

(4) Michigan Operations (excluding the Detroit Shared Assets Area), including (a) Toledo Terminal to Detroit Terminal, (b) Detroit Terminal to Jackson, MI, (c) Jackson to Kalamazoo, MI, (d) Kalamazoo to Elkhart, IN, (e) Jackson to Lansing, MI, (f) Kalamazoo to Grand Rapids, (g) Kalamazoo to Porter, IN (TR), (h) Kalamazoo Ind. Track, and (i) Comstock Ind. Track;

(5) Eastern Pennsylvania lines, including (a) Philadelphia Terminal to Reading, (b) Reading Terminal, (c) Thorndale, PA, to Woodbourne, PA, (d) Leola/Chesterbrook, PA, lines, (e) Philadelphia Terminal to Lancaster, PA (TR), (f) Lancaster to Royalton, PA (TR), (g) Lancaster to Lititz/Columbia, PA, (h) portion of Stoney Creek Branch, (i) West Falls Yard, and (j) Venice Ind. Track;

(6) Indiana lines, including (a) Anderson to Goshen via Warsaw, (b) Marion to Red Key, IN, and (c) Lafayette Ind. Track;

(7) Buffalo to NY/NJ Terminal, including (a) NJ/NY Jct. to Suffern, NY (TR), (b) Suffern to Port Jervis, NY, (c) Port Jervis to Binghamton, (d) Binghamton to Waverly, (e) NJ/NY Jct. to Spring Valley, NY (TR), (f) Paterson Jct., NJ, to Ridgewood, NJ (TR), (g) Waverly to Buffalo, (h) Waverly to Mehoopany, PA, (i) Sayre, PA, to Ludlowville, NY, (j) Lyons, NY, to Himrods Jct., NY, (k) Corning, NY, to Himrods Jct., NY, (l) North Jersey Terminal to Paterson Jct., NJ (TR), (m) Paterson Jct. to North Newark, NJ, and (n) NJ/NY Jct. to North Jersey Terminal (TR);

(8) Buffalo to Harrisburg and South, including (a) Perryville, MD, to Harrisburg, PA, (b) Carlisle, PA, to Harrisburg, (c) Wago, PA, to York (area), PA, (d) Harrisburg to Shocks, PA, (e) Williamsport, MD, to Buffalo via Harrisburg, PA, (f) Watsontown, PA, to Strawberry Ridge, PA, (g) Ebenezer Jct., NY, to Lackawanna, NY, (h) Hornell, NY, to Corry, PA, (i) Corry to Erie, PA (TR), and (j) Youngstown to Oil City, PA;

(9) Cincinnati to Columbus to Charleston, WV, including (a) Columbus to Cincinnati, (b) Cincinnati Terminal, (c) Columbus Terminal to Truro, OH, (d) Truro to Charleston, WV, (e) Charleston to Cornelia, WV, and (f) Charleston to Morris Fork, WV;

(10) Chicago South/Illinois operations, including (a) Osborne, IN, to Chicago Heights, IL, via Hartsdale, (b) Hartsdale to Schneider, IN, (c) Schneider to Hennepin, IL, (d) Keensburg, IL, to Carol, IL, and (e) Schneider to Wheatfield, IN; and

(11) Chicago Market, including (a) Western Ave. Operations/Loop to Cicero/Elsdon, IL, (b) Chicago to Porter, IN, (c) Clarke Jct., IN, to CP 501, IN, (d) CP 509 to Calumet Park, IL, (e) Western Ave. Ind. Track, (f) Old Western Ave. Ind. Track, (g) North Joint Tracks, (h) Elevator Lead & Tri-River Dock, (i) CR&I Branch, (j) 49th Street Ind. Track, (k) 75th Street to 51st Street (TR), (l) Port of Indiana, IN, and (m) CP 502, IN, to Osborne, IN.

Along with these lines, the abandoned Conrail line from Danville to Schneider, IL, will also be a PRR-Allocated Asset.

Allocated Assets: Other Aspects. Certain equipment will be included in the NYC-Allocated Assets and the PRR-Allocated Assets and will be made available to CSXT and NSR pursuant to a CSXT Equipment Agreement and a NSR Equipment Agreement, respectively. Much of the locomotive equipment and rolling stock equipment, however, will not be included in the NYC- and PRR-Allocated Assets but will be included, instead, in the Retained Assets (discussed below), and will be leased by CRC or its affiliates to NYC or PRR pursuant to equipment agreements to be negotiated by the parties.

CRC currently holds certain trackage rights over CSXT and NSR. In general (though there are exceptions), CRC will assign the trackage rights that it holds over CSXT to PRR (to be operated by NSR), and it will assign the trackage rights that it holds over NSR to NYC (to be operated by CSXT).

The shares currently owned by Conrail in TTX Company (TTX, formerly known as Trailer Train) will be allocated to NYC and PRR. Applicants' current ownership interest in TTX is: CSX, 9.345%; NS, 7.788%; CRC, 21.807%. Following approval of the primary application, the ownership of TTX by applicants and their subsidiaries will be as follows: CSX, 9.345%; NYC, 10.125%; NS, 7.788%; PRR, 11.682%.

Conrail's 50% interest in Triple Crown Services Company will be allocated to PRR.

Certain additional special treatments are provided in particular areas within the allocated assets. A description of the areas in which special arrangements are made is set forth below under the caption "Other Areas with Special Treatments."⁴

⁴ The Transaction Agreement also contemplates that certain CRC facilities currently used for the benefit of the entire Conrail system: will be operated, during a transition period following (continued...)

Applicants indicate that they have taken steps to ensure that all of the existing contractual commitments of Conrail to its shippers will be fulfilled. The Transaction Agreement provides that all transportation contracts of CRC in effect as of the Closing Date (referred to as Existing Transportation Contracts) will remain in effect through their respective stated terms and will be allocated as NYC-Allocated Assets and PRR-Allocated Assets, and that the obligations under them shall be carried out after the Closing Date by CSXT, utilizing NYC-Allocated Assets, and by NSR, using PRR-Allocated Assets, or pursuant to the Shared Assets Areas Agreements, as the case may be. The Transaction Agreement further provides, with respect to the Existing Transportation Contracts: that CSXT and NSR will allocate the responsibilities to serve customers under these contracts; and that CSXT and NSR shall cooperate as necessary to assure shippers under these contracts all benefits, such as volume pricing, volume refunds, and the like, to which they are contractually entitled.

Retained Assets. The Retained Assets include assets contained within three Shared Assets Areas (the Detroit Shared Assets Area, the North Jersey Shared Assets Area, and the South Jersey/Philadelphia Shared Assets Area) that are more fully described below.

The Retained Assets also include Conrail's System Support Operations (SSO) facilities, including equipment and other assets associated with such facilities, currently used by Conrail to provide support functions benefitting its system as a whole, including Conrail's: (1) customer service center in Pittsburgh, PA; (2) crew management facility in Dearborn, MI; (3) system maintenance-of-way equipment center in Canton, OH; (4) signal repair center in Columbus, OH; (5) system freight claims facility in Buffalo, NY; (6) system non-revenue billing facility at Bethlehem, PA; (7) system rail welding plant at Lucknow (Harrisburg), PA; (8) system road foreman/engineer training center at Philadelphia and Conway, PA; (9) police operations center at Mt. Laurel, NJ; (10) the Philadelphia Division headquarters building and offices located at Mount Laurel, NJ; and (11) other SSO facilities identified by CSX and NS prior to the Closing Date. Each SSO Facility will be operated by Conrail for the benefit of CSXT/NYC and NSR/PRR, and the costs of operating each SSO Facility will be retained by Conrail as "Corporate Level Liabilities" and will be shared between CSX and NS.⁵

Liabilities. In general: NYC will assume all liabilities arising on or after the Closing Date that relate predominantly to the NYC-Allocated Assets; PRR will assume all such liabilities that relate predominantly to the PRR-Allocated Assets; CRC will be responsible for all such liabilities that do not relate predominantly to the NYC- or PRR-Allocated Assets; and CRC will also be responsible for certain liabilities arising prior to the Closing Date.

⁴(...continued)
the Closing Date, for the joint benefit of CSX and NS; and will be operated, after such transition period, for the party to whom they have been allocated. See CSX/NS-18 at 11 (lines 14-18) and 12 (line 1 & n.3).

⁵ At least some of the SSO Facilities will apparently be operated for the joint benefit of CSX and NS "for a short period" only. See CSX/NS-18 at 12 (lines 2-5).

Separation Costs (as defined in the Transaction Agreement, *see* CSX/NS-25, Volume 8B at 20) incurred following the Control Date in connection with Conrail agreement employees now working jobs at or in respect of NYC-Allocated Assets will be the sole responsibility of CSX, while Separation Costs incurred in connection with Conrail agreement employees now working jobs at or in respect of PRR-Allocated Assets will be the sole responsibility of NS. Separation Costs incurred in connection with Conrail agreement employees working jobs at or in respect of Retained Assets will be shared by CSX and NS. Separation Costs incurred following the Control Date for Conrail agreement employees at Conrail's Altoona and Hollidaysburg shops will be the responsibility of NS, and Separation Costs incurred following the Control Date in connection with agreement employees at Conrail's Philadelphia headquarters and technology center and Conrail's Pittsburgh customer service center will be the responsibility of CSX. Separation Costs for eligible Conrail non-agreement employees will be shared by CSX and NS.

After the Closing Date, compensation and other expenses (excluding Separation Costs) for agreement employees (other than certain Conrail employees performing general and administrative functions) working jobs at or in respect of NYC-Allocated Assets will be the sole responsibility of CSX, while such expenses for such agreement employees working jobs at or in respect of PRR-Allocated Assets will be the sole responsibility of NS.

Operation of Assets. Applicants indicate: that CSXT and NYC will enter into the CSXT Operating Agreement, which provides for CSXT's use and operation of the NYC-Allocated Assets; that NSR and PRR will enter into the NSR Operating Agreement, which provides for NSR's use and operation of the PRR-Allocated Assets; and that CRC, NYC, PRR, CSXT and/or NSR will enter into Shared Assets Areas Operating Agreements, which provide for the operation of certain Shared Assets Areas for the benefit of both CSXT and NSR.

CSXT and NSR Operating Agreements. The CSXT Operating Agreement and the NSR Operating Agreement (collectively, the Allocated Assets Operating Agreements) provide that CSXT and NSR will each have the right, for an initial term of 25 years, to use and operate, as part of their respective systems, the NYC-Allocated Assets and the PRR-Allocated Assets. Those agreements will require CSXT and NSR each to bear the responsibility for and the cost of operating and maintaining their respective Allocated Assets. CSXT and NSR will each receive for its own benefit and in its own name all revenues and profits arising from or associated with the operation of its Allocated Assets.

CSXT will pay NYC an operating fee based on the fair market rental value of the NYC-Allocated Assets. NSR will similarly pay PRR an operating fee based on the fair market rental value of the PRR-Allocated Assets. CSXT and NSR will have the right to receive the benefits of NYC and PRR, respectively, under any contract or agreement included in the NYC-Allocated Assets or the PRR-Allocated Assets, respectively, and, with the consent of NYC and PRR, respectively, to modify or amend any such contract or agreement on behalf of NYC and PRR.

CSXT and NSR will each have the right to renew its Allocated Assets Operating Agreement for two additional terms of ten years each. The Allocated Assets Operating Agreements contemplate that, upon termination of the agreements, CSXT and NSR will be

deemed to have returned their Allocated Assets to NYC or PRR, subject to any regulatory requirements.

Shared Assets Areas and Operating Agreements. Both CSXT and NSR will be permitted to serve shipper facilities located within the three Shared Assets Areas (North Jersey, South Jersey/Philadelphia, and Detroit), which will be owned, operated, and maintained by CRC for the exclusive benefit of CSX and NS. CSXT and NSR will enter into a Shared Assets Area Operating Agreement with CRC in connection with each of the Shared Assets Areas, and CRC will grant to CSXT and NSR the right to operate their respective trains, with their own crews and equipment and at their own expense, over any tracks included in the Shared Assets Areas. CSXT and NSR will each have exclusive and independent authority to establish all rates, charges, service terms, routes, and divisions, and to collect all freight revenues, relating to freight traffic transported for its account within the Shared Assets Areas. Other carriers that previously had access to points within the Shared Assets Areas will continue to have the same access as before.

(1) The North Jersey Shared Assets Area encompasses all northern New Jersey trackage east of and including the NEC, and also (a) certain line segments north of the NEC as it turns East to enter the tunnel under the Hudson River, (b) the CRC Lehigh line west to Port Reading Junction, (c) the rights of CRC on the New Jersey Transit Raritan line, (d) the CRC Port Reading Secondary line west to Bound Brook, (e) the CRC Perth Amboy Secondary line west to South Plainfield, and (f) the NEC local service south to the Trenton area.

(2) The South Jersey/Philadelphia Shared Assets Area encompasses all CRC “Philadelphia” stations and stations within the Philadelphia City limits, industries located on the CRC Chester Industrial and Chester Secondary tracks, all CRC trackage in Southern New Jersey, CRC’s rights on the NEC north from Zoo Tower in Philadelphia to Trenton, NJ, and the Ameriport intermodal terminal and any replacement of such terminal built substantially through public funding.

(3) The Detroit Shared Assets Area encompasses all CRC trackage and access rights east of the CP-Townline (Michigan Line MP 7.4) and south to and including Trenton (Detroit Line MP 20).⁶

Other Areas with Special Treatments. A number of other areas, though not referred to as Shared Assets Areas, are nevertheless subject to special arrangements that provide for a sharing of routes or facilities to a certain extent.

(1) Monongahela Area: Although the CRC lines formerly a part of the Monongahela Railway will be operated by NSR, CSXT will have equal access for 25 years, subject to renewal, to all current and future facilities located on or accessed from the former Monongahela Railway, including the Waynesburg Southern.

⁶ For a more complete description of the three Shared Assets Areas, see CSX/NS-18 at 46-49 (and references there cited).

(2) Chicago Area: Both CSXT and NSR will have access to CRC's rights concerning access to and use of the Willow Springs Yard of The Burlington Northern and Santa Fe Railway Company (BNSF); applicants will enter into an agreement concerning their respective rights as successors to Conrail and as parties controlling the controlling shareholder in the Indiana Harbor Belt Railway (IHB), a 51%-owned subsidiary of CRC (the stock of IHB will be a CRC-retained asset); certain trackage rights of CRC over IHB will be assigned or made available to NYC to be operated by CSXT or to PRR to be operated by NSR; CSXT and NSR will enter into an agreement to permit each of them to maintain current access and trackage rights enjoyed by them over terminal railroads in the Chicago area; and CSX will be granted an option, exercisable if CSXT and BNSF come under common control, to purchase the Streator Line from Osborne, IN, to Streator, IL.

(3) Ashtabula Harbor Area: NSR will have the right to operate and control CRC's Ashtabula Harbor facilities, with CSXT receiving use and access, up to a proportion of the total ground storage, throughput, and tonnage capacity of 42%.

(4) Buffalo Area: CSXT will operate Seneca Yard, and NSR will receive access to yard tracks in that yard.

(5) Cleveland Area: CRC's switching yard at Collinwood will be operated by CSXT and its Rockport Yard will be operated by NSR.

(6) Columbus, OH: NSR will operate CRC's Buckeye Hump Yard, and CSXT will operate the former Local Yard and intermodal terminal at Buckeye.

(7) Erie, PA: Norfolk and Western Railway Company (NW, a wholly owned NSR subsidiary) will have a permanent easement and the right to build a track on the easement along the CRC right of way through Erie, PA, to be operated by CSXT. NW will have trackage rights in Erie to connect its route from Corry to its existing Buffalo-Cleveland line if such connection can be achieved without using the CRC Buffalo-Cleveland line to be operated by CSXT.

(8) Fort Wayne, IN: CSX will operate the line between Fort Wayne and Chicago, currently owned by NSR.

(9) Indianapolis, IN: NSR will have overhead trackage rights from Lafayette and Muncie to Hawthorne Yard to serve, via CSXT switch, shippers that presently receive service from two railroads.

(10) Toledo, OH: CRC's Stanley Yard will be operated by CSXT, and its Airline Junction Yard will be operated by NSR.

(11) Washington, D.C.: CRC's Landover Line from Washington, D.C., to Landover, MD, will be allocated to NYC, and NSR will be given overhead trackage rights.

(12) Allocation of Rights with Respect to Freight Operations Over Amtrak's NEC: CRC's NEC overhead trackage rights north of New York (Penn Station) will be assigned to NYC. Both NYC and PRR will have overhead rights to operate trains between Washington, D.C., and New

York (Penn Station), subject to certain limitations. From Zoo Tower, Philadelphia, to Penn Station, NY, CRC's NEC rights to serve local customers will be part of the Retained Assets and CRC will assign those rights to NYC and PRR, with NYC and PRR having equal access to all local customers and facilities. Between Washington, D.C., and Zoo Tower, Philadelphia, CRC's NEC rights to serve local customers will be assigned to PRR. The right to serve local customers on the NEC north of New York (Penn Station) will be assigned to NYC.⁷

SUCCESSION TO CONRAIL ACTIVITIES. Applicants intend that the Allocated Assets conveyed to NYC and PRR will be operated for them by CSXT and NSR, respectively, and that both the Allocated Assets conveyed to NYC and PRR as well as the Retained Assets made available by CRC to CSXT or NSR or both will be enjoyed and used by CSXT and NSR (subject to the terms of the governing agreements) as if the carrier in question were itself CRC. Applicants similarly intend that the Shared Assets Areas will be used, enjoyed, and operated as fully by CSXT and NSR as if each of them were CRC.

THE CONTINUING CONRAIL ACTIVITIES. From the Closing Date forward, CSXT and NSR will be responsible for all of the operating expenses and new liabilities attributable to the assets which they are operating. It is expected, however, that most of the pre-Closing Date liabilities of CRC, CRR, and their subsidiaries will remain in place. It is contemplated that CRC will pay its pre-Closing Date liabilities, including its debt obligations, out of payments received, either directly or through NYC and PRR, from CSXT and NSR in connection with the Allocated Assets and the Shared Assets Areas. Applicants expect that such payments will be sufficient to permit CRC and its subsidiaries (1) to cover their operating, maintenance, and other expenses, (2) to pay all of their obligations as they mature, (3) to provide dividends to CRR sufficient to permit it to discharge its debts and obligations as they mature, and (4) to receive a fair return for the operation, use, and enjoyment by CSXT and NSR of the Allocated Assets and Shared Assets Areas. Applicants add, however, that if for any reason these sources of funds to CRC and CRR prove insufficient to permit them to pay and discharge their obligations, CSX and NS have agreed that CRR Holdings shall provide the necessary funds, which it will obtain from CSXC and NSC.

Applicants anticipate that, following the Division of Conrail, approximately 350 employees will be employed by Conrail in the Philadelphia area (where the headquarters of CRR and CRC are now located). These employees will include Conrail employees managing and operating trains for CSX and NS, the employees in the local Shared Assets Area, and the management personnel for the continuing Conrail functions. In addition, each of CSX and NS anticipates establishing a regional headquarters-type function in Philadelphia at which an undetermined number of additional personnel will be employed.

It is intended that, following the Division: CRC will not hold itself out to the public as performing transportation services directly and for its own account; CRC will not enter into any contract (other than with CSXT or NSR) for the performance of transportation services; and all

⁷ For a more complete description of the areas addressed here under the heading "Other Areas with Special Treatments," see CSX/NS-18 at 49-54 (and references there cited).

transportation services performed by CRC will be performed as agent or subcontractor of CSXT or NSR.

“2-to-1” SITUATIONS. Applicants claim: that the division of Conrail proposed in the primary application has enabled applicants to avoid, “wherever possible,” situations where shippers will see their rail options decline from two carriers to one; and that in “virtually all of the few” 2-to-1 situations that the division proposed in the primary application would otherwise have entailed, CSX and NS have agreed to provide one another with trackage and/or haulage rights that will permit the continuation of two rail carrier service. *See CSX/NS-18 at 4. See also CSX/NS-18 at 74-75 (CSX will provide trackage or haulage rights that will allow for alternative rail service to facilities that otherwise would be, as a result of the transaction proposed in the primary application, rail-served solely by CSX) and 80 (NS will provide trackage or haulage rights that will allow for alternative rail service to facilities that otherwise would be, as a result of the transaction proposed in the primary application, rail-served solely by NS).*

LABOR IMPACT. Applicants have provided three Labor Impact Exhibits, each using a different base line in calculating the impacts that the transactions proposed in the primary application and the related filings will have on rail carrier employees. *See CSX/NS-26 (filed July 7, 1997), which: (a) corrects the single Labor Impact Exhibit filed with the primary application itself on June 23, 1997, see CSX/NS-18 at 24-25; CSX/NS-20, Volume 3A at 485-546; and CSX/NS-20, Volume 3B at 493-526; and (b) adds two additional Labor Impact Exhibits. See also Decision No. 7, served May 30, 1997, slip op. at 8-9 (we required applicants to use the year 1995 as the base line for setting forth the impacts the proposed transactions will have on rail carrier employees, but we added that applicants, if they were so inclined, would be allowed to supplement 1995 data with data demonstrating employment reductions in 1996 and/or 1997).*

Applicants' 1996/97 Labor Impact Exhibit projects, with respect to both the CSX and NS expanded systems, that the proposed transactions will result in the abolition of 3,090 jobs and the creation of 1,109 jobs (for a net loss of 1,981 jobs), and will also result in the transfer of an additional 2,323 jobs. *See CSX/NS-26, 1996/97 Exhibit at 13. The 1996/97 Exhibit is based on an April 1, 1997 nonagreement employee count and a November 1996 agreement employee count.*

Applicants' 1996 Labor Impact Exhibit projects, with respect to both the CSX and NS expanded systems, that the proposed transactions will result in the abolition of 3,822 jobs and the creation of 1,152 jobs (for a net loss of 2,670 jobs), and will also result in the transfer of an additional 2,323 jobs. *See CSX/NS-26, 1996 Exhibit at 16. The 1996 Exhibit is based on calendar year 1996 average monthly employment levels.*⁸

Applicants' 1995 Labor Impact Exhibit projects, with respect to both the CSX and NS expanded systems, that the proposed transactions will result in the abolition of 6,654 jobs and the creation of 1,699 jobs (for a net loss of 4,955 jobs), and will also result in the transfer of an

⁸ The 1996 Labor Impact Exhibit submitted with the CSX/NS-26 filing on July 7, 1997, is a slightly corrected version of the Labor Impact Exhibit submitted with the primary application itself on June 23, 1997.

additional 2,288 jobs. *See* CSX/NS-26, 1995 Exhibit at 33. The 1995 Exhibit is based on calendar year 1995 average monthly employment levels. *But see* CSX/NS-26, Peifer/Spenski V.S. at 1 n.1 (1995 data is incomplete).

Applicants emphasize that the projections contained in their Labor Impact Exhibits are short term projections; applicants maintain that, in the long term, the transactions proposed in the primary application and the related filings will provide opportunities for rail transportation growth and, therefore, new jobs. Applicants anticipate that, if we approve the transactions proposed in the primary application and the related filings, we will impose on such transactions the standard labor protective conditions customarily imposed on similar such transactions. *See* CSX/NS-18 at 25.

RELIEF REQUESTED IN THE PRIMARY APPLICATION. In the STB Finance Docket No. 33388 lead docket, applicants seek: approval of the transaction proposed in the primary application (in paragraph 1 below); approval of certain “elements” of that transaction, referred to as Transaction Elements (in paragraphs 2, 3, 4, 5, 6, 7, 8, 9, 10, and 11 below); and a “fairness determination” respecting the terms under which CSX and NS have acquired all of the common stock of CRR (in paragraph 12 below).

(1) Applicants seek approval and authorization, pursuant to 49 U.S.C. 11323 and 11324, of the acquisition by CSXC and NSC (each a noncarrier corporation controlling one or more rail carriers) of joint control of, and the power to exercise joint control over, CRR (also a noncarrier corporation controlling one or more rail carriers). *See* 49 U.S.C. 11323(a)(5).⁹

(2) Applicants seek approval and authorization, pursuant to 49 U.S.C. 11323 and 11324, of the acquisition by NYC and PRR of, and of the operation by CSXT and NSR over, the CRC lines and other assets, including without limitation trackage and other rights, that will be allocated to NYC and PRR, respectively. Applicants also ask that we expressly provide that, pursuant to the sought approval and authorization under 49 U.S.C. 11323 and 11324, and notwithstanding any purported limitations on assignability, NYC and PRR each will have the same right, title, and interest in the CRC lines and other assets forming its part of the Allocated Assets as CRC itself now has, including the power to pass the use and enjoyment of those lines and other assets to CSXT and NSR.¹⁰

⁹ As applicants note, although joint control by CSXC and NSC of Conrail as a separately functioning rail system will last only until the Division is effected, such joint control, even though transitory, requires approval and authorization under 49 U.S.C. 11323(a)(5). *See* CSX/NS-18 at 90 & n.14.

¹⁰ The CRC lines and other assets to be allocated to NYC and PRR include both: (i) those owned by CRC; and also (ii) those not owned by CRC but operated by CRC under leases, trackage rights, and similar arrangements (such arrangements are hereinafter referred to as “Trackage Agreements”). Because applicants are concerned that CRC's interests under some of these Trackage Agreements may be subject to limitations on assignability, approval and authorization under 49 U.S.C. 11323 and 11324 has been sought in order to bring these Trackage
(continued...)

(3) Applicants request a declaratory order that 49 U.S.C. 10901 does not apply to the transfer of the Allocated Assets to NYC and PRR.¹¹ Applicants concede that, because NYC and PRR are not now carriers, an argument can be made that authority under 49 U.S.C. 10901 is required for the transfer; applicants maintain, however, that the transfer should be viewed in context as simply a part of a larger transaction involving the operation by CSX and NS of the assets to be transferred to NYC and PRR, respectively; and applicants claim that the transfer, when viewed in context, requires authorization not under 49 U.S.C. 10901 but rather under 49 U.S.C. 11323 and 11324. In the event we do not issue the sought declaratory order, applicants seek authorization for the transfer of the CRC assets to NYC and PRR: under 49 U.S.C. 10901; and, in order to bring the transfer within the scope of the immunizing power of 49 U.S.C. 11321(a), also under 49 U.S.C. 11323 and 11324.

(4) Applicants seek approval and authorization, pursuant to 49 U.S.C. 11323 and 11324: (i) for CSXT and NSR to enter into the Allocated Assets Operating Agreements and to operate the assets held by NYC and PRR, respectively; (ii) for CSXT, NSR, and CRC to enter into the three Shared Assets Areas Operating Agreements and to operate the assets in such areas; and (iii) for CSX and NS to use, operate, perform, and enjoy the Allocated Assets and the assets in the Shared Assets Areas consisting of assets other than routes (including, without limitation, the Existing Transportation Contracts). *See* 49 U.S.C. 11323(a)(2). *See also* 49 U.S.C. 11323(a)(6). Applicants also request a declaratory order, or a declaration to the same effect as a declaratory order: (a) that, by virtue of the immunizing power of 49 U.S.C. 11321(a), CSX and NS will have the authority to conduct operations over the routes of CRC covered by the Trackage Agreements as fully and to the same extent as CRC itself could, whether or not such routes are listed in CSX/NS-18, Appendix L (CSX/NS-18 at 216-24), and notwithstanding any clause in any such agreement purporting to limit or prohibit unilateral assignment by CRC of its rights thereunder; and (b) that, also by virtue of the immunizing power of 49 U.S.C. 11321(a), CSX and NS may use, operate, perform, and enjoy the Allocated Assets and the assets in the Shared Assets Areas consisting of assets other than routes (including, without limitation, the Existing Transportation Contracts) as fully and to the same extent as CRC itself could.

(5) For the period following the transfer of CRC assets to NYC and PRR, applicants seek approval and authorization, pursuant to 49 U.S.C. 11323 and 11324: (a) for CSXC, NSC, and CRR to continue to control NYC and PRR; and (b) for the common control, by CSXC, CSXT, NSC, NSR, CRR, and CRC of (i) NYC and PRR, and (ii) the carriers currently controlled by CSXC, CSXT, NSC, NSR, CRR, and CRC. Such authorization and approval will be necessary because, as applicants note: CRC, NYC, and PRR will not be part of a “single system” of rail carriers, and therefore authorization to control CRC will not in and of itself imply authorization to control NYC and PRR; and, although CSX will exercise day-to-day control of NYC and NS will exercise day-to-day control of PRR, the fact that certain major actions concerning NYC and

¹⁰(...continued)

Agreements within the scope of the immunizing power of 49 U.S.C. 11321(a). *See Norfolk & Western Ry. Co. v. American Train Dispatchers' Ass'n*, 499 U.S. 117 (1991).

¹¹ As applicants note, the immunizing power of 49 U.S.C. 11321(a) does not extend to an authorization under 49 U.S.C. 10901.

PRR will remain under the control of CRC will result in an ongoing common control relationship involving CSXC, NSC, and CRR, and the subsidiaries of each.

(6) Applicants seek approval and authorization, pursuant to 49 U.S.C. 11323 and 11324: for the acquisition by CSXT of certain trackage rights over PRR; and for the acquisition by NSR of certain trackage rights over NYC. *See* 49 U.S.C. 11323(a)(6). The lines over which these trackage rights will run are listed in items 1.B and 1.A, respectively, of Schedule 4 to the Transaction Agreement. *See* CSX/NS-25, Volume 8B at 110-21.¹²

(7) Applicants seek approval and authorization, pursuant to 49 U.S.C. 11323 and 11324, of the trackage rights provided to CSXT, *see* CSX/NS-25, Volume 8C at 715-57, to access all current and future facilities located on or accessed from the former Monongahela Railway, including the Waynesburg Southern. *See* 49 U.S.C. 11323(a)(6).¹³

(8) The trackage rights covered by paragraph 6 include, among many other such trackage rights, certain trackage rights to be acquired by NSR over the NYC Bound Brook, NJ-Woodbourne, PA line. *See* CSX/NS-25, Volume 8B at 112 (item 20). These particular trackage rights, however, are intended to be temporary in duration, and will expire, by their terms, at the end of 3 years. Applicants therefore seek authorization, pursuant to 49 U.S.C. 10903, for NSR to discontinue the Bound Brook-Woodbourne trackage rights in accordance with the terms thereof.¹⁴

(9) Applicants seek approval and authorization, pursuant to 49 U.S.C. 11323 and 11324, of certain incidental trackage rights granted in connection with operations within the Shared Assets Areas. These trackage rights include: (i) trackage rights granted by CSXT to NSR and

¹² The trackage rights identified in Schedule 4 to the Transaction Agreement, *see* CSX/NS-25, Volume 8B at 110-21, fall into three categories: existing trackage rights held by CRC over other carriers, which are covered in paragraph 4 above; new trackage rights to be held by CSXT over PRR and by NSR over NYC, which are covered in this paragraph 6; and certain additional new trackage rights provided for in the related filings in STB Finance Docket No. 33388 (Sub-Nos. 25, 27, 28, 29, 30, 32, 33, & 34), which are covered in the “Related Filings” discussion below. *See* CSX/NS-18 at 96 n.17.

¹³ Applicants indicate, *see* CSX/NS-18 at 96 (lines 9-10), that the rights referenced in paragraphs 6 and 7 fall under 49 U.S.C. 11323(a)(2) (approval and authorization required for a “purchase, lease, or contract to operate property of another rail carrier by any number of rail carriers”). The rights referenced in paragraphs 6 and 7, however, appear to be trackage rights, and we therefore believe that these rights fall under 49 U.S.C. 11323(a)(6) (approval and authorization required for the acquisition “by a rail carrier of trackage rights over, . . . or joint use of, a railroad line . . . owned or operated by another rail carrier”).

¹⁴ Applicants indicate that, in due course, NSR will “abandon” its Bound Brook-Woodbourne trackage rights. *See* CSX/NS-18 at 96-97 (item e) and 103 (item e). We think it would be more accurate to say that NSR will “discontinue” these trackage rights.

CRC; and (ii) trackage rights granted by NSR to CSXT and CRC. *See* CSX/NS-18 at 97-98. *See also* CSX/NS-25, Volume 8C at 76, 115-16, and 156.¹⁵

(10) To the extent that any matter concerning either (i) the joint ownership by CSX and NS of CRR, CRC, NYC, and/or PRR, or (ii) the Transaction Agreement and the Ancillary Agreements referred to therein,¹⁶ including the provision for handling Existing Transportation Contracts, might be deemed to be a pooling or division by CSX and NS of traffic or services or of any part of their earnings, applicants request approval for such pooling or division under 49 U.S.C. 11322.¹⁷

(11) Applicants seek approval and authorization, pursuant to 49 U.S.C. 11323 and 11324, for the transfer of CRC's Streator Line from CRC to NSR/NW.¹⁸

(12) Applicants seek a determination that the terms under which CSX and NS, both individually and jointly, have acquired all of the common stock of CRR are fair and reasonable to the stockholders of CSXC, the stockholders of NSC, and the stockholders of CRR. *See Schwabacher v. United States*, 334 U.S. 192 (1948).

RELATED FILINGS. In STB Finance Docket No. 33388 (Sub-No. 1), CSXT has filed a notice of exemption under 49 CFR 1150.36 to construct and operate, at Crestline, OH, a connection track in the northwest quadrant of the intersection of CRC's North-South line between

¹⁵ Applicants indicate, *see* CSX/NS-18 at 98 (lines 1-2), that the rights referenced in paragraph 9 fall under 49 U.S.C. 11323(a)(2). The rights referenced in paragraph 9, however, appear to be trackage rights, and we therefore believe that these rights fall under 49 U.S.C. 11323(a)(6).

¹⁶ As used in the Transaction Agreement, the term "Ancillary Agreements" means the Equipment Agreements, the CSXT Operating Agreement, the NSR Operating Agreement, the NYC LLC Agreement, the PRR LLC Agreement, the CRR Holdings LLC Agreement, the Trackage Rights Agreements, the CSXT/NSR Haulage Agreements, the Tax Allocation Agreement, the Shared Assets Agreements, and the Other Operating Agreements. *See* CSX/NS-25, Volume 8B at 10.

¹⁷ Such approval under 49 U.S.C. 11322 is sought because, as applicants note, payments with respect to the rights granted in connection with both the Allocated Assets and the Shared Assets Areas, as well as payments for the services performed by CRC in connection with the Shared Assets Areas, are to be made by CSXT and NSR to entities (CRC or its subsidiaries) in which both CSX and NS will have economic interests.

¹⁸ *See* Decision No. 4 (served May 2, 1997), slip op. at 7 n.16: "The transfer of the Streator line from CRC to NSR will be considered in the lead docket because this transfer, like all aspects of the division of CRC assets between CSX and NS, is integral to, and an inseparable part of, the control transaction." *See also* CSX/NS-22 at 446, defining the Streator Line as the CRC line running: (i) between MP 6.3 at Osborn, IN, and MP 33.2 at Schneider, IN; and (ii) between MP 56.4 at Wheatfield, IN, and MP 186.0 at Moronts, IL.

Greenwich, OH, and Indianapolis, IN, and CRC's East-West line between Pittsburgh, PA, and Ft. Wayne, IN. The connection will extend approximately 1,507 feet between approximately MP 75.4 on the North-South line and approximately MP 188.8 on the East-West line.¹⁹

In STB Finance Docket No. 33388 (Sub-No. 2), CSXT has filed a petition under 49 U.S.C. 10502 for exemption from the provisions of 49 U.S.C. 10901 to construct and operate, in Willow Creek, IN, a connection track in the southeast quadrant of the intersection between CSXT's line between Garrett, IN, and Chicago, IL, and CRC's line between Porter, IN, and Gibson Yard, IN (outside Chicago). The connection will extend approximately 2,800 feet between approximately MP BI-236.5 on the CSXT line and approximately MP 248.8²⁰ on the CRC line.²¹

In STB Finance Docket No. 33388 (Sub-No. 3), CSXT has filed a petition under 49 U.S.C. 10502 for exemption from the provisions of 49 U.S.C. 10901 to construct and operate, in Greenwich, OH, connection tracks in the northwest and southeast quadrants of the intersection between the CSXT line between Chicago and Pittsburgh and the CRC line between Cleveland and Cincinnati. The connection in the northwest quadrant, a portion of which will be constructed utilizing existing trackage and/or right-of-way of the Wheeling & Lake Erie Railway Company, will extend approximately 4,600 feet between approximately MP BG-193.1 on the CSXT line and approximately MP 54.1 on the CRC line. The connection in the southeast quadrant will

¹⁹ In accordance with the waiver granted in Decision No. 9, served June 12, 1997, and as indicated in the notice published in the *Federal Register* on July 11, 1997 (62 FR 37331), we will consider on an expedited basis, in advance of our consideration of the primary application: (i) the physical construction of the Crestline connection track, as proposed in the STB Finance Docket No. 33388 (Sub-No. 1) embraced docket; and (ii) operation thereover by CSXT. The operational implications of the transactions proposed in the primary application and in the related filings as a whole, including proposed operations over the Crestline connection track, if authorized, will be examined in the context of the environmental impact statement (EIS) that will be prepared by our Section of Environmental Analysis (SEA).

²⁰ We question the MP 248.8 designation, *see* CSX/NS-22 at 106 (line 1); our review of CRC's timetable for its Porter Branch suggests that the correct designation may be MP 246.8. We also question CSXT's assertion that the Sub-No. 2 connection track will provide a direct link between CRC and CSXT tracks "and the parallel IHB line at Willow Creek," *see* CSX/NS-22 at 106 (lines 16-17); our review of CRC's timetable for its Porter Branch suggests that the link with IHB may be at Ivanhoe, not at Willow Creek.

²¹ In accordance with the waiver granted in Decision No. 9, and as indicated in the notice published in the *Federal Register* concurrently herewith, we will consider on an expedited basis, in advance of our consideration of the primary application: (i) the physical construction of the Willow Creek connection track, as proposed in the STB Finance Docket No. 33388 (Sub-No. 2) embraced docket; and (ii) operation thereover by CSXT. The operational implications of the transactions proposed in the primary application and in the related filings as a whole, including proposed operations over the Willow Creek connection track, if authorized, will be examined in the context of the EIS that will be prepared by SEA.

extend approximately 1,044 feet between approximately MP BG-192.5 on the CSXT line and approximately MP 54.6 on the CRC line.²²

In STB Finance Docket No. 33388 (Sub-No. 4), CSXT has filed a petition under 49 U.S.C. 10502 for exemption from the provisions of 49 U.S.C. 10901 to construct and operate, at Sidney Junction, OH, a connection track in the southeast quadrant of the intersection between the CSXT line between Cincinnati, OH, and Toledo, OH, and the CRC line between Cleveland, OH, and Indianapolis, IN. The connection will extend approximately 3,263 feet between approximately MP BE-96.5 on the CSXT line and approximately MP 163.5 on the CRC line.²³

In STB Finance Docket No. 33388 (Sub-No. 5), NW has filed a petition under 49 U.S.C. 10502 for exemption from the provisions of 49 U.S.C. 10901 to construct and operate, at Sidney, IL, a connection track between the UPRR north-south line between Chicago, IL, and St. Louis, MO, and the NW east-west line between Decatur, IL, and Tilton, IL. The connection, which will be in the southwest quadrant of the intersection of the two lines, will be approximately 3,256 feet in length.²⁴

In STB Finance Docket No. 33388 (Sub-No. 6), NW has filed a petition under 49 U.S.C. 10502 for exemption from the provisions of 49 U.S.C. 10901 to construct and operate, at

²² In accordance with the waiver granted in Decision No. 9, and as indicated in the notice published in the *Federal Register* concurrently herewith, we will consider on an expedited basis, in advance of our consideration of the primary application: (i) the physical construction of the Greenwich connection tracks, as proposed in the STB Finance Docket No. 33388 (Sub-No. 3) embraced docket; and (ii) operation thereover by CSXT. The operational implications of the transactions proposed in the primary application and in the related filings as a whole, including proposed operations over the Greenwich connection tracks, if authorized, will be examined in the context of the EIS that will be prepared by SEA.

²³ In accordance with the waiver granted in Decision No. 9, and as indicated in the notice published in the *Federal Register* concurrently herewith, we will consider on an expedited basis, in advance of our consideration of the primary application: (i) the physical construction of the Sidney Junction connection track, as proposed in the STB Finance Docket No. 33388 (Sub-No. 4) embraced docket; and (ii) operation thereover by CSXT. The operational implications of the transactions proposed in the primary application and in the related filings as a whole, including proposed operations over the Sidney Junction connection track, if authorized, will be examined in the context of the EIS that will be prepared by SEA.

²⁴ In accordance with the waiver granted in Decision No. 9, and as indicated in the notice published in the *Federal Register* concurrently herewith, we will consider on an expedited basis, in advance of our consideration of the primary application: (i) the physical construction of the Sidney connection track, as proposed in the STB Finance Docket No. 33388 (Sub-No. 5) embraced docket; and (ii) operation thereover by NW. The operational implications of the transactions proposed in the primary application and in the related filings as a whole, including proposed operations over the Sidney connection track, if authorized, will be examined in the context of the EIS that will be prepared by SEA.

Alexandria, IN, a connection track between the CRC line between Anderson, IN, and Goshen, IN, and the NW line between Muncie, IN, and Frankfort, IN. The connection, which will be in the northeast quadrant of the intersection of the two lines, will be approximately 970 feet in length.²⁵

In STB Finance Docket No. 33388 (Sub-No. 7), NW has filed a petition under 49 U.S.C. 10502 for exemption from the provisions of 49 U.S.C. 10901 to construct and operate, at Bucyrus, OH, a connection track between NW's Bellevue, OH-Columbus, OH line and CRC's Ft. Wayne, IN-Crestline, OH line. The connection, which will be in the southeast quadrant of the intersection of the two lines, will be approximately 2,467 feet in length.²⁶

In STB Finance Docket No. 33388 (Sub-No. 8), CSXT has filed a notice of exemption under 49 CFR 1150.36 to construct and operate, at Little Ferry, NJ, two connection tracks between the CRC Selkirk-North Bergen line and the New York, Susquehanna and Western Railway (NYS&W) Paterson-Croxtton line. The first connection will extend approximately 480 feet between approximately MP 5.75 on the CRC line and approximately MP 5.65 on the NYS&W line. The second connection will extend approximately 600 feet between approximately MP 4.04 on the CRC line and approximately MP 4.15 on the NYS&W line.

In STB Finance Docket No. 33388 (Sub-No. 9), CSXT and The Baltimore and Ohio Chicago Terminal Railroad Company (B&OCT, a wholly owned CSXT subsidiary) have filed a notice of exemption under 49 CFR 1150.36 to construct and operate a connection track in the vicinity of 75th Street SW, Chicago, IL, in the southwest quadrant of the intersection of the lines of B&OCT and The Belt Railway Company of Chicago (BRC). The connection will extend approximately 1,640 feet between approximately MP DC-22.43 on B&OCT's North-South line between Cleveland and Brighton Park, and approximately MP 12.95 on BRC's East-West line between Bedford Park Yard and South Chicago Yard.

²⁵ In accordance with the waiver granted in Decision No. 9, and as indicated in the notice published in the *Federal Register* concurrently herewith, we will consider on an expedited basis, in advance of our consideration of the primary application: (i) the physical construction of the Alexandria connection track, as proposed in the STB Finance Docket No. 33388 (Sub-No. 6) embraced docket; and (ii) operation thereover by NW. The operational implications of the transactions proposed in the primary application and in the related filings as a whole, including proposed operations over the Alexandria connection track, if authorized, will be examined in the context of the EIS that will be prepared by SEA.

²⁶ In accordance with the waiver granted in Decision No. 9, and as indicated in the notice published in the *Federal Register* concurrently herewith, we will consider on an expedited basis, in advance of our consideration of the primary application: (i) the physical construction of the Bucyrus connection track, as proposed in the STB Finance Docket No. 33388 (Sub-No. 7) embraced docket; and (ii) operation thereover by NW. The operational implications of the transactions proposed in the primary application and in the related filings as a whole, including proposed operations over the Bucyrus connection track, if authorized, will be examined in the context of the EIS that will be prepared by SEA.

In STB Finance Docket No. 33388 (Sub-No. 10), CSXT has filed a petition under 49 U.S.C. 10502 for exemption from the provisions of 49 U.S.C. 10901 to construct and operate a connection track in Exermont, IL, in the northwest quadrant of the intersection between CSXT's Cincinnati-East St. Louis line and CRC's Cleveland-East St. Louis line. The connection will extend approximately 3,590 feet between approximately MP BC-327.9 on the CSXT line and approximately MP 231.4 on the CRC line.

In STB Finance Docket No. 33388 (Sub-No. 11), CSXT and B&OCT have filed a notice of exemption under 49 CFR 1150.36 to construct and operate a connection track in the vicinity of Lincoln Avenue in Chicago, IL, in the northeast quadrant of the intersection of the lines of B&OCT and IHB. The connection will extend approximately 840 feet between approximately MP DC-9.5 on B&OCT's line between Cleveland and Barr Yard, and approximately MP 10.43 on IHB's line between Gibson Yard and Blue Island Jct.

In STB Finance Docket No. 33388 (Sub-No. 12), NSR has filed a petition under 49 U.S.C. 10502 for exemption from the provisions of 49 U.S.C. 10901 to construct and operate, at Kankakee, IL, a connection track between the Illinois Central Railroad Company (ICR) Chicago, IL-Gibson City, IL north-south line, over which NSR has trackage rights, and the CRC Streator, IL-Schneider, IN east-west line. The connection, which will be in the southeast quadrant of the intersection of the two lines, will be approximately 1,082 feet in length.

In STB Finance Docket No. 33388 (Sub-No. 13), NW has filed a notice of exemption under 49 CFR 1150.36 to construct and operate a connection track at Tolono, IL, in the southeast quadrant of the intersection of the ICR line between Chicago, IL, and Centralia, IL, and the NW line between Decatur, IL, and Tilton, IL. The connection will be about 1,600 feet in length.

In STB Finance Docket No. 33388 (Sub-No. 14), NW has filed a petition under 49 U.S.C. 10502 for exemption from the provisions of 49 U.S.C. 10901 to construct and operate, at Butler, IN, a connection track between NW's Detroit, MI-Fort Wayne, IN line and CRC's Elkhart, IN-Toledo, OH line. The connection, which will be in the northwest quadrant of the intersection of the two lines, will be approximately 1,750 feet in length.

In STB Finance Docket No. 33388 (Sub-No. 15), NW has filed a notice of exemption under 49 CFR 1150.36 to construct and operate a connection track at Tolleston, IN. This track, which will connect a NW line and a CRC line, will be about 930 feet in length.

In STB Finance Docket No. 33388 (Sub-No. 16), NW has filed a notice of exemption under 49 CFR 1150.36 to construct and operate a double track connection at Hagerstown, MD. This track, which will connect a NW line and a CRC line, will be about 800 feet in length.

In STB Finance Docket No. 33388 (Sub-No. 17), NW has filed a notice of exemption under 49 CFR 1150.36 to construct and operate a connection track at Ecorse Junction (Detroit), MI. This track, which will connect a NW line and a CRC line, will be about 400 feet in length.

In STB Finance Docket No. 33388 (Sub-No. 18), NW has filed a petition under 49 U.S.C. 10502 for exemption from the provisions of 49 U.S.C. 10901 to construct and operate, at

Blasdell (Buffalo), NY, a connecting track approximately 2,500 feet in length between NW's Erie, PA-Buffalo, NY Line and CRC's Buffalo, NY-Harrisburg, PA Line.

In STB Finance Docket No. 33388 (Sub-No. 19), NW has filed a notice of exemption under 49 CFR 1150.36 to construct and operate, at Gardenville Junction (Buffalo), NY, a connecting track approximately 1,700 feet in length between CRC's Buffalo, NY-Harrisburg, PA Line and CRC's Ebenezer Secondary Track.

In STB Finance Docket No. 33388 (Sub-No. 20), NW has filed a notice of exemption under 49 CFR 1150.36 to construct and operate, at Columbus, OH, a NW-CRC connecting track approximately 1,423 feet in length. *See* CSX/NS-22 at 315 (map).

In STB Finance Docket No. 33388 (Sub-No. 21), NW has filed a petition under 49 U.S.C. 10502 for exemption from the provisions of 49 U.S.C. 10901 to construct and operate, at Oak Harbor, OH, a connecting track approximately 4,965 feet in length between, and in the northwest quadrant of the intersection of, NW's Toledo, OH-Bellevue, OH line and CRC's Toledo, OH-Cleveland, OH line.

In STB Finance Docket No. 33388 (Sub-No. 22), NW has filed a petition under 49 U.S.C. 10502 for exemption from the provisions of 49 U.S.C. 10901 to construct and operate, at Vermilion, OH, a connecting track approximately 5,398 feet in length between NW's Cleveland, OH-Bellevue, OH line and CRC's Toledo, OH-Cleveland, OH line.

In STB Finance Docket No. 33388 (Sub-No. 23), NW has filed a notice of exemption under 49 CFR 1180.2(d)(5) regarding a joint project involving relocation of NW's rail line running down 19th Street in Erie, PA (a distance of approximately 6.1 miles, between approximately MP B-85.10 near Downing Avenue and approximately MP B-91.25 west of Pittsburgh Avenue) to a parallel railroad right-of-way currently owned and operated by CRC that will be allocated to CSXT in connection with the primary application.

In STB Finance Docket No. 33388 (Sub-No. 24), CRC and NW have filed a petition under 49 U.S.C. 10502 for exemption from the provisions of 49 U.S.C. 11323-25 regarding the acquisition by CRC (or by NYC) of the Fort Wayne Line, between MP 441.8 at Fort Wayne, IN, and MP 319.2 at Tolleston (Gary), IN. *See* CSX/NS-22 at 446 and 449 (indicating that the mileposts are as stated in the preceding sentence). *But see* CSX/NS-22 at 461-62 (indicating that the mileposts are MP 441.8 at Tolleston and MP 319.2 at Fort Wayne).

In STB Finance Docket No. 33388 (Sub-No. 25), NW and CSXT have filed a notice of exemption under 49 CFR 1180.2(d)(7) regarding the acquisition by NW of trackage rights over approximately 32.7 miles of a CSXT line between Lima, OH (Erie Junction), at or near CSXT MP BE-129.2, and Sidney, OH, at or near CSXT MP BE-96.5. The trackage rights to be acquired by NW include overhead trackage rights between Lima and Sidney and local trackage rights that will allow NW to serve 2-to-1 shippers at Sidney.

In STB Finance Docket No. 33388 (Sub-No. 26), CSXC, CSXT, and The Lakefront Dock and Railroad Terminal Company (LD&RT) have filed an application seeking approval and authorization under 49 U.S.C. 11323-25 for the acquisition and exercise by CSXC and CSXT of

control of LD&RT, and the common control of LD&RT and CSXT and the other rail carriers controlled by CSXT and/or CSXC. LD&RT, a Class III railroad in which CSXT and CRC each currently owns a 50% voting stock interest, operates approximately 17 miles of yard tracks at Oregon, OH.

In STB Finance Docket No. 33388 (Sub-No. 27), NW and CSXT have filed a notice of exemption under 49 CFR 1180.2(d)(7) regarding the acquisition by NW of overhead trackage rights over approximately 5 to 6 miles of a CSXT line between Columbus, OH (Parsons Yard), at or near CSXT MP CJ 71.5, and Scioto, OH, at or near CSXT MP CK 2.5.

In STB Finance Docket No. 33388 (Sub-No. 28), CSXT and NW have filed a notice of exemption under 49 CFR 1180.2(d)(7) regarding the acquisition by CSXT of overhead trackage rights over approximately 2.02 miles of a NW line between Columbus, OH (Watkins Yard), at or near NW MP N-696.7, and Bannan, OH, at or near NW MP N-698.72.

In STB Finance Docket No. 33388 (Sub-No. 29), CSXT and NW have filed a notice of exemption under 49 CFR 1180.2(d)(7) regarding the acquisition by CSXT of overhead trackage rights over approximately 1.4 miles of a NW line between Erie Junction (Delray), MI, at or near MP D4.4, and Ecorse Junction, MI, at or near MP D5.8.

In STB Finance Docket No. 33388 (Sub-No. 30), NW and CSXT have filed a notice of exemption under 49 CFR 1180.2(d)(7) regarding the acquisition by NW of overhead trackage rights over approximately 1.7 miles of a CSXT line between the connection of two CSXT lines near Washington Street at or near MP 123.7, and the connection of two CSXT lines at Pine at or near MP 122.0, in Indianapolis, IN.

In STB Finance Docket No. 33388 (Sub-No. 31), CSXC and CSXT have filed a petition under 49 U.S.C. 10502 for exemption from the provisions of 49 U.S.C. 11323-25, to the extent those provisions may apply, regarding the acquisition by CSXC and CSXT of control of Albany Port Railroad Corporation (APR). APR, which operates approximately 16.5 miles of track at the Port of Albany, NY, is owned in equal 50% shares by CRC and D&H Corporation (D&H, an affiliate of Canadian Pacific Limited); and, if the primary application is approved, CRC's 50% interest in APR will be allocated to CSXT in the Division.²⁷

In STB Finance Docket No. 33388 (Sub-No. 32), NW and B&OCT have filed a notice of exemption under 49 CFR 1180.2(d)(7) regarding the acquisition by NW of overhead trackage rights over approximately 9.8 miles of the IHB McCook Branch between the connection of IHB and B&OCT at McCook, IL, at or near MP 28.5, and the connection of IHB and Canadian Pacific Rail System at Franklin Park, IL, at MP 39.3.²⁸

²⁷ Implicit in the Sub-No. 31 docket is a request for a determination that acquisition by CSXC and CSXT of a 50% interest in APR will not enable CSXC and CSXT to "control" APR within the meaning of 49 U.S.C. 11323.

²⁸ Applicants indicate that the Sub-No. 32 trackage rights run for approximately 9.8
(continued...)

In STB Finance Docket No. 33388 (Sub-No. 33), NW and B&OCT have filed a notice of exemption under 49 CFR 1180.2(d)(7) regarding the acquisition by NW of trackage rights over B&OCT's Barr Subdivision between the connection of the NSR Chicago Line and the B&OCT line at Pine Junction, IN (CP 497) and: (i) the connection with B&OCT's McCook Subdivision at Blue Island Junction, IL, at or near MP DC 14.9, a distance of approximately 14.9 miles; and beyond to (ii) the B&OCT/IHB connection at McCook, IL, at or near MP 28.5, a distance of approximately 13.6 miles.

In STB Finance Docket No. 33388 (Sub-No. 34), CSXT and NW have filed a notice of exemption under 49 CFR 1180.2(d)(7) regarding the acquisition by CSXT of overhead trackage rights over approximately 45.5 miles of a NW line between Bucyrus, OH, at or near NW MP S-63.0, and Sandusky, OH, at or near NW MP S-108.5. The trackage rights to be acquired by CSXT, although described as "overhead" trackage rights, will allow CSXT to access 2-to-1 shippers at Sandusky.

In STB Docket Nos. AB-167 (Sub-No. 1181X) and AB-55 (Sub-No. 551X), CRC and CSXT, respectively, have filed a notice of exemption under 49 CFR 1152.50 to abandon an approximately 29-mile portion of the Danville Secondary Track between MP 93.00± at Paris, IL, and MP 122.00± at Danville, IL, in Edgar and Vermilion Counties, IL. The line, which is presently owned and operated by CRC and which is proposed to be operated by CSXT pursuant to the authority sought in the primary application, traverses United States Postal Service Zip Codes 61846, 61870, 61883, 61924, and 61944.

In STB Docket No. AB-290 (Sub-No. 194X), NW has filed a notice of exemption under 49 CFR 1152.50 to abandon a line between MP SK-2.5 near South Bend, IN, and MP SK-24.0 near Dillon Junction, IN, a distance of approximately 21.5 miles in St. Joseph and La Porte Counties, IN. The line traverses or adjoins United States Postal Service Zip Codes 46613, 46614, 46619, 46536, 46554, and 46365.

In STB Docket No. AB-290 (Sub-No. 195X), NW has filed a petition under 49 U.S.C. 10502 for exemption from the provisions of 49 U.S.C. 10903 to abandon a line between MP I-137.3 near Dillon Junction, IN, and MP I-158.8 near Michigan City, IN, a distance of approximately 21.5 miles in La Porte County, IN. The line traverses or adjoins United States Postal Service Zip Codes 46350 and 46360.

In STB Docket No. AB-290 (Sub-No. 196X), NW has filed a petition under 49 U.S.C. 10502 for exemption from the provisions of 49 U.S.C. 10903 to abandon a line between MP TM-5.0 in Toledo, OH, and MP TM-12.5 near Maumee, OH, a distance of approximately 7.5 miles in Lucas County, OH. The line traverses or adjoins United States Postal Service Zip Codes 43612, 43613, 43606, 43607, 43609, and 43614.

²⁸(...continued)
miles. See CSX/NS-22 at 420 and 425. By our calculations, however, these trackage rights would appear to run for approximately 10.8 miles.

In STB Docket No. AB-290 (Sub-No. 197X), NW has filed a notice of exemption under 49 CFR 1152.50 to abandon the Toledo Pivot Bridge extending between MP CS-2.8 and MP CS-3.0 near Toledo, OH, a distance of approximately 0.2 miles in Lucas County, OH. The line traverses or adjoins either United States Postal Service Zip Code 42611 or United States Postal Service Zip Code 43611 (*see* CSX/NS-22 at 84-86).

PRIMARY APPLICATION AND RELATED FILINGS ACCEPTED. We are accepting the primary application for consideration because it is in substantial compliance with the applicable regulations, waivers, and requirements. *See* 49 U.S.C. 11321-25; 49 CFR part 1180. We are also accepting for consideration all of the related filings, which are also in substantial compliance with the applicable regulations, waivers, and requirements.²⁹

PUBLIC INSPECTION. The primary application and all related filings, including the various accompanying exhibits, are available for inspection in the Docket File Reading Room (Room 755) at the offices of the Surface Transportation Board, 1925 K Street, N.W., in Washington, DC.

PROCEDURAL SCHEDULE. In Decision No. 6, served May 30, 1997, and published that day in the *Federal Register* at 62 FR 29387, we adopted a procedural schedule.³⁰ To provide further notice to interested persons, we have attached that schedule to this decision as Appendix B and have filled in all of the dates.

NOTICE OF INTENT TO PARTICIPATE. Any person who wishes to participate in this proceeding as a party of record (POR) must file with the Secretary of the Board, no later than

²⁹ We reserve the right to require the filing of supplemental information from applicants or any other party or individual, if necessary to complete the record in this matter.

³⁰ In Decision No. 9, we added to the procedural schedule adopted in Decision No. 6 by requiring applicants to file, by September 5, 1997, Preliminary Draft Environmental Assessments for the construction projects referenced in the STB Finance Docket No. 33388 (Sub-Nos. 1, 2, 3, 4, 5, 6, and 7) embraced dockets. As indicated in the notice published in the *Federal Register* on July 11, 1997 (62 FR 37331), we will consider on an expedited basis, in advance of our consideration of the primary application: (i) the physical construction of the Crestline connection track, as proposed in the STB Finance Docket No. 33388 (Sub-No. 1) embraced docket; and (ii) operation thereover by CSXT. As indicated in the notices published in the *Federal Register* concurrently herewith, we will consider on an expedited basis, in advance of our consideration of the primary application: (i) the physical construction of the Willow Creek, Greenwich, Sidney Junction, Sidney, Alexandria, and Bucyrus connection tracks, as proposed in the STB Finance Docket No. 33388 (Sub-Nos. 2, 3, 4, 5, 6, and 7) embraced dockets, respectively; and (ii) operation thereover by applicants. As further indicated in the notice published on July 11, 1997, and in the notices published concurrently herewith, the operational implications of the transactions proposed in the primary application and in the related filings as a whole, including proposed operations over the Crestline, Willow Creek, Greenwich, Sidney Junction, Sidney, Alexandria, and Bucyrus connection tracks, if authorized, will be examined in the context of the EIS that will be prepared by SEA.

August 7, 1997, an original plus 25 copies of a notice of intent to participate, accompanied by a certificate of service indicating that the notice has been properly served on Judge Leventhal and on applicants' representatives.

We will serve, as soon as practicable after August 7, 1997, a notice containing the official service list (the service list notice). Each party of record will be required to serve upon all other parties of record, within 10 days of the service date of the service list notice, copies of all filings previously submitted by that party (to the extent such filings have not previously been served upon such other parties). Each party of record will also be required to file with the Secretary of the Board, within 10 days of the service date of the service list notice, an original plus five copies of a certificate of service indicating that the service required by the preceding sentence has been accomplished. Every filing made by a party of record after the service date of the service list notice must have its own certificate of service indicating that both Judge Leventhal and all PORs on the service list have been served with a copy of the filing. Members of the United States Congress (MOCs) and Governors (GOVs) are not parties of record (PORs) and therefore need not be served with copies of filings, unless any such Member or Governor is designated as a POR.

As noted in Decision No. 6, slip op. at 5, 62 FR at 29389, we will serve copies of our decisions, orders, and notices only on those persons who are designated on the official service list as either POR, MOC, or GOV. All other interested persons are encouraged to make advance arrangements with the Board's copy contractor, DC News & Data, Inc. (DC News), to receive copies of Board decisions, orders, and notices served in this proceeding. DC News will handle the collection of charges and the mailing and/or faxing of decisions, orders, and notices to persons who request this service. The telephone number for DC News is: (202) 289-4357.³¹

DESCRIPTIONS OF, AND PETITIONS RESPECTING, RESPONSIVE (INCLUDING INCONSISTENT) APPLICATIONS. Because the transaction proposed by applicants constitutes a major transaction within the meaning of our rail consolidation rules (49 CFR part 1180),³² railroads intending to file responsive (including inconsistent) applications must submit descriptions of those applications by August 22, 1997. The description must state that the commenting railroad intends to file an application seeking affirmative relief that requires an application to be filed with the Board (e.g., divestiture, purchase, trackage rights, inclusion,

³¹ An interested person does not need to be on the service list to obtain a copy of the primary application or any other filing made in this proceeding. Our Railroad Consolidation Procedures provide: "Any document filed with the Board (including applications, pleadings, etc.) shall be promptly furnished to interested persons on request, unless subject to a protective order." See 49 CFR 1180.4(a)(3), as recently amended in *Railroad Consolidation Procedures--Modification of Fee Policy*, STB Ex Parte No. 556, 62 FR 9714, 9717 (Mar. 4, 1997) (interim rules), 62 FR 28375 (May 23, 1997) (final rules). Furthermore, DC News will provide, for a charge, copies of the primary application or any other filing made in this proceeding, except to the extent any such filing is subject to the protective order heretofore entered in this proceeding.

³² See Decision No. 2, served April 21, 1997, and published that day in the *Federal Register* at 62 FR 19390.

construction, or abandonment) and must include a general statement of what that application is expected to include. This will be considered a prefiling notice without which the Board will not entertain applications for this type of relief.

Petitions for waiver or clarification by responsive (including inconsistent) applicants must be filed by August 22, 1997. Each responsive (including inconsistent) application filed and accepted will be consolidated with the primary application in this proceeding. Parties should contact the Office of the Secretary, Case Control Unit, at 202-565-1681 to obtain docket numbers for their responsive (including inconsistent) applications.

Any responsive (including inconsistent) applicant must file, by October 1, 1997, either: (1) a verified statement that the responsive (including inconsistent) application will have no significant environmental impact; or (2) a responsive environmental report (RER) that contains detailed environmental information regarding the responsive (including inconsistent) application. *See* Decision No. 6, slip op. at 3-4, 62 FR at 29388-89.

RESPONSIVE (INCLUDING INCONSISTENT) APPLICATIONS, COMMENTS, PROTESTS, REQUESTS FOR CONDITIONS, AND OTHER OPPOSITION EVIDENCE AND ARGUMENT. Any interested persons, including the U.S. Secretary of Transportation and the U.S. Attorney General, may file written comments, protests, requests for conditions, and any other opposition evidence and argument, and/or responsive (including inconsistent) applications, no later than October 21, 1997. This deadline applies to comments, etc., addressing either the primary application or any of the related filings submitted with the primary application. An original and 25 copies of such comments, etc., must be filed with the Surface Transportation Board, Office of the Secretary, Case Control Unit, ATTN.: STB Finance Docket No. 33388, 1925 K Street, N.W., Washington, DC 20423-0001. In addition, as previously noted, parties are also requested to submit one electronic copy of each document filed with the Board. Further details respecting such electronic submissions are provided below.

Written comments, etc., must be concurrently served by first class mail on the U.S. Secretary of Transportation, the U.S. Attorney General, Judge Leventhal, applicants' representatives, and all other parties of record.

Written comments, etc., shall include: (1) the docket number and title of the proceeding; (2) the name, address, and telephone number of the commenting party and its representative upon whom service shall be made; (3) the commenting party's position, i.e., whether it supports or opposes the proposed transaction; (4) a list of any specific protective conditions sought; and (5) an analysis of the issues with particular attention to our general policy statement for the merger or control of at least two Class I railroads (49 CFR 1180.1), the statutory criteria (49 U.S.C. 11324), and antitrust policy.

Protesting parties are advised that, if they seek either the denial of the primary application or the imposition of conditions upon any approval thereof, on the theory that approval without imposition of conditions will harm either their ability to provide essential services and/or competition, they must present substantial evidence in support of their positions. *See Lamoille Valley R.R. Co. v. ICC*, 711 F.2d 295 (D.C. Cir. 1983).

OTHER DATES. The procedural schedule adopted in Decision No. 6 further provides: (1) that rebuttal in support of the primary application, or in support of any of the related filings, must be filed by December 15, 1997; (2) that responses to any responsive (including inconsistent) applications, as well as responses to all comments, protests, requests for conditions, and other opposition evidence and argument, must also be filed by December 15, 1997; (3) that rebuttal in support of any responsive (including inconsistent) applications must be filed by January 14, 1998; (4) that briefs may be filed by February 23, 1998; (5) that oral argument will be heard on April 9, 1998; (6) that, at the discretion of the Board, a voting conference will be held on April 14, 1998; and (7) that the final written decision, addressing the primary application and the related filings, and also addressing any responsive (including inconsistent) applications, will be served on June 8, 1998.

DATES RESPECTING ABANDONMENTS. We will process the abandonments proposed by applicants in accordance with the overall procedural schedule, rather than applying the procedural schedules required by 49 U.S.C. 10904 and our 49 CFR part 1152 abandonment regulations.³³ Therefore, with respect to each related abandonment proposal: (1) in order to be designated a party of record (POR), a person must file with the Secretary of the Board, no later than August 7, 1997, an original plus 25 copies of a notice of intent to participate along with a certificate of service indicating that the notice has been properly served on Judge Leventhal and on applicants' representatives; (2) opposition submissions, requests for public use conditions,³⁴ and/or Trails Act requests³⁵ must be filed by October 21, 1997; (3) rebuttal in support of the abandonment proposals, and/or responses to any requests for public use conditions and Trails Act requests, must be filed by December 15, 1997; (4) as with the primary application and all related matters, briefs may be filed by February 23, 1998, oral argument will be held on April 9, 1998, and a voting conference will be held, at the Board's discretion, on April 14, 1998; and (5) if, in the final decision served on June 8, 1998, we approve the primary application, we shall also address, in that final decision, each of the abandonment proposals, and all matters (including requests for public use conditions and Trails Act requests) relative thereto; and if we exempt any of the abandonment proposals, we shall require interested persons to file, no later than 10 days after the date of service of the final decision, offers of financial assistance³⁶ with respect to any of the exempted abandonments.

DISCOVERY. In Decision No. 1, served April 16, 1997, this proceeding was assigned to Judge Leventhal for the handling of all discovery matters and the initial resolution of all

³³ All references herein to our 49 CFR part 1152 abandonment regulations are to our new regulations, which took effect on January 23, 1997. *See Abandonment and Discontinuance of Rail Lines and Rail Transportation Under 49 U.S.C. 10903*, STB Ex Parte No. 537, 61 FR 67876 (Dec. 24, 1996), 62 FR 34669 (June 27, 1997).

³⁴ *See* 49 CFR 1152.28 (61 FR at 67894).

³⁵ *See* 49 CFR 1152.29 (61 FR at 67894-96).

³⁶ *See* 49 CFR 1152.27 (61 FR at 67891-94).

discovery disputes. In Decision No. 10, served June 27, 1997, Judge Leventhal adopted discovery guidelines to govern the conduct of discovery in this proceeding.

DEADLINES APPLICABLE TO APPEALS AND REPLIES. As noted in Decision No. 6, slip op. at 7, 62 FR at 29390: any appeal to a decision issued by Judge Leventhal must be filed within 3 working days of the date of his decision; any response to any such appeal must be filed within 3 working days of the date of filing of the appeal; and any reply to any motion filed with the Board itself in the first instance must be filed within 3 working days of the date of filing of the motion.

ENVIRONMENTAL REVIEW PROCESS: SCOPE. By notice served July 3, 1997, and published in the *Federal Register* on July 7, 1997, at 62 FR 36332, the Board's Section of Environmental Analysis (SEA): (a) provided notice to interested persons that, to evaluate and consider the potential environmental impacts that may result from the transactions proposed in the primary application and in the related filings, SEA intends to prepare an environmental impact statement (EIS); (b) set out the draft scope of the EIS that SEA intends to prepare; (c) directed that written comments respecting the draft scope be filed by August 6, 1997; and (d) set forth projected time frames for conducting the EIS process.

ELECTRONIC SUBMISSIONS. In addition to submitting an original and 25 paper copies of each document filed with the Board, parties are also requested to submit, on diskettes (3.5-inch IBM-compatible floppies) or compact discs, one electronic copy of each such document. Textual materials must be in, or convertible into, WordPerfect 7.0. Spreadsheets must be in, or convertible into, Lotus 1-2-3 Version 7.³⁷ Each diskette or compact disc should be clearly labeled with the identification acronym and number of the corresponding paper document, *see* 49 CFR 1180.4(a)(2), and a copy of such diskette or compact disc should be provided to any other party upon request. The data contained on the diskettes and compact discs submitted to the Board will be subject to the protective order granted in Decision No. 1, served April 16, 1997 (as modified in Decision No. 4, served May 2, 1997), and will be for the exclusive use of Board employees reviewing substantive and/or procedural matters in this proceeding. The flexibility provided by such computer data will facilitate timely review by the Board and its staff.³⁸

This action will not significantly affect either the quality of the human environment or the conservation of energy resources.

³⁷ Parties intending to submit spreadsheets in formats other than Lotus 1-2-3 Version 7 may wish to consult with our staff regarding such submissions. Some (though not all) spreadsheets prepared in other formats, though perhaps not convertible into Lotus 1-2-3 Version 7, may nevertheless be useable by our staff. For further information, contact Julia M. Farr, (202) 565-1613.

³⁸ The electronic submission requirements set forth in this decision supersede, for the purposes of this proceeding, the otherwise applicable electronic submission requirements set forth in our regulations. *See* 49 CFR 1104.3(a), as amended in *Expedited Procedures for Processing Rail Rate Reasonableness, Exemption and Revocation Proceedings*, STB Ex Parte No. 527, 61 FR 52710, 52711 (Oct. 8, 1996), 61 FR 58490, 58491 (Nov. 15, 1996).

It is ordered:

1. The primary application in STB Finance Docket No. 33388, and the related filings in the various embraced dockets listed in Appendix A, are accepted for consideration.
2. The parties shall comply with the procedural requirements described in this decision.
3. Any appeal to a decision issued by Judge Leventhal must be filed within 3 working days of the date of his decision, and any response to any such appeal must be filed within 3 working days of the date of filing of the appeal.
4. Any reply to any motion filed with the Board itself in the first instance must be filed within 3 working days of the date of filing of the motion.
5. This decision is effective on July 23, 1997.

Decided: July 15, 1997.

By the Board, Chairman Morgan and Vice Chairman Owen.

Vernon A. Williams,
Secretary

APPENDIX A: EMBRACED PROCEEDINGS

This decision covers both the STB Finance Docket No. 33388 lead proceeding and the following embraced proceedings:

STB Finance Docket No. 33388 (Sub-No. 1), *CSX Transportation, Inc.--Construction and Operation Exemption--Connection Track at Crestline, OH;*

STB Finance Docket No. 33388 (Sub-No. 2), *CSX Transportation, Inc.--Construction and Operation Exemption--Connection Track at Willow Creek, IN;*

STB Finance Docket No. 33388 (Sub-No. 3), *CSX Transportation, Inc.--Construction and Operation Exemption--Connection Tracks at Greenwich, OH;*

STB Finance Docket No. 33388 (Sub-No. 4), *CSX Transportation, Inc.--Construction and Operation Exemption--Connection Track at Sidney Junction, OH;*

STB Finance Docket No. 33388 (Sub-No. 5), *Norfolk and Western Railway Company--Construction and Operation Exemption--Connecting Track With Union Pacific Railroad Company at Sidney, IL;*

STB Finance Docket No. 33388 (Sub-No. 6), *Norfolk and Western Railway Company--Construction and Operation Exemption--Connecting Track With Consolidated Rail Corporation at Alexandria, IN;*

STB Finance Docket No. 33388 (Sub-No. 7), *Norfolk and Western Railway Company--Construction and Operation Exemption--Connecting Track With Consolidated Rail Corporation at Bucyrus, OH;*

STB Finance Docket No. 33388 (Sub-No. 8), *CSX Transportation, Inc.--Construction and Operation Exemption--Connection Track at Little Ferry, NJ;*

STB Finance Docket No. 33388 (Sub-No. 9), *CSX Transportation, Inc. and The Baltimore and Ohio Chicago Terminal Railroad Company--Construction and Operation Exemption--Connection Track at 75th Street SW, Chicago, IL;*

STB Finance Docket No. 33388 (Sub-No. 10), *CSX Transportation, Inc.--Construction and Operation Exemption--Connection Track at Exermont, IL;*

STB Finance Docket No. 33388 (Sub-No. 11), *CSX Transportation, Inc. and The Baltimore and Ohio Chicago Terminal Railroad Company--Construction and Operation Exemption--Connection Track at Lincoln Avenue, Chicago, IL;*

STB Finance Docket No. 33388 (Sub-No. 12), *Norfolk Southern Railway Company--Construction and Operation Exemption--Connecting Track With Consolidated Rail Corporation at Kankakee, IL;*

STB Finance Docket No. 33388 (Sub-No. 13), *Norfolk and Western Railway Company-- Construction and Operation Exemption--Connecting Track With Illinois Central Railroad Company at Tolono, IL;*

STB Finance Docket No. 33388 (Sub-No. 14), *Norfolk and Western Railway Company-- Construction and Operation Exemption--Connecting Track With Consolidated Rail Corporation at Butler, IN;*

STB Finance Docket No. 33388 (Sub-No. 15), *Norfolk and Western Railway Company-- Construction and Operation Exemption--Connecting Track With Consolidated Rail Corporation at Tolleston, IN;*

STB Finance Docket No. 33388 (Sub-No. 16), *Norfolk and Western Railway Company-- Construction and Operation Exemption--Connecting Track With Consolidated Rail Corporation at Hagerstown, MD;*

STB Finance Docket No. 33388 (Sub-No. 17), *Norfolk and Western Railway Company-- Construction and Operation Exemption--Connecting Track With Consolidated Rail Corporation at Ecorse Junction (Detroit), MI;*

STB Finance Docket No. 33388 (Sub-No. 18), *Norfolk and Western Railway Company-- Construction and Operation Exemption--Connecting Track With Consolidated Rail Corporation at Blasdell (Buffalo), NY;*

STB Finance Docket No. 33388 (Sub-No. 19), *Norfolk and Western Railway Company-- Construction and Operation Exemption--Connecting Track With Consolidated Rail Corporation at Gardenville Junction (Buffalo), NY;*

STB Finance Docket No. 33388 (Sub-No. 20), *Norfolk and Western Railway Company-- Construction and Operation Exemption--Connecting Track With Consolidated Rail Corporation at Columbus, OH;*

STB Finance Docket No. 33388 (Sub-No. 21), *Norfolk and Western Railway Company-- Construction and Operation Exemption--Connecting Track With Consolidated Rail Corporation at Oak Harbor, OH;*

STB Finance Docket No. 33388 (Sub-No. 22), *Norfolk and Western Railway Company-- Construction and Operation Exemption--Connecting Track With Consolidated Rail Corporation at Vermilion, OH;*

STB Finance Docket No. 33388 (Sub-No. 23), *Norfolk and Western Railway Company--Joint Relocation Project Exemption--Over CSX Transportation, Inc. (Currently Consolidated Rail Corporation) at Erie, PA;*

STB Finance Docket No. 33388 (Sub-No. 24), *Consolidated Rail Corporation--Acquisition Exemption--Line Between Fort Wayne, IN, and Tolleston (Gary), IN;*

STB Finance Docket No. 33388 (Sub-No. 25), *Norfolk and Western Railway Company--Trackage Rights Exemption--CSX Transportation, Inc.*;

STB Finance Docket No. 33388 (Sub-No. 26), *CSX Corporation and CSX Transportation, Inc.--Control--The Lakefront Dock and Railroad Terminal Company*;

STB Finance Docket No. 33388 (Sub-No. 27), *Norfolk and Western Railway Company--Trackage Rights Exemption--CSX Transportation, Inc.*;

STB Finance Docket No. 33388 (Sub-No. 28), *CSX Transportation, Inc.--Trackage Rights Exemption--Norfolk and Western Railway Company*;

STB Finance Docket No. 33388 (Sub-No. 29), *CSX Transportation, Inc.--Trackage Rights Exemption--Norfolk and Western Railway Company*;

STB Finance Docket No. 33388 (Sub-No. 30), *Norfolk and Western Railway Company--Trackage Rights Exemption--CSX Transportation, Inc.*;

STB Finance Docket No. 33388 (Sub-No. 31), *CSX Corporation and CSX Transportation, Inc.--Control Exemption--Albany Port Railroad Corporation*;

STB Finance Docket No. 33388 (Sub-No. 32), *Norfolk and Western Railway Company--Trackage Rights Exemption--The Baltimore and Ohio Chicago Terminal Railroad Company*;

STB Finance Docket No. 33388 (Sub-No. 33), *Norfolk and Western Railway Company--Trackage Rights Exemption--The Baltimore and Ohio Chicago Terminal Railroad Company*;

STB Finance Docket No. 33388 (Sub-No. 34), *CSX Transportation, Inc.--Trackage Rights Exemption--Norfolk and Western Railway Company*;

STB Docket No. AB-167 (Sub-No. 1181X), *Consolidated Rail Corporation--Abandonment Exemption--In Edgar and Vermilion Counties, IL*;

STB Docket No. AB-55 (Sub-No. 551X), *CSX Transportation, Inc.--Abandonment Exemption--In Edgar and Vermilion Counties, IL*;

STB Docket No. AB-290 (Sub-No. 194X), *Norfolk and Western Railway Company--Abandonment Exemption--Between South Bend and Dillon Junction in St. Joseph and La Porte Counties, IN*;

STB Docket No. AB-290 (Sub-No. 195X), *Norfolk and Western Railway Company--Abandonment Exemption--Between Dillon Junction and Michigan City in La Porte County, IN*;

STB Docket No. AB-290 (Sub-No. 196X), *Norfolk and Western Railway Company--Abandonment Exemption--Between Toledo and Maumee in Lucas County, OH; and*

STB Docket No. AB-290 (Sub-No. 197X), *Norfolk and Western Railway Company--
Abandonment Exemption--Toledo Pivot Bridge in Lucas County, OH.*

APPENDIX B: PROCEDURAL SCHEDULE

May 16, 1997	Preliminary Environmental Report filed.
June 23, 1997	Primary application and related filings filed. Environmental Report filed.
July 23, 1997	Publication in the <i>Federal Register</i> , by this date, of: notice of acceptance of primary application and related filings; and notice of the five related abandonment filings.
August 6, 1997	Comments on the draft scope of the Environmental Impact Statement due. ³⁹
August 7, 1997	Notice of intent to participate in proceeding due.
August 22, 1997	Description of anticipated responsive (including inconsistent) applications due; petitions for waiver or clarification due with respect to such applications.
September 5, 1997	Preliminary Draft Environmental Assessments for the construction projects referenced in Decision No. 9 due.
October 1, 1997	Responsive Environmental Report and Environmental Verified Statements of responsive (including inconsistent) applicants due.
October 21, 1997	Responsive (including inconsistent) applications due. All comments, protests, and requests for conditions, and any other opposition evidence and argument, due. ⁴⁰ Comments of the U.S. Secretary of Transportation and the U.S. Attorney General due. With respect to all related abandonments: opposition submissions, requests for public use conditions, and Trails Act requests due.

³⁹ See the notice served July 3, 1997, and published in the *Federal Register* on July 7, 1997, at 62 FR 36332. As indicated in that notice, slip op. at 3, 62 FR at 36333, it is not necessary to be a party of record to file comments on the draft scope of the EIS and/or to participate in the environmental review process.

⁴⁰ As indicated in the notice published in the *Federal Register* on July 11, 1997 (62 FR 37331), petitions for reconsideration with respect to the physical construction of the Crestline connection track, as proposed in the STB Finance Docket No. 33388 (Sub-No. 1) embraced docket, and/or operation thereover by CSXT, are due by July 31, 1997. As indicated in the notices published in the *Federal Register* concurrently herewith, comments respecting the physical construction of the Willow Creek, Greenwich, Sidney Junction, Sidney, Alexandria, and Bucyrus connection tracks, as proposed in the STB Finance Docket No. 33388 (Sub-Nos. 2, 3, 4, 5, 6, and 7) embraced dockets, respectively, and/or operation thereover by applicants, are due by August 22, 1997.

- November 20, 1997 Notice of acceptance (if required) of responsive (including inconsistent) applications published in the *Federal Register*.
- December 15, 1997 Response to responsive (including inconsistent) applications due. Response to comments, protests, requested conditions, and other opposition evidence and argument due. Rebuttal in support of primary application and related filings due. With respect to all related abandonments: rebuttal due; and responses to requests for public use and Trails Act conditions due.
- January 14, 1998 Rebuttal in support of responsive (including inconsistent) applications due.
- February 23, 1998 Briefs due, all parties (not to exceed 50 pages).
- April 9, 1998 Oral argument (close of record).
- April 14, 1998 Voting conference (at Board's discretion).
- June 8, 1998 Date of service of final decision.
- With respect to any exempted abandonments: offers of financial assistance may be filed no later than 10 days after the date of service of the final decision.

NOTES: Immediately upon each evidentiary filing, the filing party will place all documents relevant to the filing (other than documents that are privileged or otherwise protected from discovery) in a depository open to all parties, and will make its witnesses available for discovery depositions. Access to documents, subject to protective order, will be appropriately restricted. Parties seeking discovery depositions may proceed by agreement. Discovery on responsive (including inconsistent) applications will begin immediately upon their filing.

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BOARD DECISION NO. 52



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28539
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SERVICE DATE - LATE RELEASE NOVEMBER 3, 1997

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

Decision No. 52

Decided: November 3, 1997

As requested by the United States Department of Transportation (DOT) in its filing on October 21, 1997, in this proceeding (DOT-3) at pages 4-6, we have decided to require Applicants¹ to prepare Safety Integration Plans (SIPs) that address the concerns set forth in the verified statement of Edward R. English included with DOT's submission. That verified statement and Applicants' SIPs will be made a part of the environmental record and dealt with through the environmental review process. This is consistent with the Board's practice of treating safety matters in its environmental review of the proposals that come before it. We anticipate that DOT, as well as other interested parties, will analyze the Applicants' SIPs and give us the benefit of their views on the adequacy of Applicants' plans.

¹ CSX Corporation (CSXC) and CSX Transportation, Inc. (CSXT) are referred to collectively as CSX. Norfolk Southern Corporation (NSC) and Norfolk Southern Railway Company (NSR) are referred to collectively as NS. Conrail Inc. (CRI) and Consolidated Rail Corporation (CRC) are referred to collectively as Conrail. CSX, NS, and Conrail are referred to collectively as Applicants.

Specifically, we will require Applicants to file these SIPs with the Board 30 days from the date of service of this decision. These SIPs will be incorporated as a separate section of the Draft Environmental Impact Statement (EIS) to facilitate participation by commenters desiring to address only the adequacy of Applicants' SIPs. To accommodate inclusion of this material in the Draft EIS, and because of the late receipt of information necessary to prepare a sufficiently complete Draft EIS (e.g., receipt of the Errata and Supplemental Environmental Report approximately 9 weeks after the filing of the Application and Environmental Report), service of the Draft EIS, which had been scheduled for November, will not occur until the latter part of December. The 45 day period for comment on the Draft EIS will commence upon the service of the Draft EIS. We anticipate that the comment period will end in early February. Given the additional time required to issue the Draft EIS with the SIPs, we must extend the time accordingly for our Section of Environmental Analysis (SEA) to complete the EIS process and to ensure that the Board has adequate time to consider fully the environmental record in arriving at its decision in this proceeding. As a result, the Final EIS, which had been scheduled for service in early April 1998, will now be served in May of 1998.

These changes, in turn, will require the following modifications to our overall schedule for processing the applications as set forth in Decision Nos. 6 and 12 in this proceeding.² Oral argument will now be held on June 4, 1998, to be followed by a voting conference on June 8, 1998. Our final written decision will be served on Thursday, July 23, 1998. The remainder of the current procedural schedule, including the date for filing the parties' briefs will not be

² Served on May 30, 1997, and on July 23, 1997, respectively.

affected.

We recognize that our decision today results in extending the previously established schedule by 45 days. However, we have concluded that this delay is necessary to permit us to give safety concerns full consideration as warranted by this proceeding.

This action will not significantly affect either the quality of the human environment or the conservation of energy resources.

It is ordered:

1. Applicants CSX and NS, and Conrail, to the extent it will be responsible for operation in the Shared Assets Areas, shall file Safety Integration Plans in conformity with the request of the United States Department of Transportation in DOT-3 in this proceeding, as more specifically detailed in the verified statement of Edward R. English, within 30 days of the date of service of this order.

2. Responses to Applicants' SIPs shall be made as comments to the Draft EIS, which will be served by the end of the year. Comments on the Draft EIS will be due 45 days from the date of service of that document.

3. Oral Argument will be held on June 4, 1998.

4. The Board will hold a voting conference on June 8, 1998.

5. The final written decision will be served on July 23, 1998.

By the Board, Chairman Morgan and Vice Chairman Owen.

Vernon A. Williams

Secretary

BOARD DECISION NO. 54

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28554
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SERVICE DATE - NOVEMBER 20, 1997

SURFACE TRANSPORTATION BOARD

DECISION

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

STB Finance Docket No. 33388 (Sub-No. 35)

RESPONSIVE APPLICATION--NEW YORK STATE ELECTRIC AND GAS CORPORATION

STB Finance Docket No. 33388 (Sub-No. 36)

RESPONSIVE APPLICATION--ELGIN, JOLIET & EASTERN RAILWAY COMPANY, TRANSTAR, INC., AND I & M RAIL LINK, LLC

STB Finance Docket No. 33388 (Sub-No. 39)

RESPONSIVE APPLICATION--LIVONIA, AVON & LAKEVILLE RAILROAD CORPORATION

STB Finance Docket No. 33388 (Sub-No. 59)

RESPONSIVE APPLICATION--WISCONSIN CENTRAL LTD.

STB Finance Docket No. 33388 (Sub-No. 61)

RESPONSIVE APPLICATION--BESSEMER AND LAKE ERIE RAILROAD COMPANY

STB Finance Docket No. 33388 (Sub-No. 62)

RESPONSIVE APPLICATION--ILLINOIS CENTRAL RAILROAD COMPANY

STB Finance Docket No. 33388 (Sub-No. 63)

RESPONSIVE APPLICATION--R.J. CORMAN RAILROAD COMPANY/WESTERN OHIO LINE

STB Finance Docket No. 33388 (Sub-No. 69)

RESPONSIVE APPLICATION--STATE OF NEW YORK, BY AND THROUGH ITS
DEPARTMENT OF TRANSPORTATION, AND THE NEW YORK CITY ECONOMIC
DEVELOPMENT CORPORATION

STB Finance Docket No. 33388 (Sub-No. 72)

RESPONSIVE APPLICATION--THE BELVIDERE & DELAWARE RIVER RAILWAY AND
THE BLACK RIVER & WESTERN RAILROAD

STB Finance Docket No. 33388 (Sub-No. 75)

RESPONSIVE APPLICATION--NEW ENGLAND CENTRAL RAILROAD, INC.

STB Finance Docket No. 33388 (Sub-No. 76)

RESPONSIVE APPLICATION--INDIANA SOUTHERN RAILROAD, INC.

STB Finance Docket No. 33388 (Sub-No. 77)

RESPONSIVE APPLICATION--INDIANA & OHIO RAILWAY COMPANY

STB Finance Docket No. 33388 (Sub-No. 78)

RESPONSIVE APPLICATION--ANN ARBOR ACQUISITION CORPORATION, D/B/A ANN
ARBOR RAILROAD

STB Finance Docket No. 33388 (Sub-No. 80)

RESPONSIVE APPLICATION--WHEELING & LAKE ERIE RAILWAY COMPANY

STB Finance Docket No. 33388 (Sub-No. 81)

RESPONSIVE APPLICATION--CANADIAN NATIONAL RAILWAY COMPANY AND
GRAND TRUNK WESTERN RAILROAD INCORPORATED

STB Finance Docket No. 33388 (Sub-No. 83)

GRAND TRUNK WESTERN RAILROAD INCORPORATED--CONSTRUCTION AND
OPERATION EXEMPTION--CONNECTING TRACKS AT TRENTON, MI

DECISION NO. 54

AGENCY: Surface Transportation Board.

ACTION: Decision No. 54; Notice of Acceptance of Responsive Applications and Related Filing.

SUMMARY: The Board is accepting for consideration the responsive applications filed: by New York State Electric and Gas Corporation (NYSEG) in STB Finance Docket No. 33388 (Sub-No. 35); jointly by Elgin, Joliet & Eastern Railway Company, Transtar, Inc., and I & M Rail Link, LLC, in STB Finance Docket No. 33388 (Sub-No. 36);¹ by Livonia, Avon & Lakeville Railroad Corporation (LAL) in STB Finance Docket No. 33388 (Sub-No. 39); by Wisconsin Central Ltd. (WCL) in STB Finance Docket No. 33388 (Sub-No. 59); by Bessemer and Lake Erie Railroad Company (BLE) in STB Finance Docket No. 33388 (Sub-No. 61); by Illinois Central Railroad Company (IC) in STB Finance Docket No. 33388 (Sub-No. 62); by R.J. Corman Railroad Company/Western Ohio Line (RJCW) in STB Finance Docket No. 33388 (Sub-No. 63); jointly by (i) the State of New York, acting by and through its Department of Transportation (NYDOT), and (ii) the New York City Economic Development Corporation (NYCEDC) in STB Finance Docket No. 33388 (Sub-No. 69);² jointly by the Belvidere & Delaware River Railway (BDRV) and the Black River & Western Railroad (BRW) in STB Finance Docket No. 33388 (Sub-No. 72); by New England Central Railroad, Inc. (NECR), in STB Finance Docket No. 33388 (Sub-No. 75); by Indiana Southern Railroad, Inc. (ISRR), in STB Finance Docket No. 33388 (Sub-No. 76); by Indiana & Ohio Railway Company (IORY) in STB Finance Docket No. 33388 (Sub-No. 77); by Ann Arbor Acquisition Corporation, d/b/a Ann Arbor Railroad (AA), in STB Finance Docket No. 33388 (Sub-No. 78); by Wheeling & Lake Erie Railway Company (W&LE) in STB Finance Docket No. 33388 (Sub-No. 80); and jointly by Canadian National Railway Company (CN) and Grand Trunk Western Railroad Incorporated (GTW) in STB Finance Docket No. 33388 (Sub-No. 81). The Board is also accepting for consideration the notice of exemption filed by GTW in STB Finance Docket No. 33388 (Sub-No. 83). The responsive applications filed in STB Finance Docket No. 33388 (Sub-Nos. 35, 36, 39, 59, 61, 62,

¹ Elgin, Joliet & Eastern Railway Company and Transtar, Inc. are referred to collectively as EJE. I & M Rail Link, LLC is referred to as IMRL.

² The responsive application filed jointly by NYDOT and NYCEDC purports to be filed both in STB Finance Docket No. 33388 (Sub-No. 69) (this being the sub-number docket reserved by NYDOT) and in STB Finance Docket No. 33388 (Sub-No. 54) (this being the sub-number docket reserved by NYCEDC). Although there are two responsive applicants there is only one responsive application, and we will treat this single application as if it had been filed in STB Finance Docket No. 33388 (Sub-No. 69) only.

63, 69, 72, 75, 76, 77, 78, 80, and 81) are responsive to the primary application filed June 23, 1997, in STB Finance Docket No. 33388 by CSX Corporation (CSXC), CSX Transportation, Inc. (CSXT), Norfolk Southern Corporation (NSC), Norfolk Southern Railway Company (NSR), Conrail Inc. (CRR), and Consolidated Rail Corporation (CRC).³ The notice of exemption filed in STB Finance Docket No. 33388 (Sub-No. 83) is related to the responsive application filed in STB Finance Docket No. 33388 (Sub-No. 81).⁴

DATES: The effective date of this decision is November 20, 1997. Comments regarding the responsive filings must be filed with the Board by December 15, 1997. Rebuttal in support of these responsive filings must be filed with the Board by January 14, 1998. Briefs (not to exceed 50 pages) must be filed with the Board by February 23, 1998.

ADDRESSES: An original and 25 copies of all comments referring to STB Finance Docket No. 33388 (Sub-No. 35), STB Finance Docket No. 33388 (Sub-No. 36), STB Finance Docket No. 33388 (Sub-No. 39), STB Finance Docket No. 33388 (Sub-No. 59), STB Finance Docket No. 33388 (Sub-No. 61), STB Finance Docket No. 33388 (Sub-No. 62), STB Finance Docket No. 33388 (Sub-No. 63), STB Finance Docket No. 33388 (Sub-No. 69), STB Finance Docket No. 33388 (Sub-No. 72), STB Finance Docket No. 33388 (Sub-No. 75), STB Finance Docket No. 33388 (Sub-No. 76), STB Finance Docket No. 33388 (Sub-No. 77), STB Finance Docket No. 33388 (Sub-No. 78), STB Finance Docket No. 33388 (Sub-No. 80), STB Finance Docket No. 33388 (Sub-No. 81), and/or STB Finance Docket No. 33388 (Sub-No. 83) must be filed with the Surface Transportation Board, Office of the Secretary, Case Control Unit, ATTN.: STB Finance Docket No. 33388, 1925 K Street, N.W., Washington, DC 20423-0001.⁵

³ CSXC and CSXT, and their wholly owned subsidiaries, are referred to collectively as CSX. NSC and NSR, and their wholly owned subsidiaries, are referred to collectively as NS. CRR and CRC, and their wholly owned subsidiaries, are referred to collectively as Conrail or CR. CSX, NS, and Conrail are referred to collectively as the primary applicants.

⁴ The responsive applications filed in STB Finance Docket No. 33388 (Sub-Nos. 35, 36, 39, 59, 61, 62, 63, 69, 72, 75, 76, 77, 78, 80, and 81) and the notice of exemption filed in STB Finance Docket No. 33388 (Sub-No. 83) are hereinafter referred to collectively as the "responsive filings."

⁵ In order for a document to be considered a formal filing, the Board must receive an original and 25 copies of the document, which must show that it has been properly served on all other parties of record. Documents transmitted by facsimile (FAX) will not be considered formal filings and are not encouraged because they will result in unnecessarily burdensome, duplicative processing in what has already become a voluminous record.

In addition to submitting an original and 25 paper copies of each document filed with the Board, parties are also requested to submit one electronic copy of each such document. Further details respecting such electronic submissions are provided below.

In addition, one copy of each document filed in these proceedings must be served on: the U.S. Secretary of Transportation; the U.S. Attorney General; Administrative Law Judge Jacob Leventhal, Federal Energy Regulatory Commission, 888 First Street, N.E., Suite 11F, Washington, DC 20426; Dennis G. Lyons, Esq., Arnold & Porter, 555 12th Street, N.W., Washington, DC 20004-1202 (representing primary applicants CSXC and CSXT); Richard A. Allen, Esq., Zuckert, Scutt & Rasenberger, LLP, Suite 600, 888 Seventeenth Street, N.W., Washington, DC 20006-3939 (representing primary applicants NSC and NSR); and Paul A. Cunningham, Esq., Harkins Cunningham, Suite 600, 1300 Nineteenth Street, N.W., Washington, DC 20036 (representing primary applicants CRR and CRC).

In addition, one copy of all comments filed in these proceedings must be served on the appropriate responsive applicant's representative: William A. Mullins, Esq., Troutman Sanders LLP, 1300 I Street, N.W., Suite 500 East, Washington, D.C. 20005-3314 (representing NYSEG); Thomas J. Litwiler, Esq., Oppenheimer Wolff & Donnelly, Two Prudential Plaza, 45th Floor, 180 North Stetson Avenue, Chicago, IL 60601-6710 (representing EJE, IMRL, BLE, IC, and WCL); Kevin M. Sheys, Esq., Oppenheimer Wolff & Donnelly, 1020 Nineteenth Street, N.W., Suite 400, Washington, DC 20036-6200 (representing LAL and RJCW); William L. Slover, Esq., Slover & Loftus, 1224 Seventeenth Street, NW, Washington, DC 20036-3003 (representing NYDOT); Charles A. Spitulnik, Esq., Hopkins & Sutter, 888 Sixteenth Street, NW, Washington, DC 20006 (representing NYCEDC); Peter A. Greene, Esq., Thompson Hine & Flory LLP, 1920 N Street, N.W., Suite 800, Washington, DC 20036 (representing BDRV and BRW); Karl Morell, Esq., Ball Janik LLP, Suite 225, 1455 F Street, N.W., Washington, DC 20005 (representing NECR, ISRR, IORY, and AA); Charles H. White, Jr., Esq., Galland, Kharasch & Garfinkle, P.C., 1054 Thirty-First Street, N.W., Washington, DC 20007-4492 (representing W&LE); and L. John Osborn, Sonnenschein Nath & Rosenthal, 1301 K Street, N.W., Suite 600 East, Washington, DC 20005 (representing CN and GTW).

In addition, one copy of all documents filed in these proceedings must be served on all other persons designated parties of record on the Board's service list in STB Finance Docket No. 33388. See the service list attached to Decision No. 21 (served August 19, 1997), as modified in Decision No. 27 (served September 8, 1997), and as further modified in Decision No. 43 (served October 7, 1997).⁶

⁶ Members of the United States Congress and Governors are not parties of record and therefore need not be served with copies of filings, unless any such Member or Governor is designated as a party of record. See Decision No. 12 (served July 23, 1997, and published that
(continued...)

FOR FURTHER INFORMATION CONTACT: Julia M. Farr, (202) 565-1613. [TDD for the hearing impaired: (202) 565-1695.]

SUPPLEMENTARY INFORMATION: In the primary application filed with the Board on June 23, 1997, primary applicants CSXC, CSXT, NSC, NSR, CRR, and CRC seek approval and authorization under 49 U.S.C. 11321-25 for: (1) the acquisition by CSX and NS of control of Conrail; and (2) the division of the assets of Conrail by and between CSX and NS. In various related filings also filed June 23, 1997, the primary applicants seek related relief contingent upon approval of the primary application. In Decision No. 12, the Board accepted for consideration the primary application and the various related filings, and directed that responsive applications be filed by October 21, 1997.

RESPONSIVE FILINGS: CONDITIONS REQUESTED. In STB Finance Docket No. 33388 (Sub-No. 35), NYSEG seeks: (1) on behalf of NSR,⁷ or a third-party carrier suitable to NYSEG, trackage rights over the CRC lines between Buffalo, NY, and NYSEG's Kintigh Station; specifically, from the Niagara Branch MP 19.0 (CP-21)⁸ to the Tuscarora Wye, for approximately 4,200 feet, to Lockport Branch MP 69.6 (CP-69) to the connection with Somerset Railroad Corporation at Lockport Branch MP 58.8 (CP-59) (a total distance of approximately 11.2 miles);⁹ or (2) on behalf of CSXT, or a third-party carrier suitable to NYSEG, trackage rights over the CRC lines between Buffalo, NY, and NYSEG's Milliken, Goudey, and Greenidge plants; specifically, from Chicago Line MP 1.7 (CP-DRAW) over the Bison Running Track to

⁶(...continued)
day in the Federal Register at 62 FR 39577), slip op. at 19, 62 FR at 39588.

⁷ If exercised by NSR, modification of NSR's trackage rights over CSXT and New York Central Lines LLC (NYC), as shown on pp. 220-52 and 329-35 of Volume 8B of the primary application, would also be required to eliminate any restrictions contained therein that would prevent transportation to NYSEG's Kintigh Station, including, but not confined to, limitations against interchanging with, or operating over, property of Somerset Railroad Corporation.

⁸ Milepost is abbreviated MP. Control point is abbreviated CP.

⁹ If exercised by a third-party carrier, these rights would include full access over: The Chicago Line between CP-2 and FW Tower (CP-437) and the Belt Line Branch owned by NYC and operated by CSX between the connection at FW Tower (CP-437), Buffalo, NY, at or near MP 0.0, and the connection with the Niagara Branch (CP-1) at or near MP 7.2, and the Niagara Branch operated by CSX between the connection with the Belt Line Branch, at or near MP 7.5, "and to" Tuscarora Wye to CP-69 at MP 69.6 of the Lockport Branch to MP 58.8 (CP-59) and connection track to MP 0.0 of the Somerset Railroad Corporation. This would cover a total distance of approximately 33.2 miles.

Southern Tier Line MP 419.8 to Binghamton MP 215.3 including Binghamton Running Track and #4 Yard Track with connections to: Vestal Industrial Track; on Vestal Industrial Track from MP 192.3 to MP 195.4; and connections to Lehigh Secondary at Southern Tier MP 255.2, Lehigh Secondary Track MP 269.5 to 271.6 and connection to Ithaca Secondary; Ithaca Secondary from MP 271.6 to the end of line at Milliken Station MP 321.0; connections to Corning Secondary at Southern Tier Line MP 290.1 and 290.8, Corning Secondary from MP 70.6 (CP-Glass) and MP 70.9 (GP - Gibson/CP-Corning) to MP 0 (CP-335), including sidings, runarounds, and passing tracks (a total distance of approximately 333.4 miles).

In STB Finance Docket No. 33388 (Sub-No. 36), EJE and IMRL seek to acquire, and thereafter to divide into two equal parts, CRC's 51% stock ownership of the Indiana Harbor Belt Railroad Company (IHB).

In STB Finance Docket No. 33388 (Sub-No. 39), LAL seeks to acquire ownership of or trackage rights on approximately 1.0 route mile of trackage constituting CRC's Genesee Junction yard in Chili, NY.

In STB Finance Docket No. 33388 (Sub-No. 59), WCL seeks to acquire from The Baltimore & Ohio Chicago Terminal Railroad Company (B&OCT, a wholly owned CSX subsidiary) a portion of B&OCT's Altenheim Subdivision, including rail line, side track, yard trackage, and associated right-of-way and appurtenances, beginning at a connection between WCL and B&OCT trackage at B&OCT MP 37.4 at Madison Street, Forest Park, IL, and extending to a point of connection with Union Pacific Railroad Company (UPRR) and Conrail's Panhandle Line in the vicinity of Rockwell Street, Chicago, IL.

In STB Finance Docket No. 33388 (Sub-No. 61), BLE seeks overhead trackage rights over: (1) CRC's Mon Line between the connection with BLE (Union Railroad Company, a BLE affiliate) at Pittsburgh (Duquesne), PA, and CRC's Shire Oaks Yard in Shire Oaks, PA (a distance of approximately 14 miles); and/or (2) CSXT's line (formerly the Pittsburgh & Lake Erie Railroad Company) between the connection with BLE (Union Railroad Company) at Bessemer (Pittsburgh), PA, and CSXT's Newell Interchange Yard near Brownsville, PA (a distance of approximately 40 miles). The overhead trackage rights sought by BLE would be restricted to the transportation of coal originating at current or future mines on the former Monongahela Railway Company lines and destined to the P&C Dock at Conneaut, OH, for movement beyond.

In STB Finance Docket No. 33388 (Sub-No. 62), IC seeks to acquire CSXT's Leewood-Aulon Line in Memphis, TN, which extends between CSXT MP F-371.4 (IC MP 387.9) at Leewood and CSXT MP F-373.4 (IC MP 390.0) at Aulon, a distance of approximately 2 miles.

In STB Finance Docket No. 33388 (Sub-No. 63), RJCW seeks to acquire ownership of or trackage rights on Conrail's line of railroad between approximately MP 54.4 and approximately MP 52.1 in Lima, OH.

In STB Finance Docket No. 33388 (Sub-No. 69), NYDOT and NYCEDC seek: (1) full service trackage rights in favor of a rail carrier other than Conrail or CSX, to be designated jointly by NYDOT and NYCEDC, over the lines of Conrail between points of connection with the Delaware & Hudson Railway (D&H) at CP-160 near Schenectady, NY, and Selkirk Yard near Selkirk, NY, on the one hand, and, on the other, CP-75 near Poughkeepsie, NY, together with sufficient rights on tracks within Selkirk Yard to permit the efficient interchange of freight with D&H; (2) full service trackage rights in favor of a rail carrier other than Conrail or CSX, to be designated jointly by NYDOT and NYCEDC, over the lines of Conrail between the point of Conrail ownership at Mott Haven Junction ("MO"), NY, and the point of connection with the lines of the Long Island Railroad near Fresh Pond ("MONT"), NY, via the Harlem River Yard; and (3) to the extent necessary to permit uninterrupted rail freight transportation between CP-160 and/or Selkirk Yard, on the one hand, and, on the other, Fresh Pond, a declaration that, pursuant to 49 U.S.C. 11321(a), Metro-North Commuter Railroad Company, a subsidiary of the Metropolitan Transportation Authority of the State of New York, may grant unrestricted trackage rights over the lines between CP-75 and Mott Haven Junction to a rail carrier other than Conrail or CSX, notwithstanding any provisions of any agreements which purport to limit or prohibit such a grant.

In STB Finance Docket No. 33388 (Sub-No. 72), BDRV and BRW seek: (1) removal of the restriction on certain D&H trackage rights that prevents interchange between D&H and BDRV at Phillipsburg, NJ, and between D&H and BRW at Three Bridges, NJ; (2) a grant of overhead trackage rights to BDRV over lines to be acquired by NS from Phillipsburg, NJ, to Manville, NJ (a distance of 40 miles), or to some other operationally feasible point at which BDRV and CSXT can interchange traffic; (3) a grant of overhead trackage rights to BRW over lines to be acquired by NS from Three Bridges, NJ, to Manville, NJ (a distance of 13 miles), or to some other operationally feasible point at which BRW and CSXT can interchange traffic; and (4) a grant of overhead trackage rights to BDRV and BRW over lines to be acquired by NS between the BDRV-NS connection at Phillipsburg, NJ, and the BRW-NS connection at Three Bridges, NJ (a distance of 29 miles).

In STB Finance Docket No. 33388 (Sub-No. 75), NECR seeks "limited trackage rights": (1) between Palmer, MA, and West Springfield, MA, a distance of 18 miles, over the CRC line to be acquired by CSXT; (2) between West Springfield, MA, on the one hand, and, on the other, Albany, Selkirk, and Mechanicville, NY, a distance of 98 miles, over the CRC line to be acquired by CSXT; and (3) between Albany, NY, and the New Jersey/New York Shared Assets Area,¹⁰ a

¹⁰ The "New Jersey/New York Shared Assets Area" is apparently the area that applicants refer to as the North Jersey Shared Assets Area.

distance of 140 miles, over the CRC line located on the west side of the Hudson River that is to be acquired by CSXT.¹¹

In STB Finance Docket No. 33388 (Sub-No. 76), ISRR seeks: (1) overhead trackage rights in Indianapolis, IN, between MP 6.0 on ISRR's Petersburg Subdivision and Indianapolis Power & Light's Perry K facility, over the CRC line to be acquired by CSXT; (2) overhead trackage rights in Indianapolis, IN, between MP 6.0 on ISRR's Petersburg Subdivision and Indianapolis Power & Light's Stout facility located on the line of the Indiana Rail Road Company (INRD), over a segment of the CRC line to be acquired by CSXT and a segment of the INRD line; (3) local trackage rights over CRC's lines in Indianapolis, IN, including the Indianapolis Belt Line, to be acquired by CSXT (ISRR seeks trackage rights over all CRC lines in Indianapolis needed to access the 2-to-1 shippers located in Indianapolis); (4) local trackage rights between Indianapolis and Shelbyville, IN, a distance of 27 miles, over the CRC line to be acquired by CSXT; (5) local trackage rights between Indianapolis and Crawfordsville, IN, a distance of 44 miles, over the CRC line to be acquired by CSXT; and (6) local trackage rights between Indianapolis and Muncie, IN, a distance of 55 miles, over the CRC line to be acquired by CSXT.¹²

In STB Finance Docket No. 33388 (Sub-No. 77), IORY seeks: (1) overhead trackage rights over CSXT between East Norwood, OH, and Washington Court House, OH, a distance of 65 miles, with the right to connect at Midland City with IORY's Greenfield branch; (2) local trackage rights between Monroe, OH, and Middletown, OH, a distance of 5 miles, over the CRC line to be acquired by NSR (with the right to connect at Middletown with CSXT and IORY's existing trackage rights through Middletown over the CRC line between Springfield and Cincinnati); (3) local trackage rights between Sidney, OH, and Quincy, OH, a distance of 10 miles, over the CRC line to be acquired by CSXT; (4) local trackage rights between Sharronville, OH, and Columbus, OH, a distance of 125 miles, over the CRC line to be acquired by NSR; (5) local trackage rights between Quincy, OH, and Marion, OH, a distance of 52 miles, over the CRC line to be acquired by CSXT; (6) local trackage rights between Lima, OH, and Fort Wayne, IN, a distance of 59 miles, over the CRC line to be acquired by CSXT; (7) local trackage rights

¹¹ NECR's use of the term "limited trackage rights" is intended to include: (a) the right to operate trains over the lines described in the text; and (b) the right to interchange with all carriers, including shortlines, at all junctions on the lines thus described.

¹² ISRR's use of the term "local trackage rights" is intended to include: (a) the right to operate trains over the lines described in the text; (b) the right to interchange with all carriers, including shortlines, at all junctions on the lines thus described; and (c) the right to serve all shippers, sidings, and team tracks located on the lines thus described.

over CRC's Erie track in Lima, OH; and (8) local trackage rights between Quincy, OH, and Marysville, OH, over the CRC line to be acquired by CSXT.¹³

In STB Finance Docket No. 33388 (Sub-No. 78), AA seeks: (1) "limited trackage rights" between Toledo, OH, and Chicago, IL, via Elkhart, IN, a distance of 230 miles, over the CRC line to be acquired by NS; and (2) a condition permitting AA to interchange traffic with CP Rail System at Ann Arbor, MI.¹⁴

In STB Finance Docket No. 33388 (Sub-No. 80), W&LE seeks: (1) haulage and trackage rights to Chicago, IL, including access to Belt Railway of Chicago and rights for interchange with all carriers, specifically including WCL;¹⁵ (2) haulage and trackage rights from Bellevue, OH, to Toledo, OH, a distance of 54 miles, for an interchange with the Ann Arbor Railroad, Canadian National, and the Indiana & Ohio Railroad (also including access to British Petroleum for movement of coke to Cressup, WV); (3) haulage and trackage rights to Erie, PA, with the right to interchange with other railroads; (4) the right "to lease to own" CRC's Randall Secondary from Cleveland, MP 2.5, to Mantua, MP 27.5; (5) the right "to lease to own" the Huron Branch (Shinrock to Huron) and Huron dock on Lake Erie; (6) haulage and trackage rights on CSX from Benwood to Brooklyn Junction and its yard facilities for commercial access to PPG and Bayer; (7) access on the Conrail Fort Wayne Line to the National Stone quarry near Bucyrus, via the Spore Industrial Track, a distance of 6.2 miles from CP Colsan, MP 200.5, on the Fort Wayne Line (access to the Fort Wayne line would be from the W&LE at CP Orr, MP 124, and from a point near Fairhope at MP 97.8); (8) trackage rights on the NS Sandusky District from Chatfield, OH, to Colsan, OH (for a junction with the Conrail Fort Wayne Line and access to the Spore Industrial Track); (9) access (apparently via trackage rights) to a stone quarry located on the Northern Ohio Railway at Maple Grove, via a junction on the NS Fostoria District at MP 269.4; (10) access (apparently via trackage rights over, among other lines, the former Conrail Akron Secondary) to the stone terminals in the Macedonia, Twinsburg, and Ravenna areas; (11) access, via haulage and trackage rights, to Wheeling Pittsburgh Steel at Allenport, PA; and (12) access, via haulage and trackage rights on the CSX New Castle Subdivision, to the Ohio Edison Power

¹³ IORY's use of the term "local trackage rights" is intended to include: (a) the right to operate trains over the lines described in the text; (b) the right to interchange with all carriers, including shortlines, at all junctions on the lines thus described; and (c) the right to serve all shippers, sidings, and team tracks located on the lines thus described.

¹⁴ AA's use of the term "limited trackage rights" is intended to include: (a) the right to operate trains over the line described in the text; and (b) the right to interchange with all carriers, including shortlines, at all junctions on the line thus described.

¹⁵ These rights would apparently run between Chicago, on the west, and Carey and/or Bellevue, OH, on the east.

plant at Niles, OH, and to Erie, PA, for interchange to the Buffalo & Pittsburgh. W&LE also requests that provision be made for an inclusion proceeding in the event that W&LE fails during a post-merger oversight period.¹⁶

In STB Finance Docket No. 33388 (Sub-No. 81), CN and GTW seek trackage rights over the Conrail northbound mainline between approximately MP 16.5 and MP 18.0 at Trenton, MI, a distance of approximately 1.5 miles, for the purpose of serving Detroit Edison's Trenton Channel power plant.

In STB Finance Docket No. 33388 (Sub-No. 83), GTW has filed a notice of exemption under 49 CFR 1150.36 to construct and operate, at Trenton, MI, a connection between the Conrail northbound mainline and the GTW Shoreline Subdivision.

RESPONSIVE FILINGS ACCEPTED. Because the responsive applications filed by NYSEG, EJE/IMRL, LAL, WCL, BLE, IC, RJCW, NYDOT/NYCEDC, BDRV/BRW, NECR, ISRR, IORY, AA, W&LE, and CN/GTW, and also the notice of exemption filed by GTW, are in substantial compliance with the applicable regulations, we are accepting for consideration such responsive applications and such notice of exemption.¹⁷

PUBLIC INSPECTION. The responsive filings are available for inspection in the Docket File Reading Room (Room 755) at the offices of the Surface Transportation Board, 1925 K Street, N.W., in Washington, DC. The responsive filing made by any particular responsive applicant may also be obtained upon request from that applicant's representative named above.

PROCEEDINGS CONSOLIDATED. The responsive filings in STB Finance Docket No. 33388 (Sub-Nos. 35, 36, 39, 59, 61, 62, 63, 69, 72, 75, 76, 77, 78, 80, 81, and 83) are consolidated for disposition with the primary application in STB Finance Docket No. 33388 (and all embraced proceedings).

COMMENTS MAY BE SUBMITTED. Interested persons may participate formally by submitting written comments regarding any or all of these responsive filings, subject to the filing and service requirements specified above. Such comments (referred to as "Response[s]" in the procedural schedule, see Decision No. 12, slip op. at 26, 62 FR at 39591) must be filed with the Board by December 15, 1997. Comments must include the following: the commenter's position

¹⁶ Various additional W&LE condition requests are scattered throughout the verified statements submitted by W&LE witnesses in the WLE-4 pleading filed October 21, 1997.

¹⁷ We reserve the right to require the filing of supplemental information from any responsive applicant or any other party or individual, if necessary to complete the record in this matter. See Decision No. 12, slip op. at 18 n.29, 62 FR at 39587 n.29.

in support of or in opposition to the transaction proposed in the responsive filing; any and all evidence, including verified statements, in support of or in opposition to such proposed transaction; and specific reasons why approval of such proposed transaction would or would not be in the public interest.

REQUESTS FOR AFFIRMATIVE RELIEF WILL NOT BE ACCEPTED. Because the responsive applications accepted for consideration in this decision contain proposed conditions to approval of the primary application in STB Finance Docket No. 33388, the Board will entertain no requests for affirmative relief with respect to these responsive applications. Parties may only participate in direct support of or in direct opposition to these responsive applications as filed.

PLEADINGS NOT TREATED AS RESPONSIVE APPLICATIONS. A pleading styled as a "responsive application" was filed on October 21, 1997, in a sub-number docket (Sub-No. 74) under the STB Finance Docket No. 33388 lead docket by Congressman Dennis J. Kucinich. While titled as a responsive application, this pleading does not address the criteria for such applications as required under 49 CFR part 1180. Rather, this pleading constitutes a comment on, and a request for conditions with respect to, the CSX/NS/CR primary application, and we will treat it as such and will docket this pleading in the STB Finance Docket No. 33388 lead docket..

Certain additional pleadings styled as "responsive applications" were filed in the STB Finance Docket No. 33388 lead docket on or about October 21, 1997, by: Jacobs Industries Ltd.; the State of Delaware Department of Transportation; ASHTA Chemicals Inc.; Southern Tier West Regional Planning and Development Board; and Resources Warehousing & Consolidation Services, Inc. Because these pleadings also do not satisfy the 49 CFR part 1180 requirements applicable to responsive applications, we will treat these pleadings as comments on, and/or requests for conditions with respect to, the CSX/NS/CR primary application.

ADDITIONAL PLEADINGS TREATED AS FILED IN LEAD DOCKET. Certain additional pleadings filed on or about October 21, 1997, though not labeled "responsive applications," were filed in various sub-number dockets under the STB Finance Docket No. 33388 lead docket by: Northern Virginia Transportation Commission and Potomac and Rappahannock Transportation Commission (in Sub-No. 37); New Jersey Department of Transportation and New Jersey Transit Corporation (in Sub-No. 38); the Rhode Island Department of Transportation (in Sub-No. 42); Buffalo & Pittsburgh Railroad, Inc., Allegheny & Eastern Railroad, Inc., Rochester & Southern Railroad, Inc., and Pittsburgh & Shawmut Railroad, Inc. (in Sub-Nos. 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, and 56); the Eastern Shore Railroad, Inc. (in Sub-No. 57); Louisville & Indiana Railroad Company (in Sub-No. 64); Housatonic Railroad Company, Inc. (in Sub-No. 70); the Canadian Pacific Railway Company, Delaware and Hudson Railway Company, Inc., Soo Line Railroad Company, and St. Lawrence & Hudson Railway Company Limited (in Sub-No. 85); and the Commonwealth of Massachusetts

(in Sub-No. 86). Because these pleadings contain comments on, and/or requests for conditions with respect to, the CSX/NS/CR primary application, they will be docketed in, and they will be treated as having been filed in, the STB Finance Docket No. 33388 lead docket.

ELECTRONIC SUBMISSIONS. In addition to submitting an original and 25 paper copies of each document filed with the Board, parties are also requested to submit, on diskettes (3.5-inch IBM-compatible floppies) or compact discs, one electronic copy of each such document. Textual materials must be in, or be convertible by and into, WordPerfect 7.0. Spreadsheets must be in, or be convertible by and into, Lotus 1-2-3 Version 7.¹⁸ Each diskette or compact disc should be clearly labeled with the identification acronym and number of the corresponding paper document, see 49 CFR 1180.4(a)(2), and a copy of such diskette or compact disc should be provided to any other party upon request. The data contained on the diskettes and compact discs submitted to the Board will be subject to the protective order applicable to this proceeding,¹⁹ and will be for the exclusive use of Board employees reviewing substantive and/or procedural matters in this proceeding. The flexibility provided by such computer data will facilitate timely review by the Board and its staff.²⁰

This action will not significantly affect either the quality of the human environment or the conservation of energy resources.

It is ordered:

1. The responsive applications in STB Finance Docket No. 33388 (Sub-Nos. 35, 36, 39, 59, 61, 62, 63, 69, 72, 75, 76, 77, 78, 80, and 81), and the notice of exemption in STB Finance Docket No. 33388 (Sub-No. 83), are accepted for consideration, and are consolidated for

¹⁸ Parties intending to submit spreadsheets in formats other than Lotus 1-2-3 Version 7 may wish to consult with our staff regarding such submissions. Some (though not all) spreadsheets prepared in other formats, though perhaps not convertible by and into Lotus 1-2-3 Version 7, may nevertheless be useable by our staff. For further information, contact Julia M. Farr, (202) 565-1613.

¹⁹ The protective order governing this proceeding was entered in Decision No. 1 (served April 16, 1997), and has been modified, in minor respects, in Decision Nos. 4, 15, 22, and 46 (served May 2, 1997, August 1, 1997, August 21, 1997, and October 17, 1997, respectively).

²⁰ The electronic submission requirements set forth in this decision supersede, for the purposes of this proceeding, the otherwise applicable electronic submission requirements set forth in our regulations. See 49 CFR 1104.3(a), as amended in Expedited Procedures for Processing Rail Rate Reasonableness, Exemption and Revocation Proceedings, STB Ex Parte No. 527, 61 FR 52710, 52711 (Oct. 8, 1996), 61 FR 58490, 58491 (Nov. 15, 1996).

disposition with the primary application in STB Finance Docket No. 33388 (and all embraced proceedings).

2. The parties shall comply with all provisions as stated above.
3. This decision is effective on November 20, 1997.

Decided: November 12, 1997.

By the Board, Chairman Morgan and Vice Chairman Owen.

Vernon A. Williams
Secretary

BOARD DECISION (SUB-NO. 1)



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SURFACE TRANSPORTATION BOARD

DECISION

STB Finance Docket No. 33388 (Sub-No. 1)¹

CSX TRANSPORTATION, INC.--CONSTRUCTION AND OPERATION
EXEMPTION--CONNECTION TRACK AT CRESTLINE, OH

Decided: November 25, 1997

By this decision, we are giving final approval, subject to certain environmental mitigation conditions, to build seven proposed construction projects. This proceeding is related to 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 (CSX/NS/CR). In CSX/NS/CR, Decision No. 9, served June 12, 1997, after seeking and fully considering public comments on the railroads' proposals, we granted the requests by applicants² for waivers, with

¹ This decision also embraces the following proceedings: STB Finance Docket No. 33388 (Sub-No. 2), CSX Transportation, Inc.--Construction and Operation Exemption--Connection Track at Willow Creek, IN; STB Finance Docket No. 33388 (Sub-No. 3), CSX Transportation, Inc.--Construction and Operation Exemption--Connection Tracks at Greenwich, OH; STB Finance Docket No. 33388 (Sub-No. 4), CSX Transportation, Inc.--Construction and Operation Exemption--Connection Track at Sidney Junction, OH; STB Finance Docket No. 33388 (Sub-No. 5), Norfolk and Western Railway Company--Construction and Operation Exemption--Connecting Track with Union Pacific Railroad Company at Sidney, IL; STB Finance Docket No. 33388 (Sub-No. 6), Norfolk and Western Railway Company--Construction and Operation Exemption--Connecting Track with Consolidated Rail Corporation at Alexandria, IN; and STB Finance Docket No. 33388 (Sub-No. 7), Norfolk and Western Railway Company--Construction and Operation Exemption--Connecting Track with Consolidated Rail Corporation at Bucyrus, OH.

² CSX Corporation (CSXC), CSX Transportation, Inc. (CSXT) (collectively with their wholly owned subsidiaries, CSX), Norfolk Southern Corporation (NSC), Norfolk Southern Railway Company (NSR) (collectively with their wholly owned subsidiaries, NS), Conrail Inc. (CRI), and Consolidated Rail Corporation (CRC) (collectively, Conrail) seek approval and authorization under 49 U.S.C. 11321-25 for: (1) the acquisition by CSX and NS of control of
(continued...)

respect to four CSX construction projects and three NS construction projects, from our otherwise applicable “everything goes together rule” governing railroad consolidations. See 49 CFR 1180.4(c)(2)(vi). We established a process which would allow CSX and NS to begin construction of the proposed connection tracks following completion of our environmental review of each of these seven constructions, and our issuance of a further decision allowing the physical constructions, but prior to our decision on the primary application. In Decision No. 9, we emphasized that we would consider the competitive impacts of these projects, and the environmental effects of the operations, along with our consideration of the primary application. We made it clear that no operations can begin on the seven connections until a decision is rendered on the primary application that would allow these operations. We also stated that if we determined during the course of our environmental review that any of the seven construction projects could potentially cause, or contribute to, significant environmental impacts, then the project would be incorporated into the Environmental Impact Statement (EIS) for the primary application and would not be separately considered.

In the Sub-Nos. 2 through 7 dockets, we served on July 23, 1997, and published that day in the Federal Register (62 FR 39591-602), notices of the petitions for exemption to construct and operate these proposed constructions.³ Our notices provided for the filing of comments on whether the proposed construction projects would meet the exemption criteria of 49 U.S.C. 10502, and on any other non-environmental concerns regarding the connections.

²(...continued)
Conrail, and (2) the division of Conrail’s assets by and between CSX and NS.

³ With regard to the remaining construction project at issue here, STB Finance Docket No. 33388 (Sub-No. 1), we served and published in the Federal Register (62 FR 37331) on July 11, 1997, a notice of exemption filed by CSX to construct a connection track between two Conrail lines crossing at Crestline, OH. By decision served September 18, 1997, the effective date of the notice of exemption in Sub-No. 1 was stayed by the Board’s Chairman pending further agency action to allow completion of the environmental review process.

Comments regarding non-environmental concerns and the exemption criteria applicable to applicants' proposed construction projects were filed by Allied Rail Unions (ARU), the United Transportation Union--Illinois Legislative Board, and the Cities of East Chicago, Hammond, Gary, and Whiting, IN. ARU also filed a petition to stay the notice of exemption in Sub-No. 1, arguing that CSX did not qualify for the class exemption. After reviewing the comments and stay petition, in a decision served October 9, 1997, and published that day in the Federal Register (62 FR 52807), we: (1) conditionally exempted applicants' construction of the proposed connections in STB Finance Docket No. 33388 (Sub-Nos. 2 through 7) from the prior approval requirements of 49 U.S.C. 10901, subject to the completion of environmental review and the issuance of a further decision; and (2) denied ARU's petition to stay the notice of exemption in STB Finance Docket No. 33388 (Sub-No. 1).

The Environmental Report filed with the Board in STB Finance Docket No. 33388 included information covering the proposed seven construction projects. In addition, as required in Decision No. 9, CSX and NS submitted preliminary draft environmental assessments (PDEAs) on September 5, 1997, for each of these construction projects. We required CSX and NS in their respective PDEAs to comply with all of the requirements for environmental reports contained in our environmental rules at 49 CFR 1105.7. We also required that the PDEAs be based on consultations with our Section of Environmental Analysis (SEA) and the federal, state, and local agencies set forth in 49 CFR 1105.7(b), as well as other appropriate parties. See Decision No. 9, at 8.

In the environmental review process, SEA reviewed and verified the information contained in each PDEA, conducted further environmental analysis, as necessary, and developed appropriate environmental mitigation measures for each construction project. On October 7, 1997, SEA issued, and invited comments on, separate Environmental Assessments (EAs) for each of the proposed constructions. The EAs concluded that, subject to the recommended

mitigation for each individual project, construction of the proposed connection would not significantly affect the quality of the human environment.

SEA received comments from federal, state, and local agencies and other entities concerning some of these projects.⁴ Certain commenters requested specific measures to mitigate potential environmental concerns. However, no commenter argued that any of the seven constructions would have potentially significant environmental impacts that could not be adequately mitigated or contended that any of these constructions should not be considered separately and in advance of the primary application.

On November 12 , 1997, in each of the seven constructions, SEA issued Post Environmental Assessments (Post EAs) containing SEA's final recommendations, including appropriate environmental mitigation to address the environmental concerns that had been raised. SEA's final recommendations were based on its further analysis of these projects and reflected its review of the comments received and appropriate consultations with various agencies. In each Post EA, SEA concluded that the EA had adequately identified and assessed potential environmental impacts. The Post EAs also concluded that, with the imposition of the recommended environmental mitigation, there would be no significant environmental impacts resulting from any of these constructions. Furthermore, SEA determined that applicants' proposed construction locations would be the environmentally preferable construction option. Accordingly, SEA recommended that any Board decision approving the proposed constructions be subject to the environmental mitigation measures included in its Post EAs.⁵ The Post EAs, which have been placed in the public record, contain a detailed analysis of the individual

⁴ In some cases, no comments were received.

⁵ That mitigation is the same as the mitigation previously recommended in the EAs, except that SEA updated its initial recommendations, where appropriate, to reflect the comments and SEA's further analysis and consultations.

projects, the environmental comments received, and SEA's final recommendations and conclusions. In addition, each of these seven construction projects is briefly described below.

The CSX Connections.

Sub-No. 1. CSX proposes to construct a 1,507-foot rail line connection in Crestline, Crawford County, OH, to permit traffic movements between the CSX and Conrail systems. The new connection would be built in the northeastern quadrant of the intersecting Conrail lines in the southern portion of Crestline. The connection would link the Conrail lines north of the intersection of Lincoln Avenue and Ohio State Route 61 (also known as Thoman Street).

CSX states that the new connection would create an alternative east-west route on the CSX system for slower moving freight. This connection would enable CSX to route less time-sensitive east/west traffic on the alternative Chicago-Cleveland service route linking Crestline and Ft. Wayne, IN, that CSX would operate if the CSX/NS/Conrail transaction is approved. This would permit use of CSX's parallel B&O line for high-speed traffic over its proposed Northeastern Gateway service route. CSX anticipates that an average of 5 trains per day (unit trains and intermodal trains with an average length of 6,200 feet) would operate over the new connection.

Sub-No. 2. CSX proposes a 2,800-foot connection located at Willow Creek in the City of Portage, Porter County, IN. The new connection would be built in the southern quadrant of the intersecting CSX and Conrail rail lines, just north of the intersection of Willow Creek Road and Portage Road. The connection would link CSX's Garrett Subdivision rail line (which generally runs northwest to southeast) and Conrail's Porter Branch rail line (which generally runs northeast to southwest). The new connection would allow progressive east-west movements between the CSX and Conrail lines, enhancing rail operations and traffic movements between Garrett, IN, and

Chicago. CSX estimates that an average of 10 trains per day (primarily automotive and merchandise trains with an average length of 6,200 feet) would operate over the new connection.

Sub-No. 3. CSX's proposed connections are located in Greenwich, Huron County, OH. Greenwich is in north-central Ohio, approximately 50 miles southwest of Cleveland and 75 miles north of Columbus. The new connections would be built in the northwest and southeast quadrants of the intersecting CSX and Conrail lines, which together would form the proposed Northeastern Gateway service route, a major route for time-sensitive traffic moving between the northeastern United States and Chicago. At this location, an existing Conrail line runs southwest to northeast between Indianapolis and Cleveland and the existing CSX line runs west to east from Chicago to Akron, OH.

The proposed connection in the northwest quadrant would provide a 4,600-foot, 45-mph connection, which would enable eastbound CSX trains from Chicago to utilize the Conrail line to proceed northeast toward Cleveland. The proposed connection in the southeast quadrant would provide a 1,044-foot, 30-mph per hour connection between the existing CSX and Conrail rail lines. That connection would enable northeast bound trains from Indianapolis to access the eastbound CSX line toward Akron and would allow freight transportation from Indianapolis to Greenwich along the Conrail line, and from Greenwich to Baltimore, MD, along the CSX line. CSX estimates that an average of 31.7 trains per day (primarily automotive, merchandise, intermodal, and unit trains with an average length of 6,200 feet) would operate over the new connection in the northwest quadrant, and that an average of 9.4 trains per day would use the new connection in the southeast quadrant.

Sub-No. 4. CSX proposes a 3,263-foot connection located in Sidney, Shelby County, OH. The new connection would be built in the southeastern quadrant of the intersecting CSX and Conrail lines in the southern portion of Sidney. The connection would link the CSX line

(which runs southwest to northeast between Cincinnati and Toledo) and the Conrail line (which runs from west to east between Indianapolis and Cleveland). The new connection would allow northbound trains to proceed east on the Conrail line toward Cleveland and westbound trains to proceed south on the CSX line toward Cincinnati. CSX anticipates that an average of 9.3 trains per day (intermodal, automotive, and merchandise trains with an average length of 6,200 feet) would operate over the new connection.

The NS Connections.

Sub-No. 5. NS proposes to construct a rail line connection in Sidney, IL, to permit traffic movements between the NS and Union Pacific (UP) systems. The proposed 3,250-foot connection is located 0.5 miles east of Sidney, Champaign County, IL. The new connection would traverse cropland to the southeast of the existing UP line. The new connection would permit more efficient movement between UP points in the Gulf Coast/Southwest and NS points in the Midwest and particularly between Pine Bluff, AR, and Fort Wayne, IN, and allow the connection of a new operating gateway as a fully-competitive service for petrochemical traffic flows between the Northeast, the Southwest, and the Gulf Coast. NS anticipates that an average of 9 trains per day would operate over the new connection.

Sub-No. 6. NS proposes to construct a 1,052-foot connection at Alexandria, Madison County, IN, to permit traffic movements between the NS and Conrail systems. The new connection would be located 250 feet northeast of the existing NS and Conrail intersection. The proposed construction site is located in the south-central part of Alexandria, southwest of the intersection of Berry and Curve Streets.

The new connection would connect NS's current main line between Marion and Anderson, IN, to Conrail's main line between Muncie and Lafayette, IN. NS states that the

connection would provide a new, more efficient route between points in the upper Midwest and points in the southeastern United States, increase rail traffic capacity, improve service to shippers, and reduce train delays in Chicago and rail traffic congestion in Fort Wayne, IN. NS anticipates that an average of 7 trains per day (single commodity, or unit trains and intermodal trains with an average length of 5,000 feet) would operate over the new connection.

Sub-No. 7. NS proposes to construct a 2,550-foot rail line connection at Bucyrus, Crawford County, OH, to permit traffic movements between the NS and Conrail systems. The new connection would be built in the southeastern quadrant of the intersecting NS and Conrail lines in the eastern portion of Bucyrus. The point of divergence from the NS rail line would be just south of the existing East Warren Street grade crossing. The point of divergence from the Conrail rail line would be approximately 200 feet west of the existing Whetstone Street grade crossing.

The new connection would connect the existing north/south NS main line between Bellevue and Columbus, OH, to the existing east/west Conrail main line between Crestline, OH, and Fort Wayne, IN. NS states that the connection would provide a new, more efficient route from Columbus to eastern Ohio and western Pennsylvania by increasing rail traffic capacity and improving service to shippers. NS anticipates that an average of 8 trains per day (single commodity, or unit trains and intermodal trains with an average length of 5,000 feet) would operate over the new connection.

DISCUSSION AND CONCLUSIONS

We agree with SEA's conclusions that, based on its environmental review and the comments received, the physical construction of these seven connections will not have potentially significant environmental impacts if the mitigation measures recommended by SEA

are imposed.⁶ Accordingly, we will adopt the mitigation measures recommended by SEA and impose the measures as conditions to applicants' proposed constructions in Sub-Nos. 1 through 7, as set forth in the Appendix to this decision. Because we have determined that these constructions, as mitigated, could neither cause nor contribute to significant environmental impacts, we find that these constructions can go forward at this point and that there is no reason to incorporate an environmental analysis of any of the constructions into the EIS currently being prepared for the primary application.⁷

We again emphasize that our decision to allow these constructions to begin will not have any bearing on our determination of whether the transaction contemplated in the primary application is in the public interest. See Decision No. 9, at 6-8; STB Finance Docket No. 33388 (Sub-No. 1), served July 11, 1997; STB Finance Docket No. 33388 (Sub-Nos. 2-7), served July 23, 1997; and STB Finance Docket No. 33388 (Sub-Nos. 1-7), served October 1, 1997.

⁶ As noted, we previously conditionally exempted six of these proposals from the prior approval requirements of 49 U.S.C. 10901, subject to completion of the environmental review and the issuance of a further decision. The effective date of the notice of exemption for the remaining construction project was stayed pending further agency action to allow completion of the environmental review process. Thus, there are only two issues before us at this time in these cases: whether we should deny any of these proposed constructions because of the potential environmental impacts, or fold one or more of these projects into the EIS for the primary application.

⁷ We note that the Council on Environmental Quality (CEQ) raised concerns about considering these seven construction projects separately prior to the issuance of Decision No. 9. We believe that we fully addressed CEQ's concerns in Decision No. 9, and we incorporate that analysis by reference here. Moreover, as discussed above, no commenters to the EAs contended that any of these constructions should not be considered separately and in advance of the primary application.

Moreover, operations over these connections cannot commence unless and until we approve the primary application and authorize the operations, which SEA will analyze in the EIS.⁸

As we stated in Decision No. 9 at 6, any resources applicants expend in the construction of these connections may prove to be of little benefit to them if we deny the primary application or we authorize operations over one or more of the seven connections in a manner different from that which CSX and NS plan. In other words, although we are permitting the physical construction of these seven projects to go forward at this time, applicants will not be allowed to argue that, because they have expended resources to construct the connections, we should approve the primary application. Rather, applicants have willingly assumed the risk that we may deny the primary application, or approve it subject to conditions unacceptable to applicants, or approve the primary application but deny applicants' request to operate over any or all of the seven connections.

As conditioned, this action will not significantly affect either the quality of the human environment or conservation of energy resources.

It is ordered:

1. Under 49 U.S.C. 10502, we exempt applicants' construction of the proposed connections in STB Finance Docket No. 33388 (Sub-Nos. 2 through 7), from the prior approval requirements of 49 U.S.C. 10901, subject to the condition that applicants comply with the

⁸ In order to fully consider the environmental impacts of the physical construction of the lines at issue here, SEA conducted a limited review of operations for these constructions in the EAs and Post EAs. For example, SEA examined whether each proposed construction would increase the potential for delays or accidents at grade crossings or affect the transportation of hazardous materials over these connections.

mitigation measures applicable to the Sub-Nos. 2 through 7 proceedings set forth in the Appendix.

2. The stay of the proposed connection in Finance Docket No. 33388 (Sub-No. 1) is lifted subject to the condition that applicant comply with the mitigation measures applicable to the Sub-No. 1 proceeding set forth in the Appendix.

3. This decision is effective 10 days after its date of service.

By the Board, Chairman Morgan and Vice Chairman Owen.

Vernon A. Williams
Secretary

APPENDIX

1. In STB Finance Docket No. 33388 (Sub-No. 1), the following mitigation measures regarding CSX's construction of the proposed rail line connection at Crestline, OH, are imposed:

Land Use

- CSX shall restore any adjacent properties that are disturbed during construction activities to their pre-construction conditions.
- CSX shall consult with the National Geodetic Survey to locate any geodetic survey marker and, if necessary, assist in the relocation of the marker.
- Prior to any construction activity, CSX shall consult with the local Natural Resources Conservation Service office in order to comply with the Farmland Policy Protection Act to ascertain whether Form AD 1006 should be completed.

Transportation and Safety

- CSX shall use appropriate signs and barricades to control and minimize traffic disruptions during construction.
- CSX shall restore roads disturbed during construction to conditions as required by state or local jurisdictions.
- CSX shall observe all applicable federal, state, and local regulations regarding handling and disposal of any waste materials, including hazardous waste, encountered or generated during construction of the proposed rail line connection.
- CSX shall dispose of all materials that cannot be reused in accordance with state and local solid waste management regulations.
- CSX shall consult with the appropriate federal, state and local agencies if hazardous waste and/or materials are discovered at the site.
- CSX shall transport all hazardous materials in compliance with U.S. Department of Transportation Hazardous Materials Regulations (49 CFR Parts 171 to 180). CSX shall provide, upon request, local emergency management organizations with copies of all applicable Emergency Response Plans and participate in the training of local emergency staff (upon request) for coordinated responses to incidents. In the case of a hazardous

material incident, CSX shall follow appropriate emergency response procedures contained in its Emergency Response Plans.

Water Resources

- CSX shall complete a detailed investigation to determine if any wetlands are located in the vicinity of the proposed rail line connection prior to initiating any construction activities at this location.
- CSX shall obtain all necessary federal, state, and local permits if construction activities require the alteration of wetlands, ponds, lakes, streams, or rivers, or if these activities would cause soil or other materials to wash into these water resources. CSX shall use appropriate techniques to minimize effects to water bodies and wetlands.
- CSX shall close the existing ground water monitoring well located within the project area if the well is affected by the project. The well shall be closed in accordance with local, state, and federal requirements.

Biological Resources

- CSX shall preserve trees which provide habitat for the Indiana bat (*Myotis sodalis*), including trees with cavities and exfoliating bark, to the maximum extent possible. If such trees cannot be avoided, they shall not be cut between April 15th and September 15th. If such trees are to be removed and the time of year restriction is prohibitive, CSX shall consult with the U.S. Fish and Wildlife Service and conduct a survey to determine if the Indiana bat is present in the proposed construction area.
- CSX shall use Best Management Practices to control erosion, runoff, and surface instability during construction, including seeding, fiber mats, straw mulch, plastic liners, slope drains, and other erosion control devices. Once the tracks are constructed, CSX shall establish vegetation on the embankment slopes to provide permanent cover and prevent potential erosion. If erosion develops, CSX shall take steps to develop other appropriate erosion control procedures.
- CSX shall use only EPA-approved herbicides and qualified contractors for application of right-of-way maintenance herbicides, and shall limit such application to the extent necessary for rail operations.

Air Quality

- CSX shall comply with all applicable federal, state, and local regulations regarding the control of fugitive dust. Fugitive dust emissions created during construction shall be minimized by using such control methods as water spraying, installation of wind barriers, and chemical treatment.

Noise

- CSX shall control temporary noise from construction equipment through the use of work hour controls and maintenance of muffler systems on machinery.

Cultural Resources

- If previously undiscovered archeological remains are found during construction, CSX shall cease work and immediately contact the Ohio State Historic Preservation Officer to initiate the appropriate section 106 process required by the National Historic Preservation Act (16 U.S.C. 470f, as amended).

2. In STB Finance Docket No. 33388 (Sub-No. 2), the following mitigation measures regarding CSX's construction of the proposed rail line connection at Willow Creek, IN, are imposed:

Land Use

- CSX shall restore any adjacent properties that are disturbed during construction activities to their pre-construction conditions.

Transportation and Safety

- CSX shall use appropriate signs and barricades to control and minimize traffic disruptions during construction.
- CSX shall restore roads disturbed during construction to conditions as required by state or local jurisdictions.
- CSX shall observe all applicable federal, state, and local regulations regarding handling and disposal of any waste materials, including hazardous waste, encountered or generated during construction of the proposed rail line connection.

- CSX shall dispose of all materials that cannot be reused in accordance with state and local solid waste management regulations.
- CSX shall consult with the appropriate federal, state and local agencies if hazardous waste and/or materials are discovered at the site.
- CSX shall transport all hazardous materials in compliance with U.S. Department of Transportation Hazardous Materials Regulations (49 CFR Parts 171 to 180). CSX shall provide, upon request, local emergency management organizations with copies of all applicable Emergency Response Plans and participate in the training of local emergency staff (upon request) for coordinated responses to incidents. In the case of a hazardous material incident, CSX shall follow appropriate emergency response procedures contained in its Emergency Response Plans.

Water Resources

- CSX shall obtain all necessary federal, state, and local permits if construction activities require the alteration of wetlands, ponds, lakes, streams, or rivers, or if these activities would cause soil or other materials to wash into these water resources. CSX shall use appropriate techniques to minimize effects to water bodies and wetlands.

Biological Resources

- CSX shall use Best Management Practices to control erosion, runoff, and surface instability during construction, including seeding, fiber mats, straw mulch, plastic liners, slope drains, and other erosion control devices. Once the tracks are constructed, CSX shall establish vegetation on the embankment slopes to provide permanent cover and prevent potential erosion. If erosion develops, CSX shall take steps to develop other appropriate erosion control procedures.
- CSX shall use only EPA-approved herbicides and qualified contractors for application of right-of-way maintenance herbicides, and shall limit such application to the extent necessary for rail operations.
- CSX shall revegetate all bare and disturbed areas in the vicinity of the proposed construction with a mixture of grasses (except tall fescue) and legumes following completion of construction activities.

Air Quality

- CSX shall comply with all applicable federal, state, and local regulations regarding the control of fugitive dust. Fugitive dust emissions created during construction shall be minimized by using such control methods as water spraying, installation of wind barriers, and chemical treatment.

Noise

- CSX shall control temporary noise from construction equipment through the use of work hour controls and maintenance of muffler systems on machinery.
- If wheel squeal occurs during operation of the connection, CSX shall use rail lubrication to minimize noise levels.

Cultural Resources

- If previously undiscovered archeological remains are found during construction, CSX shall cease work and immediately contact the Indiana State Historic Preservation Officer to initiate the appropriate section 106 process required by the National Historic Preservation Act (16 U.S.C. 470f, as amended).

3. In STB Finance Docket No. 33388 (Sub-No. 3), the following mitigation measures regarding CSX's construction of the proposed rail line connection at Greenwich, OH, are imposed:

Land Use

- CSX shall restore any adjacent properties that are disturbed during construction activities to their pre-construction conditions.
- Prior to any construction activity, CSX shall consult with the local Natural Resources Conservation Service office in order to comply with the Farmland Policy Protection Act to ascertain whether Form AD 1006 should be completed.

Transportation and Safety

- CSX shall use appropriate signs and barricades to control traffic disruptions during construction.

- CSX shall restore roads disturbed during construction to conditions as required by state or local jurisdictions.
- To minimize disruption to the flow of north-south traffic in the Village of Greenwich, CSX shall not have construction activities occurring at the Kniffen and Townsend Street at-grade crossings simultaneously.
- CSX shall observe all applicable federal, state, and local regulations regarding handling and disposal of any waste materials, including hazardous waste, encountered or generated during construction of the proposed rail line connections.
- CSX shall dispose of all materials that cannot be reused in accordance with state and local solid waste management regulations.
- CSX shall consult with the appropriate federal, state and local agencies if hazardous waste and/or materials are discovered at the sites.
- CSX shall transport all hazardous materials in compliance with U.S. Department of Transportation Hazardous Materials Regulations (49 CFR Parts 171 to 180). CSX shall provide, upon request, local emergency management organizations with copies of all applicable Emergency Response Plans and participate in the training of local emergency staff (upon request) for coordinated responses to incidents. In the case of a hazardous material incident, CSX shall follow appropriate emergency response procedures contained in their Emergency Response Plans.

Water Resources

- CSX shall obtain all necessary federal, state, and local permits if construction activities require the alteration of wetlands, ponds, lakes, streams, or rivers, or if these activities would cause soil or other materials to wash into these water resources. CSX shall use appropriate techniques to minimize effects to water bodies and wetlands.

Biological Resources

- CSX shall preserve trees which provide habitat for the Indiana bat (*Myotis sodalis*), including trees with cavities and exfoliating bark, to the maximum extent possible. If such trees cannot be avoided, they shall not be cut between April 15th and September 15th. If such trees are to be removed and the time of year restriction is prohibitive, CSX shall consult with the U.S. Fish and Wildlife Service and conduct a survey to determine if the Indiana bat is present in the proposed construction area.

- CSX shall use Best Management Practices to control erosion, runoff, and surface instability during construction, including seeding, fiber mats, straw mulch, plastic liners, slope drains, and other erosion control devices. Once the tracks are constructed, CSX shall establish vegetation on the embankment slopes to provide permanent cover and prevent potential erosion. If erosion develops, CSX shall take steps to develop other appropriate erosion control procedures.
- CSX shall use only EPA-approved herbicides and qualified contractors for application of right-of-way maintenance herbicides, and shall limit such application to the extent necessary for rail operations.

Air Quality

- CSX shall comply with all applicable federal, state, and local regulations regarding the control of fugitive dust. Fugitive dust emissions created during construction shall be minimized by using such control methods as water spraying, installation of wind barriers, and chemical treatment.

Noise

- CSX shall control temporary noise from construction equipment through the use of work hour controls and maintenance of muffler systems on machinery.
- If wheel squeal occurs during operation of the connection, CSX shall use rail lubrication to minimize noise levels.

Cultural Resources

- If previously undiscovered archeological remains are found during construction, CSX shall cease work and immediately contact the Ohio State Historic Preservation Officer to initiate the appropriate section 106 process required by the National Historic Preservation Act (16 U.S.C. 470f, as amended).

4. In STB Finance Docket No. 33388 (Sub-No. 4), the following mitigation measures regarding CSX's construction of the proposed rail line connection at Sidney, OH, are imposed:

Land Use

- CSX shall restore any adjacent properties that are disturbed during construction activities to their pre-construction conditions.
- Prior to any construction activity, CSX shall consult with the local Natural Resources Conservation Service office in order to comply with the Farmland Policy Protection Act to ascertain whether Form AD 1006 should be completed.

Transportation and Safety

- CSX shall use appropriate signs and barricades to control and minimize traffic disruptions during construction.
- CSX shall restore roads disturbed during construction to conditions as required by state or local jurisdictions.
- CSX shall observe all applicable federal, state, and local regulations regarding handling and disposal of any waste materials, including hazardous waste, encountered or generated during construction of the proposed rail line connection.
- CSX shall dispose of all materials that cannot be reused in accordance with state and local solid waste management regulations.
- CSX shall consult with the appropriate federal, state and local agencies if hazardous waste and/or materials are discovered at the site.
- CSX shall transport all hazardous materials in compliance with U.S. Department of Transportation Hazardous Materials Regulations (49 CFR Parts 171 to 180). CSX shall provide, upon request, local emergency management organizations with copies of all applicable Emergency Response Plans and participate in the training of local emergency staff (upon request) for coordinated responses to incidents. In the case of a hazardous material incident, CSX shall follow appropriate emergency response procedures contained in its Emergency Response Plans.

Water Resources

- CSX shall obtain all necessary federal, state, and local permits if construction activities require the alteration of wetlands, ponds, lakes, streams, or rivers, or if these activities would cause soil or other materials to wash into these water resources. CSX shall use appropriate techniques to minimize effects to water bodies and wetlands.

Biological Resources

- CSX shall preserve trees which provide habitat for the Indiana bat (*Myotis sodalis*), including trees with cavities and exfoliating bark, to the maximum extent possible. If such trees cannot be avoided, they shall not be cut between April 15th and September 15th. If such trees are to be removed and the time of year restriction is prohibitive, CSX shall consult with the U.S. Fish and Wildlife Service and conduct a survey to determine if the Indiana bat is present in the proposed construction area.
- CSX shall use Best Management Practices to control erosion, runoff, and surface instability during construction, including seeding, fiber mats, straw mulch, plastic liners, slope drains, and other erosion control devices. Once the tracks are constructed, CSX shall establish vegetation on the embankment slopes to provide permanent cover and prevent potential erosion. If erosion develops, CSX shall take steps to develop other appropriate erosion control procedures.
- CSX shall use only EPA-approved herbicides and qualified contractors for application of right-of-way maintenance herbicides, and shall limit such application to the extent necessary for rail operations.

Air Quality

- CSX shall comply with all applicable federal, state, and local regulations regarding the control of fugitive dust. Fugitive dust emissions created during construction shall be minimized by using such control methods as water spraying, installation of wind barriers, and chemical treatment.

Noise

- CSX shall control temporary noise from construction equipment through the use of work hour controls and maintenance of muffler systems on machinery.

Cultural Resources

- If previously undiscovered archeological remains are found during construction, CSX shall cease work and immediately contact the Ohio State Historic Preservation Officer to initiate the appropriate section 106 process required by the National Historic Preservation Act (16 U.S.C. 470f, as amended).

5. In STB Finance Docket No. 33388 (Sub-No. 5), the following mitigation measures regarding NS's construction of the proposed rail line connection at Sidney, IL, are imposed:

Land Use

- NS shall restore any adjacent properties that are disturbed during construction activities to their pre-construction conditions.
- Before undertaking any construction activities, NS shall consult with any potentially affected American Indian Tribes adjacent to, or having a potential interest in, the right-of-way.

Transportation Systems

- NS shall use appropriate signs and barricades to control traffic disruptions during construction.
- NS shall restore roads disturbed during construction to conditions as required by state or local jurisdictions.

Safety

- NS shall observe all applicable federal, state, and local regulations regarding handling and disposal of any waste materials, including hazardous waste, encountered or generated during construction of the proposed rail line connection.
- NS shall dispose of all materials that cannot be reused in accordance with state and local solid waste management regulations.
- NS shall consult with the appropriate federal, state, and local agencies if hazardous waste and/or materials are discovered at the site.
- NS shall transport all hazardous materials in compliance with U.S. Department of Transportation Hazardous Materials Regulations (49 CFR Parts 171 to 180). NS shall provide, upon request, local emergency management organizations with copies of all applicable Emergency Response Plans and participate in the training of local emergency staff (upon request) for coordinated responses to incidents. In the case of a hazardous material incident, NS shall follow appropriate emergency response procedures contained in its Emergency Response Plans.

Water Resources

- NS shall obtain all necessary federal, state, and local permits if construction activities require the alteration of wetlands, ponds, lakes, streams, or rivers, or if these activities would cause soil or other materials to wash into these water resources. NS shall use appropriate techniques to minimize impacts to water bodies and wetlands.

Biological Resources

- NS shall use Best Management Practices (BMPs) to control erosion, runoff, and surface instability during construction, including seeding, fiber mats, straw mulch, plastic liners, slope drains, and other erosion control devices. Once the track is constructed, NS shall establish vegetation on the embankment slope to provide permanent cover and prevent potential erosion. If erosion develops, NS shall take steps to develop other appropriate erosion control procedures.
- NS shall use only EPA-approved herbicides and qualified contractors for application of right-of-way maintenance herbicides, and shall limit such application to the extent necessary for rail operations.

Air Quality

- NS shall comply with all applicable federal, state, and local regulations regarding the control of fugitive dust. Fugitive dust emissions created during construction shall be minimized by using such control methods as water spraying, installation of wind barriers, and chemical treatment.

Noise

- NS shall control temporary noise from construction equipment through the use of work hour controls and maintenance of muffler systems on machinery.

Cultural Resources

- If previously undiscovered archaeological remains are found during construction, NS shall cease work and immediately contact the Illinois State Historical Preservation Office to initiate the appropriate section 106 process pursuant to section 106 of the National Historic Preservation Act (16 U.S.C. 470f, as amended).

6. In STB Finance Docket No. 33388 (Sub-No. 6), the following mitigation measures regarding NS's construction of the proposed rail line connection at Alexandria, IN, are imposed:

Land Use

- NS shall restore any adjacent properties that are disturbed during construction activities to their pre-construction conditions.
- Before undertaking any construction activities, NS shall consult with any potentially affected American Indian Tribes adjacent to, or having a potential interest in, the right-of-way.

Transportation Systems

- NS shall use appropriate signs and barricades to control traffic disruptions during construction.
- NS shall restore roads disturbed during construction to conditions as required by state or local jurisdictions.

Safety

- NS shall observe all applicable federal, state, and local regulations regarding handling and disposal of any waste materials, including hazardous waste, encountered or generated during construction of the proposed rail line connection.
- NS shall dispose of all materials that cannot be reused in accordance with state and local solid waste management regulations.
- NS shall consult with the appropriate federal, state, and local agencies if hazardous waste and/or materials are discovered at the site.
- NS shall transport all hazardous materials in compliance with U.S. Department of Transportation Hazardous Materials Regulations (49 CFR Parts 171 to 180). NS shall provide, upon request, local emergency management organizations with copies of all applicable Emergency Response Plans and participate in the training of local emergency staff (upon request) for coordinated responses to incidents. In the case of a hazardous material incident, NS shall follow appropriate emergency response procedures contained in its Emergency Response Plans.

Water Resources

- NS shall obtain all necessary federal, state, and local permits if construction activities require the alteration of wetlands, ponds, lakes, streams, or rivers, or if these activities would cause soil or other materials to wash into these water resources. NS shall use appropriate techniques to minimize impacts to water bodies and wetlands.

Biological Resources

- NS shall use Best Management Practices (BMPs) to control erosion, runoff, and surface instability during construction, including seeding, fiber mats, straw mulch, plastic liners, slope drains, and other erosion control devices. Once the track is constructed, NS shall establish vegetation on the embankment slope to provide permanent cover and prevent potential erosion. If erosion develops, NS shall take steps to develop other appropriate erosion control procedures.
- NS shall use only EPA-approved herbicides and qualified contractors for application of right-of-way maintenance herbicides, and shall limit such application to the extent necessary for rail operations.

Air Quality

- NS shall comply with all applicable federal, state, and local regulations regarding the control of fugitive dust. Fugitive dust emissions created during construction shall be minimized by using such control methods as water spraying, installation of wind barriers, and chemical treatment.

Noise

- NS shall control temporary noise from construction equipment through the use of work hour controls and maintenance of muffler systems on machinery.

Cultural Resources

- If previously undiscovered archaeological remains are found during construction, NS shall cease work and immediately contact the Indiana Department of Natural Resources, Division of Historic Preservation and Archaeology within two business days to initiate the appropriate section 106 process pursuant to section 106 of the National Historic Preservation Act (16 U.S.C. 470f, as amended).

7. In STB Finance Docket No. 33388 (Sub-No. 7), the following mitigation measures regarding NS's construction of the proposed rail line connection at Bucyrus, OH, are imposed:

Land Use

- NS shall restore any adjacent properties that are disturbed during construction activities to their pre-construction conditions.
- Before undertaking any construction activities, NS shall consult with any potentially affected American Indian Tribes adjacent to, or having a potential interest in, the right-of-way.
- Prior to any construction activity, NS shall consult with the local Natural Resources Conservation Service office in order to comply with the Farmland Policy Protection Act to ascertain whether Form AD 1006 should be completed.

Transportation Systems

- NS shall use appropriate signs and barricades to control traffic disruptions during construction.
- NS shall restore roads disturbed during construction to conditions as required by state or local jurisdictions.

Safety

- NS shall observe all applicable federal, state, and local regulations regarding handling and disposal of any waste materials, including hazardous waste, encountered or generated during construction of the proposed rail line connection.
- NS shall dispose of all materials that cannot be reused in accordance with state and local solid waste management regulations.
- NS shall consult with the appropriate federal, state, and local agencies if hazardous waste and/or materials are discovered at the site.
- NS shall transport all hazardous materials in compliance with U.S. Department of Transportation Hazardous Materials Regulations (49 CFR Parts 171 to 180). NS shall provide, upon request, local emergency management organizations with copies of all applicable Emergency Response Plans and participate in the training of local emergency

staff (upon request) for coordinated responses to incidents. In the case of a hazardous material incident, NS shall follow appropriate emergency response procedures contained in its Emergency Response Plans.

- NS shall upgrade existing flashing lights at East Warren Street and Rensselaer Street grade crossings to include both flashing lights and gates. NS shall also install flashing lights and gates at the new Rensselaer Street crossing.

Water Resources

- NS shall obtain all necessary federal, state, and local permits if construction activities require the alteration of wetlands, ponds, lakes, streams, or rivers, or if these activities would cause soil or other materials to wash into these water resources. NS shall use appropriate techniques to minimize impacts to water bodies and wetlands.

Biological Resources

- NS shall use Best Management Practices (BMPs) to control erosion, runoff, and surface instability during construction, including seeding, fiber mats, straw mulch, plastic liners, slope drains, and other erosion control devices. Once the track is constructed, NS shall establish vegetation on the embankment slope to provide permanent cover and prevent potential erosion. If erosion develops, NS shall take steps to develop other appropriate erosion control procedures.
- NS shall use only EPA-approved herbicides and qualified contractors for application of right-of-way maintenance herbicides, and shall limit such application to the extent necessary for rail operations.
- NS shall preserve trees which provide habitat for the Indiana bat (*Myotis sodalis*), including trees with cavities and exfoliating bark, if encountered prior to construction. If such trees cannot be avoided, they shall not be cut between April 15th and September 15th. If such trees are to be removed and the time of year restriction is prohibitive, NS shall consult with the U.S. Fish and Wildlife Service and conduct a survey to determine if the Indiana bat is present in the proposed construction area.

Air Quality

- NS shall comply with all applicable federal, state, and local regulations regarding the control of fugitive dust. Fugitive dust emissions created during construction shall be minimized by using such control methods as water spraying, installation of wind barriers, and chemical treatment.

Noise

- NS shall control temporary noise from construction equipment through the use of work hour controls and maintenance of muffler systems on machinery.

Cultural Resources

- In those cases where historic resources would be adversely affected, NS shall not undertake construction activities until the section 106 review process of the National Historic Preservation Act (16 U.S.C. 470f, as amended) is completed. If previously undiscovered archaeological remains are found during construction, NS shall cease work and immediately contact the Ohio State Historical Preservation Office (SHPO) to initiate the appropriate section 106 process.
- NS shall adhere to the set of stipulations agreed to by NS and the Ohio State Historic Preservation Office designed to mitigate adverse effects to the T&OC freight depot. These stipulations are currently being incorporated in a Memorandum of Agreement.

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BOARD DECISION NO. 71

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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

Decision No. 71

Decided: March 17, 1998

The Board's Section of Environmental Analysis (SEA) currently is preparing a Final Environmental Impact Statement (FEIS) to meet the Board's responsibilities under the National Environmental Policy Act and related environmental laws in this case. The FEIS is scheduled to be issued in late May 1998. We are aware of ongoing environmental discussions between the railroads and various communities in the Greater Cleveland area.¹ The Board's practice is to encourage privately negotiated agreements to address environmental concerns. These agreements can often be more far-reaching and satisfactory to the parties than environmental mitigation that the Board could impose.

Within the context of the proposed Conrail acquisition, the Cleveland area is unique with respect to the proposed CSX and NS operations. The Cleveland area would be a major crossroad for the CSX and NS proposed systems for traffic moving between the Northeast and the Midwest. We are concerned that informal involvement by Board staff at this time could impede independent discussions among the private parties. Therefore, SEA and the consultants are instructed not to engage in any further informal discussions with the affected parties in the Greater Cleveland area at this time. Should the railroads and a community reach a mutually acceptable agreement by April 15, 1998, the involved parties shall immediately notify SEA. To the extent agreements are not reached, SEA will take the necessary steps to develop its own environmental mitigation for each of the communities in the Greater Cleveland area in the FEIS, which will be considered by the Board in reaching its final decision.

¹ The Greater Cleveland area includes Cleveland, East Cleveland, Berea, Brook Park, Olmstead Falls, and the West Shore suburbs (Lakewood, Bay Village, Rocky River, and Westlake).

This action will not significantly affect either the quality of the human environment or conservation of energy resources.

It is ordered:

1. SEA and the consultants are instructed not to engage in any further informal discussions with the affected parties in the Greater Cleveland area at this time.
2. This decision is effective on the date served.

By the Board, Chairman Morgan.

Vernon A. Williams
Secretary

BOARD DECISION NO. 73

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29065SERVICE DATE - MARCH 23, 1998

CO

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

Decision No. 73

Decided: March 20, 1998

Decision No. 71 issued in this matter on March 17, 1998, addressed certain ongoing environmental discussions between the railroads and various communities in the Greater Cleveland area. Noting that the Board's practice is to encourage privately negotiated agreements to address environmental concerns, the decision expressed concern that informal involvement by Board environmental staff at this time could impede independent discussions among the private parties. Therefore, the decision instructed Board staff not to engage in any further informal discussions with the affected parties in the Greater Cleveland area at this time.

In a letter dated March 19, 1998, counsel for the State of Ohio points out that the Draft Environmental Impact Statement issued in this proceeding encouraged negotiated settlements "among the Applicant[railroads], the locally affected communities, and the appropriate government agencies." Noting that Decision No. 71 did not specifically refer to negotiations and agreements among parties other than railroads and communities, the March 19 letter requests "clarification that negotiations are expected to involve all interested parties and that the state will be a party to any agreement when state interests and state funding issues are involved."

Decision No. 71 was intended to facilitate negotiations among the various interested parties. It was not intended to define who should, or should not, be involved in any specific negotiation, and it was certainly not intended to limit the participation of any appropriate party in any negotiations that may be conducted. Any party that has a legitimate interest in these matters is free and indeed encouraged to participate in negotiations.

To that extent, Decision No. 71 is clarified.

This action will not significantly affect either the quality of the human environment or conservation of energy resources.

It is ordered:

1. Decision No. 71 is clarified to the extent noted in this decision.
2. This decision is effective on the date served.

By the Board, Chairman Morgan.

Vernon A. Williams
Secretary

BOARD DECISION NO. 75

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CO

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

Decision No. 75

Decided: April 15, 1998

Decision Nos. 71 and 73 issued in this matter on March 17, 1998, and March 23, 1998, addressed certain ongoing environmental discussions between the railroads and various communities and appropriate parties in the Greater Cleveland area. Noting that the Board's practice is to encourage privately negotiated agreements to address environmental concerns, the decisions expressed concern that informal involvement by Board environmental staff at this time could impede independent discussions among the private parties. Therefore, the decisions instructed Board staff not to engage in any further informal discussions with the affected parties in the Greater Cleveland area at this time, and instructed those parties, should they reach a mutually acceptable agreement by April 15, 1998, to notify the Board's Section of Environmental Analysis (SEA) immediately.

The Board is aware that the parties remain in serious negotiations. To provide additional time for the parties to complete these important negotiations without Board involvement, the prohibition on further informal discussions by SEA and the consultants with the affected parties regarding any negotiated agreements will be extended to April 23, 1998. This prohibition does not extend to data collection and verification activities by SEA and the consultants.

This action will not significantly affect either the quality of the human environment or conservation of energy resources.

It is ordered:

1. SEA and the consultants are instructed not to engage in any further informal discussions with the affected parties regarding any negotiated agreements in the Greater Cleveland area until April 23, 1998.

2. This decision is effective on the date served.

By the Board, Chairman Morgan.

Vernon A. Williams
Secretary

APPENDIX S
Index for the Draft Environmental Impact Statement
(Draft EIS)



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APPENDIX T
Final Environmental Impact Statement
Rail Line Segments



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Attachment T-1

Master Rail Line Segment Table

Seg. ID #	Ownership	Total Segments 1,022		Rail Line Segment Description	Seg. Length (mi.)	Passenger & Freight Train Data										Freight Rail Data				Criteria Met				
		Pre Acq. (1995)				Post Acquisition		Annual Million Gross Tons Transported (t)		Estimated Annual Carloads of Hazardous Material (t)		Air Quality	123	67	91	51	247	46	19					
		Pre Acq. (1995)	Post Acquisition			Pre Acq. (1995)	Post Acquisition	Pre Acq.	Post Acq.	Pre Acq.	Post Acq.									Pre Acq.	Post Acq.	Pre Acq.	Post Acq.	Pre Acq.
C-075	CSX	2.0	32.5	54.0	21.5	55.8	109.8	97%	18,000	43,000	139%	X	X	X	X	X								
C-080	CR	0.0	8.2	15.8	7.6	11.2	20.0	80%	0	5,000	1000%	X												
C-081	CSX	2.0	32.6	39.6	7.0	53.8	78.5	46%	16,000	16,000	0%	X	X											
C-082	CSX	0.0	28.9	38.3	9.4	41.3	72.1	74%	16,000	12,000	-25%	X												
C-083	CR	0.0	0.0	16.0	16.0	0.0	16.5	1000%	0	6,000	1000%	X	X											
C-084	CSX	0.0	22.9	26.4	3.5	39.7	49.0	23%	11,000	16,000	45%	X												
C-085	CSX	0.0	1.5	10.8	9.3	2.0	23.3	1055%	0	0	-	X												
C-086	CSX	2.0	30.8	40.2	9.4	40.3	71.6	77%	15,000	11,000	-27%	X	X											
C-090	CSX	0.0	40.8	48.4	7.6	80.1	104.1	30%	34,000	47,000	38%	X												
C-100	CSX	18.0	16.2	22.8	6.6	40.7	52.0	28%	21,000	22,000	5%	X	X											
C-101	CSX	30.0	16.3	23.4	7.1	40.3	51.8	29%	20,000	22,000	10%	X	X											
C-102	CSX	18.0	17.8	24.8	7.0	44.0	53.8	22%	21,000	22,000	5%	X	X											
C-103	CSX	10.0	18.4	23.0	4.6	47.5	56.0	18%	23,000	23,000	0%	X	X											
C-110	CSX	0.0	1.5	3.4	1.9	3.6	7.4	108%	0	0	-	X												
C-200	CSX	0.0	25.0	15.6	-9.4	44.7	23.8	-47%	15,000	12,000	-20%													
C-201	CSX	0.0	26.9	26.8	-0.1	44.0	50.4	14%	11,000	16,000	45%													
C-202	CSX	12.0	33.3	40.6	7.3	58.0	74.8	29%	16,000	12,000	-25%		X											
C-203	CSX	2.0	29.0	31.0	2.0	61.7	67.3	9%	18,000	12,000	-33%		X											
C-204	CSX	2.0	32.6	33.9	1.3	53.8	66.5	24%	16,000	16,000	0%		X											
C-205	CSX	2.0	34.5	32.9	0.4	54.8	62.1	13%	17,000	21,000	24%		X											
C-206	CSX	2.0	34.0	37.9	3.9	61.0	70.0	15%	12,000	21,000	75%		X											
C-207	CSX	0.0	9.3	9.2	-0.1	19.1	20.7	8%	4,000	0	-100%													
C-208	CSX	0.0	2.3	2.5	0.2	3.6	2.4	-33%	1,000	0	-100%													
C-209	CSX	0.0	3.0	2.0	-1.0	6.0	2.4	-59%	1,000	0	-100%													
C-210	CSX	0.0	1.0	1.0	0.0	0.7	0.7	0%	0	0	-													
C-211	CSX	0.0	1.4	1.4	0.0	0.7	0.7	0%	0	0	-													
C-212	CSX	0.0	5.3	5.3	0.0	7.0	7.0	7%	0	0	-													
C-213	CSX	0.0	5.8	5.8	0.0	6.3	7.5	19%	1,000	1,000	0%													
C-214	CSX	0.0	24.0	21.2	-2.8	31.4	27.8	-11%	8,000	7,000	-13%													
C-215	CSX	0.0	20.3	15.3	-5.0	26.6	20.1	-24%	5,000	0	-100%													
C-216	CSX	2.0	17.1	13.4	-3.7	22.5	17.6	-22%	5,000	0	-100%													
C-217	CSX	2.0	13.7	11.7	-2.0	18.0	15.4	-14%	4,000	0	-100%													
C-218	CSX	0.0	10.0	12.2	2.2	10.3	12.1	18%	3,000	5,000	67%													
C-219	CSX	0.0	12.8	14.0	1.2	14.5	17.8	22%	11,000	13,000	18%													
C-220	CSX	0.0	11.3	12.5	1.2	14.5	17.4	20%	11,000	13,000	18%													
C-221	CSX	0.0	12.2	12.9	0.7	16.3	18.5	14%	12,000	13,000	8%													
C-222	CSX	0.0	23.6	26.5	2.9	51.0	53.0	4%	14,000	20,000	43%													
C-223	CSX	0.0	22.8	24.8	2.0	44.0	57.4	30%	14,000	20,000	43%													
C-224	CSX	0.0	25.4	26.5	1.1	49.9	50.4	1%	20,000	22,000	10%													
C-225	CSX	0.0	22.6	24.6	2.0	44.3	62.8	42%	20,000	21,000	5%													
C-226	CSX	0.0	22.6	15.3	-7.3	44.3	44.3	0%	19,000	16,000	-16%													
C-227	CSX	0.0	26.5	14.9	-11.6	43.6	40.2	-8%	20,000	16,000	-20%													

Attachment T-1
Master Rail Line Segment Table

Seg. ID #	Ownership	Total Segments 1,022		35,733		Passenger & Freight Train Data		Freight Rail Data				Criteria Met					
		Rail Line Segment Description		Seg. Length (mi.)	Pre Acq. (1995)	Post Acquisition	Annual Million Gross Tons Transported (t)	Percent Change	Estimated Annual Carloads of Hazardous Material (1)		Air Quality	Noise Analysis	Passenger Train	Freight Train	Increase in Hazardous Materials	New Key Route	New Major Key Route
		From	To						Pre Acq.	Post Acq.							
C-354	CSX	Althens	GA Atlanta	69	0.0	18.7	21.0	2.3	32.9	37.5	14%	22,000	27,000	23%		X	
C-355	CSX	Atlanta	GA Lagrange	70	0.0	15.3	16.5	1.2	23.0	25.3	10%	21,000	27,000	29%		X	
C-356	CSX	Lagrange	GA Montgomery	100	0.0	11.9	11.2	-0.7	17.3	18.6	7%	22,000	24,000	9%		X	
C-357	CSX	Hamlet	NC Mcbee	50	2.0	3.4	3.3	-0.1	5.2	5.6	7%	4,000	6,000	50%		X	
C-358	CSX	Mcbee	SC Columbia	108	2.0	4.4	4.4	0.0	5.4	5.9	9%	4,000	6,000	50%		X	
C-359	CSX	Columbia	SC Fairfax	76	2.0	3.9	3.7	-0.2	4.3	4.5	3%	6,000	6,000	0%			
C-360	CSX	Fairfax	SC Savannah	62	2.0	12.4	11.6	-0.8	23.1	21.3	-8%	5,000	4,000	-20%			
C-361	CSX	Hamlet	NC Dillon	42	0.0	8.9	7.7	-1.2	18.0	18.8	4%	4,000	2,000	-50%			
C-362	CSX	Dillon	SC Andrews	74	0.0	4.3	4.2	-0.1	8.5	7.4	-13%	1,000	0	-100%			
C-363	CSX	Andrews	SC State Jct	28	0.0	2.5	2.5	0.0	1.0	1.0	0%	0	0	-			
C-364	CSX	State Jct	SC Remount	20	0.0	2.2	2.2	0.0	2.4	2.5	4%	0	0	-			
C-365	CSX	Remount	SC Charleston	10	0.0	1.6	1.6	0.0	3.5	3.5	0%	4,000	4,000	0%			
C-366	CSX	Camak	GA Atlanta	126	0.0	8.1	7.7	-0.4	15.9	14.3	-10%	3,000	2,000	-33%			
C-367	CSX	Camak	GA Augusta	48	0.0	7.1	6.7	-0.4	13.5	12.8	-5%	3,000	2,000	-33%			
C-368	CSX	Robbins	SC Augusta	28	0.0	12.9	12.3	-0.6	26.5	23.3	-12%	6,000	4,000	-33%			
C-369	CSX	Fairfax	SC Robbins	29	0.0	12.9	12.3	-0.6	26.3	23.3	-11%	6,000	4,000	-33%			
C-370	CSX	Yemassee	SC Fairfax	31	0.0	5.0	5.0	0.0	6.5	6.0	-8%	0	0	-			
C-371	CSX	McKenzie	TN Memphis	116	0.0	10.1	12.4	2.3	19.4	21.0	8%	6,000	5,000	-17%			
C-372	CSX	Nashville	TN McKenzie	117	0.0	9.4	11.7	2.3	21.0	25.4	21%	7,000	6,000	-14%			
C-373	CSX	Nashville	TN Stevenson	113	0.0	20.6	21.1	0.5	40.1	41.6	4%	11,000	10,000	-9%			
C-374	CSX	Stevenson	AL Chattanooga	39	0.0	19.6	17.5	-2.1	37.5	38.4	2%	11,000	10,000	-9%			
C-375	CSX	Chattanooga	TN Cartersville	87	0.0	17.7	17.4	-0.3	36.3	35.6	-2%	11,000	10,000	-9%			
C-376	CSX	Lagrange	GA Parkwood	142	0.0	13.5	13.5	0.0	24.1	29.1	21%	8,000	17,000	113%		X	
C-377	CSX	Manchester	GA Lagrange	45	0.0	12.0	11.6	-0.4	20.5	22.8	11%	7,000	14,000	100%		X	
C-378	CSX	Waycross	GA Thomasville	105	0.0	8.0	7.6	-0.4	11.5	11.9	4%	3,000	2,000	-33%			
C-379	CSX	Thomasville	GA Metcalf	11	0.0	0.4	0.4	0.0	0.1	0.1	0%	0	0	-			
C-380	CSX	Thomasville	GA Montgomery	210	0.0	7.9	6.2	-1.7	10.6	10.5	0%	2,000	3,000	50%		X	
C-381	CSX	Jesup	GA Folkston	54	8.0	10.3	12.4	2.1	26.2	26.2	0%	2,000	2,000	0%		X	
C-382	CSX	Jacksonville	FL Baldwin	18	2.8	21.9	23.3	1.4	18.7	20.5	9%	4,000	0	-100%		X	
C-383	CSX	Baldwin	FL Chattahoochee	189	0.8	11.7	11.1	-0.6	23.8	20.7	-13%	21,000	17,000	-19%			
C-384	CSX	Chattahoochee	FL Pensacola	161	0.8	10.3	9.7	-0.6	17.8	15.6	-12%	17,000	16,000	-6%			
C-385	CSX	Pensacola	FL Flomaton	43	0.8	9.9	11.3	1.4	20.4	21.5	5%	26,000	22,000	-15%			
C-386	CSX	Flomaton	AL Mobile	59	0.8	25.1	25.8	0.7	38.4	47.6	24%	45,000	61,000	36%		X	
C-387	CSX	Mobile	AL New Orleans	143	0.8	20.6	22.7	2.1	23.4	34.6	48%	45,000	54,000	20%		X	
C-388	CSX	Waycross	GA Folkston	35	0.0	33.1	32.4	-0.7	64.6	66.0	2%	29,000	23,000	-21%			
C-389	CSX	Folkston	GA Callahan	22	8.0	43.9	44.6	0.7	95.6	84.2	-12%	32,000	25,000	-22%			
C-390	CSX	Callahan	FL Baldwin	21	0.0	17.7	18.3	0.6	44.4	51.0	15%	25,000	18,000	-28%			
C-391	CSX	Baldwin	FL Starke	26	2.0	22.7	23.3	0.6	47.0	52.0	11%	27,000	27,000	0%			
C-392	CSX	Starke	FL Vitis	126	2.0	19.3	19.3	0.0	38.8	40.1	3%	27,000	27,000	0%			
C-393	CSX	Vitis	FL Plant City	19	0.0	9.6	9.6	0.0	25.3	25.8	2%	6,000	6,000	0%			
C-394	CSX	Plant City	FL Ucita Yard	17	4.0	9.1	9.6	0.5	26.1	28.1	8%	7,000	7,000	0%			
C-395	CSX	Callahan	FL Jacksonville	16	8.0	23.5	23.2	-0.3	47.1	45.8	-3%	8,000	8,000	0%			

B = Change due to Acquisition.

(1) 1000% is reported for B where the pre acq. is 0 and the "post" acq. is > 0.

**Attachment T-1
Master Rail Line Segment Table**

Seg. ID #	Ownership		Rail Line Segment Description		35,733	Passenger & Freight Train Data				Freight Rail Data				Criteria Met						
	Pre Acq. (1995)	Post Acq.	From	To		Seg. Length (mi.)	Pgr. Trains	Freight Trains	Post Acquisition	Annual Million Gross Tons Transported (1)		Estimated Annual Carloads of Hazardous Material (1)		123	67	91	51	247	46	19
										Pre Acq.	Post Acq.	Pre Acq.	Post Acq.							
C-396	CSX	CSX	Jacksonville	FL Palatka	FL	54	6.8	8.3	6.6	8.3	0.0	21.6	21.1	-2%	2,000	2,000	0%			
C-397	CSX	CSX	Palatka	FL Sanford	FL	68	6.8	6.6	6.6	0.0	0.0	16.1	15.9	-1%	1,000	1,000	0%			
C-398	CSX	CSX	Sanford	FL Aloma	FL	27	0.0	2.0	2.0	0.0	0.0	0.0	0.0	0%	0	0	-			
C-399	CSX	CSX	Sanford	FL Orlando	FL	22	4.8	8.0	8.0	0.0	0.0	14.0	12.9	-8%	2,000	2,000	0%			
C-400	CSX	CSX	Orlando	FL Auburndale	FL	51	4.0	7.7	9.1	1.4	7.5	8.5	8.5	13%	1,000	1,000	0%	X		
C-401	CSX	CSX	Auburndale	FL Lakeland	FL	12	4.0	7.2	8.6	1.4	1.4	15.9	16.0	1%	2,000	2,000	0%	X		
C-402	CSX	CSX	Lakeland	FL Winston	FL	4	4.0	17.6	18.9	1.3	1.3	19.5	23.4	20%	16,000	16,000	0%	X		
C-403	CSX	CSX	Winston	FL Plant City	FL	5	4.0	9.8	11.1	1.3	1.3	18.1	19.9	10%	9,000	9,000	0%	X		
C-404	CSX	CSX	Auburndale	FL Sebring	FL	47	6.0	11.3	11.3	0.0	0.0	13.4	13.6	2%	1,000	1,000	0%			
C-405	CSX	CSX	Sebring	FL W. Palm Bch	FL	103	6.0	15.6	15.6	0.0	0.0	11.0	11.2	2%	1,000	1,000	0%			
C-406	CSX	CSX	W. Palm Bch	FL Miami	FL	70	34.0	6.7	6.7	0.0	0.0	11.6	11.7	1%	1,000	1,000	0%			
C-407	CSX	CSX	Baltimore	MD Hanover	PA	55	0.0	3.4	3.4	0.0	0.0	5.2	5.6	7%	0	0	-			
C-408	CSX	CSX	Hanover	PA Hagerstown	MD	57	0.0	1.6	1.6	0.0	0.0	1.6	1.6	0%	0	0	-			
C-409	CSX	CSX	Harpers Ferry	WV Strasburg Jct	VA	51	0.0	0.9	0.9	0.0	0.0	1.7	1.7	0%	0	0	-			
C-410	CSX	CSX	Green Jct	PA Brownfield	PA	15	0.0	0.4	0.4	0.0	0.0	0.0	0.0	0%	0	0	-			
C-411	CSX	CSX	Rankin Jct	PA Willow Grove	PA	11	2.0	1.7	1.7	0.0	0.0	3.2	3.2	0%	0	0	-			
C-412	CSX	CSX	Glenwood Jct	PA Tylerdale	PA	32	0.0	0.5	0.5	0.0	0.0	1.6	1.6	0%	0	0	-			
C-413	CSX	CSX	Willow Grove	PA New Castle	PA	56	0.0	1.0	1.0	0.0	0.0	0.6	0.6	0%	0	0	-			
C-414	CSX	CSX	Wellisboro	IN N Judson	IN	15	0.0	0.3	0.3	0.0	0.0	0.4	0.4	0%	0	0	-			
C-415	CSX	CSX	Pine Jct	IN Rock Island Jct	IL	10	0.0	2.0	2.0	0.0	0.0	1.0	1.0	0%	0	0	-			
C-416	CSX	CSX	Dolton	IL 75th Street	IL	8	0.0	4.0	3.6	-0.4	3.6	6.7	4.3	-35%	0	0	-			
C-417	CSX	CSX	Blue Island Jct	IL Clearing	IL	15	0.0	17.0	17.4	0.4	0.4	35.2	36.9	5%	4,000	5,000	25%		X	
C-418	CSX	CSX	Joliet	IL Ottawa	IL	45	0.0	3.0	3.0	0.0	0.0	4.9	4.9	1%	14,000	14,000	0%			
C-419	CSX	CSX	Ottawa	IL Henry	IL	44	0.0	2.0	2.0	0.0	0.0	1.0	1.0	0%	0	0	-			
C-420	CSX	CSX	Grand Rapids	MI Baldwin	MI	75	0.0	1.9	1.9	0.0	0.0	2.4	2.4	0%	0	0	-			
C-421	CSX	CSX	Baldwin	MI Waihalla	MI	13	0.0	2.0	2.0	0.0	0.0	2.3	2.3	0%	0	0	-			
C-422	CSX	CSX	Waihalla	MI Ludington	MI	14	0.0	1.6	1.6	0.0	0.0	1.1	1.1	0%	0	0	-			
C-423	CSX	CSX	Waverly	MI Manistee	MI	27	0.0	0.9	0.9	0.0	0.0	1.3	1.3	0%	0	0	-			
C-424	CSX	CSX	Grand Haven	MI Grand Haven	MI	20	0.0	2.8	2.8	0.0	0.0	4.0	4.0	0%	0	0	-			
C-425	CSX	CSX	Grand Haven	MI Muskegon	MI	13	0.0	1.7	1.7	0.0	0.0	1.6	1.6	0%	0	0	-			
C-426	CSX	CSX	Muskegon	MI Berry	MI	5	0.0	1.7	1.7	0.0	0.0	0.3	0.3	0%	0	0	-			
C-427	CSX	CSX	Berry	MI Montague	MI	11	0.0	1.7	1.7	0.0	0.0	0.1	0.1	0%	0	0	-			
C-428	CSX	CSX	Berry	MI Fremont	MI	20	0.0	0.6	0.6	0.0	0.0	0.2	0.2	0%	0	0	-			
C-429	CSX	CSX	Saginaw	MI Midland	MI	20	0.0	4.0	4.0	0.0	0.0	1.2	1.2	0%	2,000	2,000	0%			
C-430	CSX	CSX	Saginaw	MI Bay City	MI	17	0.0	2.4	2.4	0.0	0.0	2.1	2.1	0%	0	0	-			
C-431	CSX	CSX	Saginaw	MI Yale	MI	19	0.0	2.2	2.2	0.0	0.0	0.7	0.7	0%	0	0	-			
C-432	CSX	CSX	Port Huron	MI Belle River	MI	15	0.0	4.0	4.0	0.0	0.0	4.6	4.6	0%	7,000	7,000	0%			
C-433	CSX	CSX	Fargo	ON Blenheim	ON	4	0.0	2.2	2.2	0.0	0.0	0.4	0.4	0%	0	0	-			
C-434	CSX	CSX	Chatham	ON Fargo	ON	7	0.0	1.2	1.2	0.0	0.0	0.4	0.4	0%	0	0	-			
C-435	CSX	CSX	Chatham	ON Sarnia	ON	53	0.0	1.2	1.2	0.0	0.0	0.3	0.3	0%	6,000	6,000	0%			
C-436	CSX	CSX	Blenheim	ON W Lorne	ON	28	0.0	1.2	1.2	0.0	0.0	0.2	0.2	0%	0	0	-			
C-437	CSX	CSX	Cambridge	OH Newark	OH	52	0.0	1.0	1.0	0.0	0.0	0.5	0.5	0%	0	0	-			

**Attachment T-1
Master Rail Line Segment Table**

Seg. ID #	Ownership		Rail Line Segment Description		35,793	Passenger & Freight Train Data				Freight Rail Data				Criteria Met							
	Pre Acq. (1995)	Post Acq.	From	To		Seg. Length (mi.)	Pre Acq. (1995)		Post Acquisition		Annual Million Gross Tons Transported (1)		Estimated Annual Carloads of Hazardous Material (1)		123	67	91	51	247	46	19
							Psg. Trains	Freight Trains	Freight Trains	Change in Freight Trains	Pre Acq.	Post Acq.	Pre Acq.	Post Acq.							
C-438	CSX	CSX	Newark	OH Columbus	OH	35	0.0	1.6	1.6	0.0	1.5	0.0	0	0	0						
C-439	CSX	CSX	Middletown Jct	OH Middletown	OH	11	0.0	6.3	5.4	-0.9	13.0	9.2	0	0	0						
C-440	CSX	CSX	S. Richmond	VA Bellwood	VA	8	0.0	3.7	3.7	0.0	5.4	5.4	1,000	1,000	0%						
C-441	CSX	CSX	Bellwood	VA Hopewell	VA	16	0.0	2.9	2.9	0.0	4.4	4.4	4,000	4,000	0%						
C-442	CSX	CSX	Bellwood	VA Centralia	VA	3	0.0	2.1	2.1	0.0	1.2	1.2	2,000	2,000	0%						
C-443	CSX	CSX	Weldon	NC Roanoke Rapids	NC	5	0.0	0.2	0.2	0.0	0.8	0.8	0	0	0						
C-444	CSX	CSX	Weldon	NC Franklin	VA	41	0.0	7.7	7.4	-0.3	8.0	6.8	1,000	1,000	0%						
C-445	CSX	CSX	Franklin	VA Portsmouth	VA	37	0.0	7.1	6.6	-0.5	7.2	6.6	13,000	13,000	0%						
C-446	CSX	CSX	Rocky Mt	NC Parmele	NC	32	0.0	3.2	3.2	0.0	2.2	2.2	0	0	0						
C-447	CSX	CSX	Parmele	NC Plymouth	NC	37	0.0	2.0	2.0	0.0	1.6	1.6	0	0	0						
C-448	CSX	CSX	Parmele	NC Elmer	NC	38	0.0	2.0	2.0	0.0	2.1	2.1	13,000	13,000	0%						
C-449	CSX	CSX	Contentnea	NC Wallace	NC	69	0.0	4.4	4.4	0.0	5.0	5.0	0	0	0						
C-450	CSX	CSX	Warsaw	NC Moltonville	NC	10	0.0	1.3	1.3	0.0	1.3	1.3	0	0	0						
C-451	CSX	CSX	Fayetteville	NC Fort Jct	NC	9	0.0	0.6	0.6	0.0	0.4	0.4	1,000	1,000	0%						
C-452	CSX	CSX	Fayetteville	NC Vander	NC	6	0.0	0.6	0.6	0.0	0.3	0.3	0	0	0						
C-453	CSX	CSX	St Stephen	SC Cross	SC	10	0.0	2.1	2.1	0.0	3.6	3.6	0	0	0						
C-454	CSX	CSX	Waycross	GA Brunswick	GA	63	0.0	2.0	2.0	0.0	3.0	3.0	1,000	1,000	0%						
C-455	CSX	CSX	Waycross	GA Pearson	GA	30	0.0	1.0	1.0	0.0	0.5	0.5	0	0	0						
C-456	CSX	CSX	Yulee	FL Fernandina Bch	FL	12	0.0	2.5	2.5	0.0	3.8	3.8	0	0	0						
C-457	CSX	CSX	Jacksonville	FL Seals	FL	41	0.0	8.0	8.0	0.0	6.1	6.1	1,000	1,000	0%						
C-458	CSX	CSX	Valrico	FL Yeoman Yard	FL	9	0.0	24.2	24.2	0.0	32.0	32.9	0	0	0						
C-459	CSX	CSX	Orangeburg	SC Sumter	SC	44	0.0	1.3	1.3	0.0	0.4	0.4	0	0	0						
C-460	CSX	CSX	Belton	SC Greenville	SC	28	0.0	1.0	1.0	0.0	0.6	0.6	0	0	0						
C-461	CSX	CSX	Greenville	SC Spartanburg	SC	34	0.0	1.7	1.7	0.0	1.2	1.2	0	0	0						
C-462	CSX	CSX	Anderson	SC Belton	SC	12	0.0	0.4	0.4	0.0	0.3	0.3	0	0	0						
C-463	CSX	CSX	Durham	NC Joyland	NC	7	0.0	1.4	1.4	0.0	0.1	0.1	0	0	0						
C-464	CSX	CSX	Apex	NC Durham	NC	22	0.0	1.4	1.4	0.0	0.5	0.5	0	0	0						
C-465	CSX	CSX	Norlina	NC Raleigh	NC	55	0.0	2.6	2.6	0.0	0.7	0.7	0	0	0						
C-466	CSX	CSX	Raleigh	NC Hamlet	NC	97	2.0	8.2	8.2	0.0	4.5	4.3	1,000	1,000	0%						
C-467	CSX	CSX	Mcbee	SC Robinson	SC	7	0.0	1.0	1.0	0.0	0.4	0.4	0	0	0						
C-468	CSX	CSX	Mt Holly	NC Terrell	NC	24	0.0	1.2	1.2	0.0	1.6	1.6	0	0	0						
C-469	CSX	CSX	Montgomery	AL Western Jct	AL	51	0.0	1.0	1.0	0.0	1.5	1.5	0	0	0						
C-470	CSX	CSX	Camak	GA Harilee	GA	56	0.0	2.8	2.8	0.0	5.5	5.5	0	0	0						
C-471	CSX	CSX	Andrews	SC Pennyroyal Jct	SC	8	0.0	3.6	3.6	0.0	5.7	5.7	1,000	1,000	0%						
C-472	CSX	CSX	Pennyroyal Jct	SC Georgetown	SC	8	0.0	1.2	1.2	0.0	3.1	3.1	1,000	1,000	0%						
C-473	CSX	CSX	Dames Pt Jct	FL N Shore Jct	FL	5	0.0	6.0	5.8	-0.2	3.6	3.6	0	0	0						
C-474	CSX	CSX	Bainbridge	GA Tallahassee	GA	43	0.0	2.0	2.0	0.0	2.2	2.2	6,000	6,000	0%						
C-475	CSX	CSX	Hillsdale	IN Chrisman	IL	16	0.0	1.8	2.1	0.3	3.7	4.0	1,000	2,000	100%					X	
C-476	CSX	CSX	Chrisman	IL Decatur	IL	69	0.0	1.8	2.1	0.3	3.7	4.0	1,000	2,000	100%					X	
C-477	CSX	CSX	Brentwood	TN Columbia	AL	35	0.0	2.8	2.8	0.0	2.4	2.4	1,000	1,000	0%						
C-478	CSX	CSX	Wellington	AL Birmingham	AL	64	0.0	2.2	2.2	0.0	4.3	4.3	0	0	0						
C-479	CSX	CSX	Bakers Siding	IN Chinoook	IN	11	0.0	2.0	2.0	0.0	1.4	1.4	0	0	0						

B = Change due to Acquisition.
 (1) 1000% is reported for B where the pre acq. is 0 and the "post" acq. is > 0.

**Attachment T-1
Master Rail Line Segment Table**

Seg. ID #	Ownership		Rail Line Segment Description		35,733	Passenger & Freight Train Data				Freight Rail Data				Criteria Met						
	Pre Acq. (1995)	Post Acq.	From	To		Pre Acq. (1995)		Post Acquisition		Annual Million Gross Tons Transported (1)		Estimated Annual Carloads of Hazardous Material (1)		123	67	91	51	247	46	19
						Psg. Trains	Freight Trains	Freight Trains	Change in Freight Trains	Pre Acq.	Post Acq.	Pre Acq.	Post Acq.							
C-480	CSX	CSX	Evansville	IN Adams	IN	9	0.0	3.7	0.0	3.7	0.0	6.3	3.000	3,000	0	0				
C-481	CSX	CSX	Adams	IN Carmi	IL	28	0.0	2.6	2.6	0.0	3.3	3.3	0	0						
C-482	CSX	CSX	Adams	IN Abee	IN	6	0.0	0.8	0.8	0.0	1.4	1.4	3,000	3,000	0	0				
C-483	CSX	CSX	Carmi	IL Venedy	IL	89	0.0	0.6	0.6	0.0	0.5	0.5	0	0						
C-484	CSX	CSX	Kronos	KY Moorman	KY	5	0.0	1.2	1.2	0.0	2.0	2.0	0	0						
C-485	CSX	CSX	Kronos	KY Wilson Sta	KY	4	0.0	1.2	1.2	0.0	2.0	2.0	0	0						
C-486	CSX	CSX	Moorman	KY Drakesboro	KY	13	0.0	2.1	2.1	0.0	3.1	3.1	0	0						
C-487	CSX	CSX	Morton	KY Atkinson	KY	5	0.0	5.8	5.8	0.0	12.8	12.8	0	0						
C-488	CSX	CSX	Providence	KY Atkinson	KY	19	0.0	3.8	3.8	0.0	8.6	8.6	0	0						
C-489	CSX	CSX	Providence	KY Dotiki	KY	5	0.0	2.6	2.6	0.0	2.5	2.5	0	0						
C-490	CSX	CSX	Millport	KY Atkinson	KY	19	0.0	2.4	2.4	0.0	5.2	5.2	0	0						
C-491	CSX	CSX	Como	KY Zeigler 9 (NW)	KY	4	0.0	1.2	1.2	0.0	1.5	1.5	0	0						
C-492	CSX	CSX	Drakesboro	KY Sinclair	KY	6	0.0	0.9	0.9	0.0	1.9	1.9	0	0						
C-493	CSX	CSX	Dent	KY Jim Hill	KY	6	0.0	1.4	1.4	0.0	4.1	4.1	0	0						
C-494	CSX	CSX	Black Crk	AL Chetopa	AL	13	0.0	2.6	2.6	0.0	5.0	5.0	0	0						
C-495	CSX	CSX	Magella	AL Bessemer	AL	10	0.0	3.2	3.2	0.0	2.1	2.1	0	0						
C-496	CSX	CSX	Attalla	AL Guntersville	AL	30	0.0	0.4	0.4	0.0	1.4	1.4	0	0						
C-497	CSX	CSX	Attalla	AL Wellington	AL	22	0.0	1.7	1.7	0.0	3.0	3.0	0	0						
C-498	CSX	CSX	Boyles	AL Blue Crk Jct	AL	15	0.0	4.7	4.7	0.0	5.8	5.8	0	0						
C-499	CSX	CSX	Blue Crk Jct	AL Valley Crk	AL	8	0.0	4.4	4.4	0.0	9.6	9.6	0	0						
C-500	CSX	CSX	Boyles	AL Mt Pinson	AL	10	0.0	0.9	0.9	0.0	0.2	0.2	0	0						
C-501	CSX	CSX	Selma	AL Western Jct	AL	3	0.0	1.6	1.6	0.0	1.5	1.5	0	0						
C-502	CSX	CSX	Selma	AL Myrtlewood	AL	61	0.0	1.6	1.6	0.0	1.2	1.2	0	0						
C-503	CSX	CSX	Montgomery	AL Autauga Crk	AL	12	0.0	0.4	0.4	0.0	1.3	1.3	0	0						
C-504	CSX	CSX	Calhoun	TN Patty	TN	9	0.0	1.0	1.0	0.0	0.7	0.7	0	0						
C-505	CSX	CSX	Dosselt	TN Harriman	TN	24	0.0	0.5	0.5	0.0	0.7	0.7	0	0						
C-506	CSX	CSX	Etawah	TN Blue Ridge	TN	61	0.0	1.2	1.2	0.0	1.4	1.4	0	0						
C-507	CSX	CSX	Louisville	KY Warsaw	KY	20	0.0	2.4	2.4	0.0	1.0	1.0	1,000	1,000	0	0				
C-508	CSX	CSX	Louisville	KY Medora	KY	10	0.0	2.1	2.1	0.0	9.1	9.1	2,000	2,000	0	0				
C-509	CSX	CSX	Louisville	KY Watson	IN	7	0.0	1.6	1.6	0.0	1.8	1.8	0	0						
C-510	CSX	CSX	Mckenzie	TN Dresden	TN	16	0.0	1.6	1.6	0.0	0.6	0.6	0	0						
C-511	CSX	CSX	Park City	KY Glasgow	KY	10	0.0	0.6	0.6	0.0	0.4	0.4	0	0						
C-512	CSX	CSX	Rockmart	GA Stilesboro Jct	GA	22	0.0	1.2	1.2	0.0	3.0	3.0	0	0						
C-513	CSX	CSX	Stilesboro Jct	GA Stilesboro	GA	3	0.0	4.0	4.0	0.0	11.3	11.3	0	0						
C-514	CSX	CSX	Monon	IN Monticello	IN	10	0.0	0.2	0.2	0.0	0.0	0.0	0	0						
C-515	CSX	CSX	Monon	IN Medaryville	IN	15	0.0	0.4	0.4	0.0	0.6	0.6	0	0						
C-516	CSX	CSX	Greencastle	IN Bloomington	IN	24	0.0	0.6	0.6	0.0	0.1	0.1	0	0						
C-517	CSX	CSX	Mitchell	IN Louisville	KY	67	0.0	7.8	4.0	-3.8	8.5	3.1	6,000	1,000	-83%					
C-518	CSX	CSX	Long Branch	KY Doe Run	KY	1	0.0	4.0	4.0	0.0	0.7	0.7	2,000	2,000	0	0				
C-519	CSX	CSX	Twenty First St	WV Hampshire	WV	11	0.0	3.4	3.4	0.0	1.0	1.0	0	0						
C-520	CSX	CSX	Hampshire	WV MD-WV State Line	WV	29	0.0	3.4	3.4	0.0	4.7	4.7	0	0						
C-521	CSX	CSX	MD-WV State Line	WV Bayard	WV	33	0.0	3.4	3.4	0.0	4.7	4.7	0	0						

B = Change due to Acquisition.

(1) 100% is reported for B where the pre acq. is 0 and the 'post' acq. is > 0.

**Attachment T-1
Master Rail Line Segment Table**

Seg. ID #	Ownership		Rail Line Segment Description		35,733 Total Segments	Passenger & Freight Train Data		Freight Rail Data						Criteria Met						
	Pre Acq. (1995)	Post Acq.	From	To		Seg. Length (mi.)	Pre Acq. (1995) Psg. Trains	Post Acquisition Freight Trains	Change in Freight Trains	Annual Million Gross Tons Transported (1)		Estimated Annual Carloads of Hazardous Material (1)		123 Air Quality	67 Noise Analysis	91 Passenger Train	51 Freight Train	247 Increase in Hazardous Materials	46 New Key Route	19 New Major Key Route
										Pre Acq.	Post Acq.	Pre Acq.	Post Acq.							
C-522	CSX	CSX	Bayard	WV Henry	WV	6	0.0	1.2	1.2	0.0	0.0	1.7	1.7	0%	0	0				
C-523	CSX	CSX	MK Jct	WV Kingwood	WV	18	0.0	1.2	1.2	0.0	1.9	1.9	0%	0	0					
C-524	CSX	CSX	Grafton	WV WD Tower	WV	27	0.0	1.6	3.5	1.9	4.8	7.6	59%	0	0					
C-525	CSX	CSX	W Marietta	OH Relief	OH	27	0.0	1.8	1.8	0.0	2.2	2.2	0%	0	0					
C-526	CSX	CSX	Belpre	OH W Marietta	OH	12	0.0	1.8	1.8	0.0	2.4	2.4	0%	0	0					
C-527	CSX	CSX	Belpre	OH Parkersburg	OH	1	0.0	3.0	3.0	0.0	3.1	3.1	0%	0	0					
C-528	CSX	CSX	Berkeley Jct	WV Berryburg Jct	WV	11	0.0	7.2	7.2	0.0	13.5	13.5	0%	0	0					
C-529	CSX	CSX	Berryburg Jct	WV Tygart Jct	WV	11	0.0	7.2	7.2	0.0	10.6	10.6	0%	0	0					
C-530	CSX	CSX	Tygart Jct	WV Century Jct	WV	4	0.0	6.2	6.2	0.0	10.6	10.6	0%	0	0					
C-531	CSX	CSX	Century Jct	WV Buckhannon	WV	13	0.0	5.6	5.6	0.0	9.7	9.7	0%	0	0					
C-532	CSX	CSX	Buckhannon	WV Hampton Jct	WV	6	0.0	5.6	5.6	0.0	9.3	9.3	0%	0	0					
C-533	CSX	CSX	Hampton Jct	WV Burnsville Jct	WV	31	0.0	5.6	5.6	0.0	8.7	8.7	0%	0	0					
C-534	CSX	CSX	Burnsville Jct	WV WN Tower	WV	42	0.0	5.4	5.4	0.0	7.3	7.3	0%	0	0					
C-535	CSX	CSX	WN Tower	WV Allingdale	WV	11	0.0	0.6	0.6	0.0	0.2	0.2	0%	0	0					
C-536	CSX	CSX	Tygart Jct	WV Norton	WV	22	0.0	0.6	0.6	0.0	0.1	0.1	0%	0	0					
C-537	CSX	CSX	Norton	WV Elkins	WV	8	0.0	0.1	0.1	0.0	0.0	0.0	0%	0	0					
C-538	CSX	CSX	Burnsville Jct	WV Gilmer	WV	5	0.0	0.4	0.4	0.0	0.0	0.0	0%	0	0					
C-539	CSX	CSX	Hampton Jct	WV IC Jct	WV	6	0.0	0.4	0.4	0.0	0.6	0.6	0%	0	0					
C-540	CSX	CSX	IC Jct	WV Alexander	WV	10	0.0	0.4	0.4	0.0	0.6	0.6	0%	0	0					
C-541	CSX	CSX	Berryburg Jct	WV Sentinal	WV	13	0.0	0.6	0.6	0.0	2.9	2.9	0%	0	0					
C-542	CSX	CSX	Century Jct	WV Century	WV	5	0.0	0.1	0.1	0.0	0.0	0.0	0%	0	0					
C-543	CSX	CSX	WN Tower	WV Donaldson W	WV	3	0.0	0.2	0.2	0.0	0.2	0.2	0%	0	0					
C-544	CSX	CSX	Donaldson W	WV Beckley No 1	WV	19	0.0	0.1	0.1	0.0	0.1	0.1	0%	0	0					
C-545	CSX	CSX	St Albans	WV Sproul	WV	15	0.0	16.0	16.0	0.0	53.0	53.0	0%	0	0					
C-546	CSX	CSX	Sproul	WV Madison	WV	22	0.0	9.6	9.6	0.0	33.2	33.2	0%	0	0					
C-547	CSX	CSX	Madison	WV Clothier	WV	12	0.0	3.0	3.0	0.0	10.2	10.2	0%	0	0					
C-548	CSX	CSX	Clothier	WV Sharples	WV	3	0.0	2.6	2.6	0.0	9.1	9.1	0%	0	0					
C-549	CSX	CSX	Sharples	WV Monclo	WV	1	0.0	2.6	2.6	0.0	9.0	9.0	0%	0	0					
C-550	CSX	CSX	Barboursville	WV Logan	WV	65	0.0	6.6	6.6	0.0	21.3	21.3	0%	0	0					
C-551	CSX	CSX	Logan	WV Stollings	WV	2	0.0	4.2	4.2	0.0	13.4	13.4	0%	0	0					
C-552	CSX	CSX	Stollings	WV Rum Jct	WV	3	0.0	4.2	4.2	0.0	13.4	13.4	0%	0	0					
C-553	CSX	CSX	Rum Jct	WV Gilbert Yard	WV	21	0.0	3.0	3.0	0.0	7.8	7.8	0%	0	0					
C-554	CSX	CSX	Meadow Crk	WV Rainelle Jct	WV	20	0.0	1.3	1.3	0.0	3.1	3.1	0%	0	0					
C-555	CSX	CSX	Rainelle Jct	WV Swiss Jct	WV	47	0.0	0.9	0.9	0.0	1.8	1.8	0%	0	0					
C-556	CSX	CSX	Rainelle Jct	WV Clearco	WV	24	0.0	0.5	0.5	0.0	0.3	0.3	0%	0	0					
C-557	CSX	CSX	Greenbrir E J	WV Peaser Jct	WV	13	0.0	0.5	0.5	0.0	0.5	0.5	0%	0	0					
C-558	CSX	CSX	Peaser Jct	WV Lee	WV	1	0.0	0.5	0.5	0.0	0.5	0.5	0%	0	0					
C-559	CSX	CSX	Prince	WV Glen Daniels Jct	WV	27	0.0	2.5	2.5	0.0	4.6	4.6	0%	0	0					
C-560	CSX	CSX	Raleigh	WV Stone Coat Jct	WV	20	0.0	0.1	0.1	0.0	0.7	0.7	0%	0	0					
C-561	CSX	CSX	Beckley Jct	WV Cranberry	WV	6	0.0	0.1	0.1	0.0	0.0	0.0	0%	0	0					
C-562	CSX	CSX	Glen Daniels Jct	WV Maple Meadow	WV	4	0.0	2.5	2.5	0.0	2.0	2.0	0%	0	0					
C-563	CSX	CSX	Gaulley Br	WV Rich Crk Jct	WV	7	0.0	0.1	0.1	0.0	0.1	0.1	0%	0	0					

**Attachment T-1
Master Rail Line Segment Table**

Seg. ID #	Ownership		Rail Line Segment Description		35,733	Passenger & Freight Train Data			Freight Rail Data				Criteria Met							
	Pre Acq. (1995)	Post Acq.	From	To		Seg. Length (mi.)	Pre Acq. (1995)		Post Acquisition		Annual Million Gross Tons Transported (1)	Estimated Annual Carloads of Hazardous Material (1)		123	67	91	51	247	46	19
							Psg. Trains	Freight Trains	Freight Trains	Change in Freight Trains		Pre Acq.	Post Acq.							
C-564	CSX	CSX	Madison	Harris	WV	30	0.0	6.4	6.4	0.0	17.3	17.3	0	0						
C-565	CSX	CSX	Van Jct	Robin Hood	WV	8	0.0	0.6	0.6	0.0	1.6	1.6	0	0						
C-566	CSX	CSX	Robinson Crk Jct	Holbrook	WV	2	0.0	0.6	0.6	0.0	1.8	1.8	0	0						
C-567	CSX	CSX	Sproul	Elk Run Jct	WV	34	0.0	6.4	6.4	0.0	18.9	18.9	0	0						
C-568	CSX	CSX	Elk Run Jct	Jarrolds Vall	WV	3	0.0	1.9	1.9	0.0	4.9	4.9	0	0						
C-569	CSX	CSX	Seth	Prenter No 5	WV	10	0.0	1.2	1.2	0.0	2.8	2.8	0	0						
C-570	CSX	CSX	Jarrolds Vall	Pettus	WV	1	0.0	1.9	1.9	0.0	4.9	4.9	0	0						
C-571	CSX	CSX	Pettus	Marfork	WV	2	0.0	1.4	1.4	0.0	3.3	3.3	0	0						
C-572	CSX	CSX	Pettus	Sundial	WV	8	0.0	0.6	0.6	0.0	1.6	1.6	0	0						
C-573	CSX	CSX	Wylo	Elk Crk No 1	WV	2	0.0	3.2	3.2	0.0	2.6	2.6	0	0						
C-574	CSX	CSX	Man	Buffalo Mine	WV	16	0.0	1.9	1.9	0.0	5.9	5.9	0	0						
C-575	CSX	CSX	Snap Crk Jct	Don	WV	3	0.0	0.1	0.1	0.0	0.1	0.1	0	0						
C-576	CSX	CSX	Rum Jct	Macgregor	WV	6	0.0	0.3	0.3	0.0	1.9	1.9	0	0						
C-577	CSX	CSX	Stollings	Band Mill Jct	WV	1	0.0	0.1	0.1	0.0	0.0	0.0	0	0						
C-578	CSX	CSX	Band Mill Jct	Meiville	WV	1	0.0	0.1	0.1	0.0	0.0	0.0	0	0						
C-579	CSX	CSX	Logan	Trace Jct	WV	3	0.0	1.8	1.8	0.0	5.7	5.7	0	0						
C-580	CSX	CSX	Monitor Jct	Omar	WV	8	0.0	1.4	1.4	0.0	3.9	3.9	0	0						
C-581	CSX	CSX	Logan	Hobert No 7	WV	6	0.0	1.4	1.4	0.0	3.9	3.9	0	0						
C-582	CSX	CSX	Levisa Jct	Slones Branch	KY	1	0.0	0.3	0.3	0.0	1.8	1.8	0	0						
C-583	CSX	CSX	Rum Jct	Island Crk No 2	WV	8	0.0	0.3	0.3	0.0	1.1	1.1	0	0						
C-584	CSX	CSX	Glade Crk Jct	Caren	WV	3	0.0	0.3	0.3	0.0	1.7	1.7	0	0						
C-585	CSX	CSX	Dawkins	Skyline	KY	35	0.0	0.7	0.7	0.0	0.9	0.9	0	0						
C-586	CSX	CSX	Shelby Jct	Myra 1	KY	15	0.0	1.4	1.4	0.0	5.4	5.4	0	0						
C-587	CSX	CSX	Coalrun	Burke Station	KY	31	0.0	3.8	3.8	0.0	14.1	14.1	0	0						
C-588	CSX	CSX	Pennington	St Charles	VA	5	0.0	0.6	0.6	0.0	1.2	1.2	0	0						
C-589	CSX	CSX	St Charles	Turners Sta	VA	1	0.0	0.1	0.1	0.0	0.2	0.2	0	0						
C-590	CSX	CSX	Paskert	St Charles	VA	1	0.0	0.5	0.5	0.0	1.1	1.1	0	0						
C-591	CSX	CSX	Savoy	Gatloff	KY	18	0.0	1.0	1.0	0.0	2.2	2.2	0	0						
C-592	CSX	CSX	Heidrick	Horse Crk Jct	KY	22	0.0	0.2	0.2	0.0	0.3	0.3	0	0						
C-593	CSX	CSX	Paskert	Mayflower	VA	2	0.0	0.5	0.5	0.0	1.0	1.0	0	0						
C-594	CSX	CSX	Harbell	Middlesboro	KY	10	0.0	0.3	0.3	0.0	0.7	0.7	0	0						
C-595	CSX	CSX	Cato	Popeville	KY	1	0.0	0.1	0.1	0.0	0.1	0.1	0	0						
C-596	CSX	CSX	Cato	Crummies	KY	2	0.0	0.1	0.1	0.0	0.0	0.0	0	0						
C-597	CSX	CSX	Middlesboro	Stony Fork Jct	KY	3	0.0	0.3	0.3	0.0	0.7	0.7	0	0						
C-598	CSX	CSX	Stony Fork Jct	Burley	KY	3	0.0	0.3	0.3	0.0	0.7	0.7	0	0						
C-599	CSX	CSX	Giladen	Crech	KY	2	0.0	0.3	0.3	0.0	0.6	0.6	0	0						
C-600	CSX	CSX	Straight Crk	Clover	KY	21	0.0	3.7	3.7	0.0	8.2	8.2	0	0						
C-601	CSX	CSX	Straight Crk	Heyburn	KY	5	0.0	1.2	1.2	0.0	2.5	2.5	0	0						
C-602	CSX	CSX	Heyburn	Wen-Lar	KY	7	0.0	1.2	1.2	0.0	2.5	2.5	0	0						
C-603	CSX	CSX	Typo	Wahoo	KY	3	0.0	0.4	0.4	0.0	0.8	0.8	0	0						
C-604	CSX	CSX	Jeff	Kenmont	KY	1	0.0	1.4	1.4	0.0	3.2	3.2	0	0						
C-605	CSX	CSX	Blackey	Hot Spot	KY	7	0.0	0.9	0.9	0.0	2.0	2.0	0	0						

**Attachment T-1
Master Rail Line Segment Table**

Seg. ID #	Ownership		Total Segments 1,022		35,733		Passenger & Freight Train Data				Freight Rail Data				Criteria Met					
	Pre Acq. (1995)	Post Acq.	Rail Line Segment Description		Seg. Length (mi.)	To	Psg. Trains	Freight Trains	Post Acquisition	Annual Million Gross Tons Transported (1)		Estimated Annual Carloads of Hazardous Material (1)		123	67	91	51	247	46	19
			From							Pre Acq.	Post Acq.	Pre Acq.	Post Acq.							
C-606	CSX	CSX	Jeff	KY	Vicco	KY	0.0	1.6	1.6	0.0	3.6	0.0	0	0	-	-	-	-	-	-
C-607	CSX	CSX	Pat	KY	Sapphire	KY	0.0	2.2	2.2	0.0	4.8	0.0	0	0	-	-	-	-	-	-
C-608	CSX	CSX	Baxter	KY	Cloverlick Jct	KY	0.0	3.3	3.3	0.0	7.2	0.0	0	0	-	-	-	-	-	-
C-609	CSX	CSX	Cloverlick Jct	KY	Lynch 3	KY	0.0	3.1	3.1	0.0	6.7	0.0	0	0	-	-	-	-	-	-
C-610	CSX	CSX	Harlan	KY	Parkdale	KY	0.0	1.2	1.2	0.0	2.6	0.0	0	0	-	-	-	-	-	-
C-611	CSX	CSX	Parkdale	KY	Pillsbury	KY	0.0	0.9	0.9	0.0	2.0	0.0	0	0	-	-	-	-	-	-
C-612	CSX	CSX	Pillsbury	KY	Highspint	KY	0.0	0.9	0.9	0.0	2.0	0.0	0	0	-	-	-	-	-	-
C-613	CSX	CSX	Highspint	KY	Glenbrook	KY	0.0	0.3	0.3	0.0	0.6	0.0	0	0	-	-	-	-	-	-
C-614	CSX	CSX	Buffen	KY	Blue Grass 4	KY	0.0	0.2	0.2	0.0	0.5	0.0	0	0	-	-	-	-	-	-
C-615	CSX	CSX	Dressen	KY	Gulston	KY	0.0	0.0	0.0	0.0	0.1	0.0	0	0	-	-	-	-	-	-
C-616	CSX	CSX	Gulston	KY	Bardo	KY	0.0	0.0	0.0	0.0	0.1	0.0	0	0	-	-	-	-	-	-
C-617	CSX	CSX	N Hazard	KY	Duane	KY	0.0	2.7	2.7	0.0	5.9	0.0	0	0	-	-	-	-	-	-
C-618	CSX	CSX	Parkdale	KY	Kenvir 3	KY	0.0	0.0	0.0	0.0	0.1	0.0	0	0	-	-	-	-	-	-
C-619	CSX	CSX	High Springs	FL	Newberry	FL	0.0	2.9	2.9	0.0	6.5	0.0	0	0	-	-	-	-	-	-
C-620	CSX	CSX	Starke	FL	Newberry	FL	0.0	3.8	4.4	0.6	7.5	15%	0	0	-	-	-	-	-	-
C-621	CSX	CSX	Newberry	FL	Dunnellon	FL	0.0	2.9	3.5	0.6	5.3	6.3	0	0	-	-	-	-	-	-
C-622	CSX	CSX	Dunnellon	FL	Red Level Jct	FL	0.0	2.9	3.5	0.6	5.3	6.3	0	0	-	-	-	-	-	-
C-623	CSX	CSX	Vitis	FL	Lakeland	FL	2.0	16.4	16.4	0.0	17.3	18.2	5%	21,000	21,000	0%	-	-	-	-
C-624	CSX	CSX	Lakeland	FL	Eaton Park	FL	0.0	0.2	0.2	0.0	0.1	0.1	0	0	-	-	-	-	-	-
C-625	CSX	CSX	Bartow	FL	Bowling Green	FL	0.0	3.2	3.2	0.0	2.6	2.6	0	0	-	-	-	-	-	-
C-626	CSX	CSX	Burnetts Lake	FL	Gainesville	FL	0.0	3.4	3.4	0.0	0.3	0.3	0	0	-	-	-	-	-	-
C-627	CSX	CSX	Cleawater	FL	St Petersburg	FL	0.0	0.6	0.6	0.0	0.3	0.3	0	0	-	-	-	-	-	-
C-628	CSX	CSX	Hawthorne	FL	Keuka	FL	0.0	0.9	0.9	0.0	0.3	0.3	0	0	-	-	-	-	-	-
C-629	CSX	CSX	Winston	FL	Mulberry	FL	0.0	8.9	8.9	0.0	15.3	15.3	0%	19,000	19,000	0%	-	-	-	-
C-630	CSX	CSX	Achan	FL	Mulberry	FL	0.0	24.0	24.0	0.0	9.4	9.4	0%	12,000	12,000	0%	-	-	-	-
C-631	CSX	CSX	Achan	FL	Bonnie	FL	0.0	18.0	18.0	0.0	5.7	5.7	0	0	-	-	-	-	-	-
C-632	CSX	CSX	Achan	FL	Green Bay	FL	0.0	8.0	8.0	0.0	13.7	13.7	0%	10,000	10,000	0%	-	-	-	-
C-633	CSX	CSX	Green Bay	FL	Noraly	FL	0.0	3.0	3.0	0.0	4.0	4.0	0	0	-	-	-	-	-	-
C-634	CSX	CSX	Agricola	FL	Green Bay	FL	0.0	6.0	6.0	0.0	9.9	9.9	0%	2,000	2,000	0%	-	-	-	-
C-635	CSX	CSX	Yeoman Yard	FL	Sutton	FL	0.0	25.9	25.9	0.0	37.5	37.5	0%	0	0	-	-	-	-	-
C-636	CSX	CSX	Sutton	FL	Big Bend Jct	FL	0.0	27.1	27.1	0.0	18.2	18.2	0%	0	0	-	-	-	-	-
C-637	CSX	CSX	Big Bend Jct	FL	Oneco	FL	0.0	2.8	2.8	0.0	3.3	3.3	0	0	-	-	-	-	-	-
C-638	CSX	CSX	Welcome Jct	FL	Plant City	FL	0.0	10.9	10.9	0.0	3.1	3.1	0	0	-	-	-	-	-	-
C-639	CSX	CSX	Edison Jct	FL	Welcome Jct	FL	0.0	10.9	10.9	0.0	34.6	34.6	0	0	-	-	-	-	-	-
C-640	CSX	CSX	Edison Jct	FL	Mulberry	FL	0.0	24.0	24.0	0.0	19.4	19.4	0%	1,000	1,000	0%	-	-	-	-
C-641	CSX	CSX	Alert	FL	Bartow	FL	0.0	9.3	9.3	0.0	4.6	4.6	0%	2,000	2,000	0%	-	-	-	-
C-642	CSX	CSX	Edison Jct	FL	Brewster	FL	0.0	12.0	12.0	0.0	25.4	25.4	0%	0	0	-	-	-	-	-
C-643	CSX	CSX	Brewster	FL	Agrock	FL	0.0	12.0	12.0	0.0	17.9	17.9	0%	0	0	-	-	-	-	-
C-644	CSX	CSX	Agrock	FL	Four Corners	FL	0.0	1.1	1.1	0.0	3.7	3.7	0%	0	0	-	-	-	-	-
C-645	CSX	CSX	Agrock	FL	Arcadia	FL	0.0	0.6	0.6	0.0	0.7	0.7	0%	0	0	-	-	-	-	-
C-646	CSX	CSX	Brewster	FL	Lonesome	FL	0.0	1.0	1.0	0.0	1.9	1.9	0%	0	0	-	-	-	-	-
C-647	CSX	CSX	Bradley Jct	FL	Pierce	FL	0.0	12.0	12.0	0.0	3.2	3.2	0%	0	0	-	-	-	-	-

Attachment T-1

Master Rail Line Segment Table

Seg. ID #	Ownership		Rail Line Segment Description		Seg. Length (mi.)	Passenger & Freight Train Data				Freight Rail Data				Criteria Met													
	Pre Acq. (1995)	Post Acq.	From	To		Pre Acq. (1995)	Post Acquisition	Change in Freight Trains	Freight Trains	Annual Million Gross Tons Transported (1)	Pre Acq.	Post Acq.	Percent Change	Estimated Annual Carloads of Hazardous Material (1)	Pre Acq.	Post Acq.	Percent Change	Air Quality	Noise Analysis	Passenger Train	Freight Train	Increase in Hazardous Materials	New Key Route	New Major Key Route			
																									35,733	1,022	Total Segments
C-648	CR	CSX	Achan	Pierce	FL	FL	5	0.0	1.5	0.0	1.5	0.0	3.4	3.4	0%	1,000	1,000	0%									
C-649	CR	CSX	Alert	Bonnie	FL	FL	2	0.0	4.0	0.0	4.0	0.0	6.6	6.6	0%	1,000	1,000	0%									
C-650	CR	CSX	Bradley Jct	Agricola	FL	FL	7	0.0	12.0	0.0	12.0	0.0	13.1	13.1	0%	0	0	-									
C-651	CR	CSX	Agricola	Rockland Jct	FL	FL	8	0.0	4.0	0.0	4.0	0.0	5.5	5.5	0%	2,000	2,000	0%									
C-652	CR	CSX	Hialeah	Homestead	FL	FL	30	0.0	0.8	0.0	0.8	0.0	1.3	1.3	0%	0	0	-									
C-653	CR	CSX	Gary	Sulphur Sprgs	FL	FL	5	0.0	8.2	0.0	8.2	0.0	6.2	6.2	0%	0	0	-									
C-654	CR	CSX	Sulphur Sprgs	Cleanwater	FL	FL	26	0.0	2.2	0.0	2.2	0.0	1.2	1.2	0%	0	0	-									
C-655	CR	CSX	Welcome Jct	Valrico	FL	FL	12	0.0	20.4	0.0	20.4	0.0	31.6	31.6	0%	0	0	-									
C-656	CR	CSX	Sulphur Sprgs	Rock	FL	FL	45	0.0	1.2	0.0	1.2	0.0	2.2	2.2	0%	0	0	-									
C-657	CR	CSX	Columbus	Hocking	OH	OH	1	0.0	13.4	0.0	13.4	0.0	29.0	29.0	-60%	0	0	-									
C-658	CR	CSX	Columbus	Columbus	OH	OH	58	0.0	13.4	7.5	20.9	-5.9	28.6	11.8	-59%	17,000	0	-100%									
C-659	CR	CSX	Crestline	Galion	OH	OH	3	0.0	28.3	26.5	26.5	-1.8	66.7	52.1	-22%	50,000	16,000	-68%									
C-660	CR	CSX	Galion	Marion	OH	OH	23	0.0	18.6	23.6	23.6	5.0	39.0	41.5	6%	32,000	16,000	-50%									
C-661	CR	CSX	Ridgeway	Sidney	OH	OH	38	0.0	24.2	31.0	31.0	6.8	51.0	55.0	8%	44,000	27,000	-39%									
C-662	CR	CSX	Sidney	So. Anderson	OH	OH	86	0.0	29.4	26.7	26.7	-2.7	51.4	40.0	-22%	44,000	22,000	-50%									
C-663	CR	CSX	So. Anderson	Indianapolis	IN	IN	35	0.0	32.0	25.7	25.7	-6.3	62.7	41.3	-34%	52,000	22,000	-58%									
C-664	CR	CSX	Indianapolis	Avon	IN	IN	13	0.0	26.0	23.7	23.7	-2.3	61.5	38.3	-38%	52,000	29,000	-44%									
C-665	CR	CSX	Avon	Greencastle	IN	IN	28	0.0	23.0	19.9	19.9	-3.1	51.6	41.8	-19%	54,000	23,000	-57%									
C-666	CR	CSX	Greencastle	Terre Haute	IN	IN	32	0.0	26.4	19.9	19.9	-6.5	52.3	41.8	-20%	54,000	23,000	-57%									
C-667	CR	CSX	Terre Haute	Effingham	IL	IL	69	0.0	23.8	16.1	16.1	-7.7	49.5	31.9	-35%	50,000	22,000	-56%									
C-668	CR	CSX	Effingham	St Elmo	IL	IL	14	0.0	22.3	14.1	14.1	-8.2	47.5	27.6	-42%	44,000	20,000	-55%									
C-669	CR	CSX	St Elmo	E St Louis	IL	IL	83	0.0	16.0	9.1	9.1	-6.9	31.5	12.5	-60%	27,000	4,000	-85%									
C-670	CR	CSX	Terre Haute	Paris	IN	IN	22	0.0	1.6	1.7	1.7	0.1	1.7	0.4	-75%	1,000	0	-100%									
C-671	CR	CSX	Paris	Chrisman	IL	IL	11	0.0	1.6	0.0	0.0	-1.6	1.0	0.0	-100%	1,000	0	-100%									
C-672	CR	CSX	Chrisman	Danville	IL	IL	25	0.0	1.6	0.0	0.0	-1.6	1.0	0.0	-100%	1,000	0	-100%									
C-673	CR	CSX	Danville	Olin	IL	IL	11	0.0	1.8	1.8	1.8	0.0	0.5	0.5	0%	0	0	-									
C-674	CR	CSX	Indianapolis	Kraft	IN	IN	3	1.4	7.8	9.8	2.0	9.0	9.5	5%	0	0	-										
C-675	CR	CSX	Kraft	Avon	IN	IN	6	1.4	9.6	11.6	2.0	9.0	9.9	10%	0	0	-										
C-676	CR	CSX	Avon	Clermont	IN	IN	4	1.4	8.8	10.9	2.1	12.3	13.1	6%	0	3,000	1000%										
C-677	CR	CSX	Clermont	Crawfordsville	IN	IN	34	1.4	7.4	9.5	2.1	11.8	12.0	1%	0	3,000	1000%										
C-678	CR	CSX	Crawfordsville	Frankfort	IN	IN	37	0.0	1.4	1.4	1.4	0.0	0.5	0.5	0%	0	0	-									
C-679	CR	CSX	Shelbyville	Indianapolis	IN	IN	28	0.0	1.6	1.6	1.6	0.0	0.4	0.4	0%	0	0	-									
C-680	CR	CSX	Stanley	Dunkirk	OH	OH	57	0.0	11.6	1.4	1.4	-10.2	19.2	0.4	-98%	4,000	0	-100%									
C-681	CR	CSX	Dunkirk	Ridgeway	OH	OH	21	0.0	13.2	1.4	1.4	-11.8	19.1	0.4	-98%	4,000	0	-100%									
C-682	CR	CSX	Ridgeway	Marysville	OH	OH	22	0.0	22.2	9.4	9.4	-12.8	27.0	13.9	-49%	14,000	0	-100%									
C-683	CR	CSX	Marysville	Darby	OH	OH	19	0.0	22.2	5.0	5.0	-17.2	27.0	4.8	-82%	14,000	0	-100%									
C-684	CR	CSX	Darby	Mounds	OH	OH	3	0.0	2.2	2.0	2.0	-0.2	2.5	1.3	-48%	0	0	-									
C-685	CR	CSX	Mounds	Scioto	OH	OH	6	0.0	2.2	2.0	2.0	-0.2	2.5	1.3	-49%	0	0	-									
C-686	CR	CSX	Decatur	Adams	IN	IN	16	0.0	1.4	1.4	1.4	0.0	1.0	1.0	0%	0	0	-									
C-687	CR	CSX	Buffalo	Draw	NY	NY	2	2.0	55.8	58.5	2.7	91.8	110.0	20%	40,000	44,000	10%										
C-688	CR	CSX	Draw	Buff Crk Jct	NY	NY	1	2.0	55.8	52.5	52.5	-3.3	97.3	101.3	4%	40,000	44,000	10%									
C-689	CR	CSX	Buff Crk Jct	Buff Seneca	NY	NY	3	2.0	55.8	52.5	52.5	-3.3	103.8	101.3	-2%	43,000	47,000	9%									

B = Change due to Acquisition.

(1) 1000% is reported for B where the pre acq. is 0 and the "post" acq. is > 0.

**Attachment T-1
Master Rail Line Segment Table**

Seg. ID #	Ownership		Rail Line Segment Description		Total Segments	1,022	35,793	Passenger & Freight Train Data				Freight Rail Data				Criteria Met					
	Pre Acq. (1995)	Post Acq.	From	To				Seg. Length (mi.)	Pgr. Trains	Freight Trains	Post Acquisition	Annual Million Gross Tons Transported (1)		Estimated Annual Carloads of Hazardous Material (1)		Noise Analysis	Passenger Train	Freight Train	Increase in Hazardous Materials	New Key Route	New Major Key Route
												Pre Acq.	Post Acq.	Pre Acq.	Post Acq.						
C-732	CR	CSX	Stuyvesant	NY Selkirk	NY	10	0.0	4.0	0.0	0.0	5.8	0.0	0	0	-						
C-733	CR	CSX	Rensselaer	NY W Albany	NY	4	14.0	3.4	0.0	7.8	0.0	0	0	-							
C-734	CR	CSX	W Albany	NY Hoffmans	NY	23	7.4	0.1	0.0	6.8	0.0	0	0	-							
C-735	CR	CSX	Utica	NY Syracuse	NY	51	9.0	36.9	43.4	6.5	77.5	14%	37,000	40,000	8%	X					
C-736	CR	CSX	Syracuse	NY Syracuse Jct	NY	6	9.0	40.0	46.6	6.6	81.8	9%	31,000	40,000	29%	X					
C-737	CR	CSX	Syracuse Jct	NY Solway	NY	2	9.0	38.2	44.8	6.6	80.1	14%	31,000	39,000	26%	X					
C-738	CR	CSX	Solvay	NY Lyons	NY	42	9.0	39.5	44.8	5.3	79.7	14%	32,000	39,000	22%	X					
C-739	CR	CSX	Lyons	NY Fairport	NY	23	9.0	39.8	45.1	5.3	79.7	14%	32,000	39,000	22%	X					
C-740	CR	CSX	Fairport	NY Rochester	NY	11	9.0	31.8	36.5	4.7	66.0	10%	29,000	36,000	24%	X					
C-741	CR	CSX	Rochester	NY Chili	NY	13	9.0	33.4	36.9	3.5	69.0	10%	30,000	38,000	27%	X					
C-742	CR	CSX	Frontier	NY Buffalo	NY	4	9.0	52.8	49.5	-3.3	100.6	-3%	43,000	44,000	2%	X					
C-743	CR	CSX	Lock	NY CP 59	NY	3	0.0	6.0	6.0	0.0	5.4	5%	0	0	-						
C-744	CR	CSX	Woodard	NY Fort	NY	26	0.0	6.0	6.0	0.0	2.3	0%	0	0	-						
C-745	CR	CSX	CP 59	NY CP 22	NY	12	0.0	7.2	7.2	0.0	5.2	0%	0	0	-						
C-746	CR	CSX	Syracuse	NY Oswego	NY	30	0.0	1.8	1.8	0.0	1.1	0%	0	0	-						
C-747	CR	CSX	Buffalo	NY Black Rock	NY	7	7.0	1.6	1.6	0.0	1.1	0%	0	0	-						
C-748	CR	CSX	Black Rock	NY Niagara Falls	NY	21	7.0	23.0	22.0	-1.0	16.9	19%	20,000	17,000	-15%						
C-749	CR	CSX	Fairport	NY Genesee Jct	NY	14	0.0	11.4	11.2	-0.2	20.0	-4%	1,000	1,000	0%						
C-750	CR	CSX	Genesee Jct	NY Chili	NY	7	0.0	11.4	11.8	0.4	21.0	20%	1,000	1,000	0%						
C-751	CR	CSX	Syracuse	NY Woodard	NY	4	0.0	10.0	10.0	0.0	13.7	13%	7,000	7,000	0%						
C-752	CR	CSX	Woodard	NY Philadelphia	NY	84	0.0	7.0	7.0	0.0	10.4	10%	8,000	8,000	0%						
C-753	CR	CSX	Philadelphia	NY Massena	NY	71	0.0	11.0	11.0	0.0	9.1	9%	6,000	6,000	0%						
C-754	CR	CSX	Massena	NY Huntingdon	NY	39	0.0	7.0	7.0	0.0	5.2	5%	4,000	4,000	0%						
C-755	CR	CSX	Huntingdon	PQ Cecile Jct	PQ	14	0.0	4.0	4.0	0.0	1.2	1%	3,000	3,000	0%						
C-756	CR	CSX	Cecile Jct	PQ Adirondack Jct	PQ	24	0.0	2.0	2.0	0.0	1.2	1%	0	0	-						
C-757	CR	CSX	Regis	NY Philadelphia	NY	11	0.0	1.8	1.8	0.0	0.3	0%	0	0	-						
C-758	CR	CSX	Ridgefield Heights	NJ Newburgh	NY	45	0.0	23.6	24.8	1.2	40.5	48%	21,000	29,000	38%	X					
C-759	CR	CSX	Newburgh	NY Selkirk	NY	80	0.0	22.2	23.4	1.2	42.4	48%	21,000	29,000	38%	X					
C-760	CR	CSX	Newtown Jct	PA Quakertown	PA	36	164.0	1.6	1.6	0.0	32.0	32%	0	0	-						
C-761	CR	CSX	Glenside	PA Warminster	PA	8	42.0	1.6	1.6	0.0	8.7	8%	0	0	-						
C-762	CR	CSX	Jenkintown	PA Neshaminy Falls	PA	10	48.0	1.6	1.6	0.0	9.6	9%	0	0	-						
C-763	CR	CSX	Lansdale	PA Doylestown	PA	10	34.0	1.6	1.6	0.0	7.4	7%	0	0	-						
C-764	CR	CSX	Park Jct	PA Belmont	PA	1	0.0	17.0	18.3	1.3	33.2	34%	22,000	33,000	50%	X					
C-765	CR	CSX	Belmont	PA West Falls	PA	1	0.0	24.5	27.1	2.6	44.3	50%	23,000	36,000	57%	X					
C-766	CR	CSX	West Falls	PA CP Newtown Jct	PA	4	0.0	11.1	11.4	0.3	13.2	15%	5,000	19,000	280%	X					
C-767	CR	CSX	CP Newtown Jct	PA CP Wood	PA	21	48.0	12.0	11.4	-0.6	15.4	16%	6,000	19,000	217%	X					
C-768	CR	CSX	CP Wood	PA Trenton	PA	6	48.0	14.3	10.0	-4.3	16.7	15%	6,000	18,000	200%	X					
C-769	CR	CSX	Trenton	NJ Port Reading	NJ	25	0.0	15.7	11.4	-4.3	17.0	15%	7,000	18,000	157%	X					
C-771	CR	CSX	Brandywine	DE Chalk Pt	MD	17	0.0	1.4	1.4	0.0	2.3	2%	0	0	-						
C-772	CR	CSX	Bowie	MD Brandywine	MD	25	0.0	1.8	1.8	0.0	2.5	2%	0	0	-						
C-773	CR	CSX	Brandywine	MD Morgantown	MD	21	0.0	1.0	1.0	0.0	2.0	2%	0	0	-						
N-001	NS	NS	Attalla	AL Norris Yard	AL	48	0.0	7.4	12.5	5.1	21.9	25%	10,000	14,000	40%	X					

B = Change due to Acquisition.
 (1) 100% is reported for B where the pre acq. is 0 and the "post" acq. is > 0.
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 Master Segment.xls
 5/14/98

Attachment T-1

Master Rail Line Segment Table

Seg. ID #	Ownership	Total Segments		Rail Line Segment Description	Seq. Length (mi.)	Passenger & Freight Train Data										Freight Rail Data					Criteria Met								
		1,022				35,733		Pre Acq. (1995)		Post Acquisition		Annual Million Gross Tons Transported (1)		Estimated Annual Carloads of Hazardous Material (1)		123		67		91		51		247		46		19	
		Pre Acq. (1995)	Post Acq.			Pre Acq. (1995)	Post Acq.	Psg. Trains	Freight Trains	Change in Freight Trains	Post Acquisition	Pre Acq.	Post Acq.	Percent Change	Pre Acq.	Post Acq.	Percent Change	Pre Acq.	Post Acq.	Percent Change	Air Quality	Noise Analysis	Passenger Train	Freight Train	Increase in Hazardous Materials	New Key Route	New Major Key Route		
N-010	CR	NS	NS	DE	Edgemoor	DE	1	0.0	5.0	11.8	6.8	5.1	13.5	165%	4,000	6,000	50%	X	X	X	X	X							
N-020	NS	NS	NS	GA	Spring	GA	1	0.0	33.3	40.4	7.1	67.5	81.4	21%	32,000	40,000	25%	X	X	X	X	X							
N-022	NS	NS	NS	GA	Scherer Coal	GA	65	0.0	27.2	32.9	5.7	60.8	67.7	11%	31,000	39,000	26%	X	X	X	X	X							
N-030	NS	NS	NS	IL	Pullman Jct	IL	1	0.0	2.0	5.9	3.9	4.8	13.4	179%	0	0	0%	X	X	X	X	X							
N-032	NS	NS	NS	IL	Granite City	IL	77	0.0	10.0	15.0	5.0	17.1	19.4	13%	7,000	7,000	0%	X	X	X	X	X							
N-033	NS	NS	NS	IL	Decatur	IL	71	0.0	22.7	39.0	16.3	29.2	47.9	64%	10,000	17,000	70%	X	X	X	X	X							
N-034	CR	NS	NS	IL	Calumet Park	IL	5	0.0	1.1	2.5	1.4	3.6	8.1	125%	0	0	-	X	X	X	X	X							
N-040	NS	NS	NS	IN	Muncie	IN	16	0.0	2.6	11.8	9.2	5.6	26.3	370%	0	16,000	1000%	X	X	X	X	X							
N-041	NS	NS	NS	IN	Ft Wayne	IN	28	0.0	13.6	27.3	13.7	16.8	33.4	99%	5,000	28,000	460%	X	X	X	X	X							
N-042	CR	NS	NS	IN	Indiana Hbr	IN	1	14.0	45.4	63.3	17.9	89.1	134.2	51%	75,000	65,000	-13%	X	X	X	X	X							
N-043	NS	NS	NS	IN	Ft Wayne TC	IN	2	0.0	6.6	9.6	3.0	3.1	7.2	132%	0	0	-	X	X	X	X	X							
N-044	NS	NS	NS	IN	Peru	IN	53	0.0	19.0	34.9	15.9	23.3	46.7	100%	11,000	47,000	327%	X	X	X	X	X							
N-045	NS	NS	NS	IL	Lafayette Jct	IL	49	0.0	23.6	41.0	17.4	29.8	53.6	80%	10,000	46,000	360%	X	X	X	X	X							
N-046	NS	NS	NS	IN	Peru	IN	53	0.0	18.4	40.2	21.8	23.9	50.8	113%	11,000	47,000	327%	X	X	X	X	X							
N-047	CR	NS	NS	IN	Indiana Harbor	IN	8	16.0	43.1	48.2	5.1	84.5	119.2	41%	75,000	66,000	-12%	X	X	X	X	X							
N-050	CR	NS	NS	NJ	Croton	NJ	17	64.0	4.7	7.9	3.2	14.8	22.3	51%	0	0	-	X	X	X	X	X							
N-060	CR	NS	NS	NY	Corning	NY	57	0.0	0.2	1.6	1.4	0.2	1.2	500%	0	0	-	X	X	X	X	X							
N-061	CR	NS	NS	NY	Ebenezer Jct	NY	6	0.0	0.0	11.4	11.4	0.0	18.7	62233%	0	18,000	1000%	X	X	X	X	X							
N-062	CR	NS	NS	NY	Suffern	NY	35	18.0	4.7	4.7	0.0	8.2	11.3	38%	0	18,000	1000%	X	X	X	X	X							
N-063	CR	NS	NS	NY	Campbell Hall	NY	30	18.0	7.9	9.0	1.1	14.4	17.6	22%	0	18,000	1000%	X	X	X	X	X							
N-064	CR	NS	NS	NJ	Port Jervis	NJ	11	94.0	7.6	10.6	3.0	23.2	51.8	123%	0	0	-	X	X	X	X	X							
N-065	CR	NS	NS	NY	Buffalo	NY	128	0.0	13.6	20.6	7.0	22.8	29.0	27%	2,000	16,000	700%	X	X	X	X	X							
N-070	NS	NS	NS	NY	Ashtabula	OH	128	0.0	13.0	25.1	12.1	19.6	42.7	118%	8,000	26,000	225%	X	X	X	X	X							
N-071	NS	NS	NS	OH	Bellevue	OH	34	0.0	26.0	34.5	8.5	58.3	81.2	39%	13,000	17,000	31%	X	X	X	X	X							
N-072	NS	NS	NS	OH	Bellevue	OH	26	0.0	15.6	27.0	11.4	30.6	50.1	64%	9,000	15,000	67%	X	X	X	X	X							
N-073	NS	NS	NS	OH	Bucyrus	OH	61	0.0	26.0	34.3	8.3	54.2	76.3	41%	13,000	24,000	85%	X	X	X	X	X							
N-074	CR	NS	NS	OH	Shortline Jct	OH	7	0.0	2.0	4.2	2.2	0.7	11.5	1543%	0	6,000	1000%	X	X	X	X	X							
N-075	NS	NS	NS	OH	Cleveland	OH	50	0.0	13.0	36.6	23.6	19.9	62.4	214%	7,000	37,000	429%	X	X	X	X	X							
N-076	NS	NS	NS	OH	Cincinnati	OH	6	0.0	31.3	36.0	4.7	49.6	65.0	31%	18,000	33,000	83%	X	X	X	X	X							
N-077	CR	NS	NS	OH	Miami	OH	22	4.0	48.0	61.5	13.5	99.9	120.3	20%	82,000	74,000	-10%	X	X	X	X	X							
N-078	CR	NS	NS	OH	Ivorydale	OH	48	0.0	11.7	19.5	7.8	24.3	35.0	44%	6,000	7,000	17%	X	X	X	X	X							
N-079	NS	NS	NS	OH	Bellevue	OH	27	0.0	7.7	27.2	19.5	17.2	49.0	185%	3,000	18,000	500%	X	X	X	X	X							
N-080	NS	NS	NS	OH	Vermilion	OH	37	0.0	13.5	34.1	20.6	25.5	46.2	81%	9,000	32,000	256%	X	X	X	X	X							
N-081	CR	NS	NS	OH	Cleveland	OH	11	2.0	12.5	29.7	17.2	25.9	59.9	131%	12,000	34,000	183%	X	X	X	X	X							
N-082	CR	NS	NS	OH	Youngstown	OH	59	0.0	11.7	23.8	12.1	31.0	54.5	76%	2,000	11,000	450%	X	X	X	X	X							
N-084	CR	NS	NS	OH	White	OH	46	2.0	26.4	30.1	3.7	57.5	60.3	5%	29,000	33,000	14%	X	X	X	X	X							
N-085	NS	NS	NS	OH	Sandusky Dock	OH	15	0.0	1.4	12.9	11.5	5.9	14.6	147%	0	0	-	X	X	X	X	X							
N-086	CR	NS	NS	OH	Airline	OH	2	4.0	55.4	64.0	8.6	112.4	123.0	9%	86,000	80,000	-7%	X	X	X	X	X							
N-090	CR	NS	NS	PA	Harrisburg	PA	6	0.0	44.3	57.9	13.6	85.8	89.6	4%	72,000	55,000	-24%	X	X	X	X	X							
N-091	CR/NS	NS	NS	PA	Riverfront Jct	PA	133	0.0	11.1	19.6	8.5	18.5	33.7	82%	12,000	11,000	-8%	X	X	X	X	X							
N-092	CR	NS	NS	PA	Harrisburg	PA	9	4.0	42.4	49.1	6.7	85.2	100.6	18%	72,000	45,000	-38%	X	X	X	X	X							
N-093	CR	NS	NS	PA	Shocks	PA	22	0.0	2.2	6.0	3.8	2.8	6.8	143%	0	1,000	1000%	X	X	X	X	X							

B = Change due to Acquisition.

(1) 1000% is reported for B where the pre acq. is 0 and the "post" acq. is > 0.

**Attachment T-1
Master Rail Line Segment Table**

Seg. ID #	Ownership	Total Segments 1,022		Rail Line Segment Description	Seg. Length (mi.)	Passenger & Freight Train Data				Freight Rail Data				Criteria Met					
		Pre Acq. (1995)				Post Acquisition		Annual Million Gross Tons Transported (1)		Estimated Annual Carloads of Hazardous Material (1)		123	67	91	51	247	46	19	
		Pre Acq. (1995)	Post Acq. (1995)			Pre Acq. (1995)	Post Acquisition	Pre Acq.	Post Acq.	Pre Acq.	Post Acq.								Percent Change
N-094	CR NS	0.0	42.4	49.7	7.3	86.8	91.0	5%	71,000	47,000	-34%	X							
N-095	CR NS	0.0	12.6	17.7	5.1	31.8	37.1	17%	2,000	11,000	450%	X							
N-100	NS	0.0	3.9	12.1	8.2	8.8	28.9	228%	1,000	5,000	400%	X							
N-110	NS	0.0	0.3	2.3	2.0	0.5	6.3	1160%	0	0	-	X							
N-111	CR NS	0.0	0.6	2.0	1.4	1.3	5.8	346%	0	0	-	X							
N-120	CR NS	8.0	5.4	3.4	-2.0	7.8	4.0	-49%	0	0	-	X							
N-121	CR NS	6.0	2.9	3.7	0.8	4.8	3.6	-25%	0	0	-	X							
N-200	CR NS	56.0	21.5	12.5	-9.0	42.4	26.9	-37%	32,000	10,000	-69%								
N-201	CR NS	0.0	18.7	12.8	-9.0	41.6	25.8	-38%	33,000	11,000	-67%								
N-202	CR NS	0.0	0.0	17.4	-1.3	30.2	24.1	-20%	27,000	17,000	-37%								
N-203	CR NS	0.0	17.2	13.3	-3.9	24.8	22.8	-8%	8,000	11,000	38%				X				
N-204	CR NS	0.0	24.9	21.3	-3.6	49.7	56.0	13%	31,000	33,000	6%				X				
N-205	CR NS	0.0	10.1	9.6	-0.5	15.1	11.7	-23%	20,000	6,000	-70%								
N-206	CR NS	0.0	36.4	30.9	-5.5	65.7	67.8	3%	52,000	39,000	-25%								
N-207	CR NS	0.0	31.2	26.3	-4.9	58.2	55.7	-4%	47,000	29,000	-38%								
N-208	CR NS	0.0	17.1	8.7	-8.4	22.9	10.1	-56%	13,000	9,000	-31%								
N-209	CR NS	0.0	10.4	15.2	4.8	15.1	18.4	22%	13,000	20,000	54%				X				
N-210	CR NS	0.0	5.7	6.0	0.3	10.8	8.7	-19%	13,000	6,000	-54%								
N-211	CR NS	0.0	2.9	2.4	-0.5	3.2	1.6	-50%	3,000	1,000	-67%								
N-212	CR NS	0.0	2.4	5.1	2.7	7.5	7.6	1%	6,000	5,000	-17%								
N-213	CR NS	0.0	1.1	1.4	0.3	0.6	0.5	-17%	0	0	-								
N-214	CR NS	0.0	1.4	1.4	0.0	0.4	0.4	0%	0	0	-								
N-215	CR NS	0.0	5.7	4.3	-1.4	8.2	4.1	-50%	2,000	2,000	0%								
N-216	CR NS	0.0	6.0	4.9	-1.1	8.5	12.4	46%	4,000	10,000	150%				X				
N-217	CR NS	0.0	17.3	14.0	-3.3	36.9	28.0	-24%	21,000	16,000	-24%								
N-218	CR NS	0.0	25.1	27.4	2.3	50.8	44.1	-13%	39,000	25,000	-36%								
N-220	CR NS	0.0	7.7	10.3	2.6	11.3	12.0	6%	15,000	8,000	-47%								
N-221	CR NS	0.0	1.4	1.4	0.0	1.4	1.7	21%	0	0	-								
N-222	CR NS	0.0	7.3	4.0	-3.3	14.3	2.4	-83%	11,000	1,000	-91%								
N-223	CR NS	0.0	5.4	9.3	3.9	7.1	14.7	107%	1,000	8,000	700%				X				
N-224	CR NS	0.0	5.4	6.9	1.5	7.1	6.5	-8%	1,000	0	-100%								
N-225	CR NS	0.0	3.0	7.8	4.8	7.0	11.7	67%	5,000	8,000	60%				X				
N-226	CR NS	0.0	4.7	6.1	1.4	12.9	8.3	-36%	13,000	6,000	-54%								
N-227	CR NS	28.0	4.7	5.7	1.0	18.6	14.2	-24%	13,000	6,000	-54%			X					
N-230	CR NS	0.0	1.7	1.7	0.0	2.2	1.2	-45%	1,000	0	-100%								
N-232	CR NS	0.0	1.7	0.6	-1.1	1.7	0.7	-59%	0	0	-								
N-233	CR NS	0.0	0.3	0.3	0.0	1.1	0.4	-64%	0	0	-								
N-234	CR NS	0.0	1.4	1.4	0.0	1.0	0.6	-40%	1,000	0	-100%								
N-241	CR NS	0.0	3.1	4.5	1.4	6.3	7.0	11%	4,000	4,000	0%								
N-242	CR NS	0.0	1.2	1.4	0.2	1.7	1.6	-6%	1,000	1,000	0%								
N-243	CR NS	0.0	0.9	0.9	0.0	2.7	2.9	7%	0	0	-								
N-244	CR NS	0.0	0.6	0.9	0.3	0.8	0.9	13%	0	0	-								

B = Change due to Acquisition.

(1) 100% is reported for B where the pre acq. is 0 and the "post" acq. is > 0.

**Attachment T-1
Master Rail Line Segment Table**

Seg. ID #	Ownership		Total Segments 1,022		35,733	Passenger & Freight Train Data		Freight Rail Data				Criteria Met												
	Pre Acq. (1995)	Post Acq.	Rail Line Segment Description			Seg. Length (mi.)	Pre Acq. (1995)	Post Acquisition	Annual Million Gross Tons Transported (1)	Pre Acq.	Post Acq.	Percent Change	Estimated Annual Carloads of Hazardous Material (1)	Pre Acq.	Post Acq.	Percent Change	123	67	91	51	247	46	19	
			From	To																				Change in Freight Trains
N-245	CR	NS	Port Jervis	NY Binghamton	126	0.0	7.9	9.0	1.1	11.5	14.6	27%	0	18,000	100%	X					X	X		
N-246	CR	NS	Binghamton	NY Waverly	42	0.0	13.0	19.9	6.9	19.1	28.0	47%	0	18,000	100%						X	X		
N-247	CR	NS	Waverly	NY Corning	36	0.0	16.4	21.4	5.0	22.5	31.1	38%	0	18,000	100%						X	X		
N-248	CR	NS	Waverly	NY Mohopany	59	0.0	1.5	1.5	0.0	0.9	0.9	0%	0	0	-									
N-249	CR	NS	Sayre	PA Ludlowville Coal	49	0.0	2.0	1.3	-0.7	2.4	2.2	-8%	0	0	-									
N-250	CR	NS	Marysville	PA Enola	5	0.0	23.7	18.4	-5.3	58.1	46.9	-19%	24,000	18,000	-25%									
N-251	CR	NS	Enola	PA Wago Yorkhaven	18	0.0	19.3	12.9	-6.4	48.0	34.8	-28%	12,000	10,000	-17%									
N-252	CR	NS	Wago Yorkhaven	PA Perryville	58	0.0	16.0	14.1	-1.9	40.3	31.5	-22%	12,000	10,000	-17%									
N-253	CR	NS	Wago Yorkhaven	PA York	10	0.0	1.7	1.1	-0.6	2.0	1.9	-5%	0	0	-									
N-254	CR	NS	Cola	PA Lancaster	12	0.0	2.0	1.7	-0.3	3.5	3.4	-3%	0	0	-									
N-255	CR	NS	Rockville	PA Watstown	64	0.0	5.0	7.0	2.0	11.4	15.3	34%	7,000	4,000	-43%									
N-256	CR	NS	Watstown	PA Montgomery	7	0.0	7.6	6.9	-0.7	14.9	15.5	4%	7,000	4,000	-43%									
N-257	CR	NS	Montgomery	PA Linden North	22	0.0	3.3	5.0	1.7	4.4	11.0	150%	5,000	4,000	-20%									
N-258	CR	NS	Montgomery	PA Linden South	22	0.0	4.2	2.0	-2.2	10.6	4.6	-57%	1,000	0	-100%									
N-259	CR	NS	Linden	PA Keating	59	0.0	7.4	7.9	0.5	15.7	15.8	1%	7,000	4,000	-43%									
N-260	CR	NS	Keating	PA Ebenezzer Jct	149	0.0	4.2	4.2	0.0	7.7	7.8	1%	8,000	5,000	-38%									
N-261	CR	NS	Watstown	PA Straw Rdg Cl	13	0.0	2.3	1.7	-0.6	5.8	5.7	-2%	0	0	-									
N-262	CR	NS	Marysville	PA Pitcairn	227	4.0	42.5	42.8	0.3	101.3	88.2	-13%	63,000	37,000	-41%									
N-263	CR	NS	Pitcairn	PA Jacks Run	18	4.0	32.8	36.6	3.8	70.2	70.7	1%	60,000	43,000	-28%							X		
N-264	CR	NS	Jacks Run	PA Conway East	16	4.0	50.4	49.8	-0.6	115.5	100.7	-13%	72,000	45,000	-38%									
N-265	CR	NS	Conpitt Jct	PA Avonmre Coal	28	0.0	1.4	2.9	1.5	2.9	2.9	0%	0	0	-									
N-266	CR	NS	Avonmre Coal	PA Etna	44	0.0	0.6	1.7	1.1	1.5	1.7	13%	0	0	-									
N-267	CR	NS	Etna	PA Federal St	6	0.0	1.7	2.0	0.3	3.1	3.0	-3%	3,000	3,000	0%									
N-268	CR	NS	Pitcairn	PA Thomson	3	0.0	9.7	6.7	-3.0	29.0	16.5	-43%	3,000	0	-100%									
N-269	CR	NS	Thomson	PA Jacks Run	16	0.0	15.5	9.9	-5.6	41.0	26.1	-36%	5,000	1,000	-80%									
N-270	CR	NS	Thomson	PA W Brownsville	42	0.0	23.1	11.8	-11.3	65.0	33.6	-48%	2,000	0	-100%									
N-271	CR	NS	W Brownsville	PA Blacksville Coal	54	0.0	10.5	5.5	-5.0	31.4	15.8	-50%	0	0	-									
N-272	CR	NS	Blacksville Coal	WV Fed 2 Coal	6	0.0	2.4	0.9	-1.5	7.0	2.4	-66%	0	0	-									
N-273	CR	NS	Emerald Coal	PA Bailey Minecl	15	0.0	8.4	5.6	-2.8	27.4	16.4	-40%	0	0	-									
N-274	CR	NS	W Brownsville	PA Loveridge Coal	81	0.0	5.2	3.1	-2.1	11.6	6.4	-45%	0	0	-									
N-275	CR	NS	Conway East	PA Rochester	5	4.0	57.1	48.7	-8.4	130.3	114.5	-12%	75,000	47,000	-37%									
N-276	CR	NS	Ashtabula	OH Ashtabula Harbor	2	0.0	5.9	4.0	-1.9	15.7	3.0	-81%	0	0	-									
N-277	CR	NS	Hubbard	OH Oil City	80	0.0	1.9	1.8	-0.1	2.4	2.1	-13%	3,000	3,000	0%									
N-278	CR	NS	Youngstown	OH Alliance	42	0.0	1.8	2.5	0.7	3.1	2.8	-10%	3,000	3,000	0%									
N-279	CR	NS	Lattimer	OH Warren	11	0.0	0.9	0.6	-0.3	2.5	1.5	-40%	0	0	-									
N-280	CR	NS	Rochester	PA Yellow Creek	26	0.0	6.2	4.6	-1.6	14.7	13.6	-7%	1,000	1,000	0%									
N-281	CR	NS	Yellow Creek	OH Mingo Jct	20	0.0	7.7	7.2	-0.5	18.5	18.9	2%	1,000	1,000	0%									
N-282	CR	NS	Mingo Jct	OH Weirton	3	0.0	6.0	6.9	0.9	11.5	11.5	0%	1,000	1,000	0%									
N-283	CR	NS	Mingo Jct	OH Martinsferry	18	0.0	1.7	1.4	-0.3	2.7	2.7	0%	0	0	-									
N-284	CR	NS	Yellow Creek	OH Alliance	41	0.0	2.0	2.6	0.6	4.7	6.1	30%	0	0	-									
N-285	CR	NS	Rochester	PA Alliance	57	2.0	37.9	26.3	-11.6	82.3	58.5	-29%	70,000	35,000	-50%									
N-286	CR	NS	Alliance	OH Crestline	106	0.0	19.1	4.1	-15.0	36.1	8.5	-76%	44,000	5,000	-89%									

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(1) 1000% is reported for B where the pre acq. is 0 and the "post" acq. is > 0.

**Attachment T-1
Master Rail Line Segment Table**

Seg. ID #	Ownership	Total Segments 1,022		35,793	Passenger & Freight Train Data				Freight Rail Data				Criteria Met							
		Rail Line Segment Description				Seg. Length (mi.)	Pre Acq. (1995)	Post Acquisition	Change in Freight Trains	Annual Million Gross Tons Transported (1)	Estimated Annual Carloads of Hazardous Material (1)		Air Quality	Noise Analysis	Passenger Train	Freight Train	Increase in Hazardous Materials	New Key Route	New Major Key Route	
		From	To		From						To	Pre Acq.								Post Acq.
N-372	NS	Industry Yd	Edgewood	GA	95	0.0	1.4	0.0	0.9	1.1	22%	0	0							
N-373	NS	Krannert	Forrestville	GA	12	0.0	4.0	-2.0	10.2	4.0	-61%	0	0							
N-374	NS	Macon Jct	Millen	GA	112	0.0	10.0	11.3	22.9	20.4	-11%	8,000	8,000	0%						
N-375	NS	Millen	Savannah	GA	70	0.0	7.4	9.0	14.2	14.4	1%	6,000	6,000	0%						
N-376	NS	Brosnan Yd	Brunswick	GA	183	0.0	2.1	2.0	3.1	3.1	0%	1,000	1,000	0%						
N-377	NS	Ft Valley	Albany	GA	77	0.0	3.1	3.7	6.5	6.9	6%	1,000	1,000	0%						
N-378	NS	Albany	Dothan	GA	85	0.0	3.2	1.4	3.1	3.1	0%	0	0							
N-379	NS	Valdosta	Occidental	FL	42	0.0	5.4	3.8	6.7	6.6	-1%	22,000	23,000	5%			X			
N-380	NS	Madison	Mogul	GA	68	0.0	2.6	1.8	2.8	2.3	-18%	0	0							
N-381	NS	E Warronton	Waynesboro	GA	56	0.0	1.9	1.7	1.6	1.6	0%	0	0							
N-382	NS	Mahrt	Greenville	GA	75	0.0	2.1	1.5	1.9	1.8	-5%	0	0							
N-383	NS	Childersburg	Ft Valley	GA	178	0.0	1.8	1.9	2.2	2.3	5%	0	0							
N-384	NS	Ft Valley	Rutland Jct	GA	22	0.0	5.3	4.4	9.8	10.0	2%	1,000	1,000	0%						
N-385	NS	Walton	Bulls Gap	VA	187	0.0	8.6	10.3	12.7	23.2	83%	6,000	9,000	50%			X			
N-386	NS	Bulls Gap	New Line	TN	16	0.0	18.2	17.7	39.3	49.3	25%	16,000	23,000	44%			X			
N-387	NS	New Line	Sevier Yd	TN	32	0.0	21.9	21.1	48.1	60.0	25%	24,000	35,000	46%			X			
N-388	NS	Sevier Yd	Cleveland	TN	88	0.0	15.1	17.1	2.0	35.0	44.7	28%	11,000	18,000	64%			X		
N-389	NS	Cleveland	Ooltewah	TN	14	0.0	9.2	12.6	3.4	17.1	28.8	68%	12,000	19,000	58%			X		
N-390	NS	Cleveland	Cohutta	TN	15	0.0	6.3	4.6	17.7	15.3	-14%	0	0							
N-391	NS	Bulls Gap	Leadvale	TN	17	0.0	4.4	4.3	12.3	12.2	-1%	0	0							
N-392	NS	New Line	Leadvale	TN	11	0.0	4.9	5.7	11.4	10.7	-6%	9,000	12,000	33%			X	X		
N-393	NS	Harriman	Sevier Yd	TN	58	0.0	15.6	9.4	6.2	26.0	23.1	-11%	13,000	14,000	8%			X		
N-394	NS	Beverly	Burley	TN	68	0.0	3.6	2.9	5.6	5.2	-7%	0	0							
N-395	NS	Wauhatchie	Sheffield	AL	154	0.0	10.2	10.8	24.7	29.4	19%	10,000	14,000	40%			X			
N-396	NS	Sheffield	Wilson	AL	2	0.0	23.1	22.2	51.0	51.8	2%	32,000	30,000	-6%			X			
N-397	NS	Wilson	Memphis	TN	144	0.0	14.8	16.5	33.4	36.7	10%	19,000	20,000	5%			X			
N-398	NS	Corinth	Fulton	MS	123	0.0	3.0	2.4	4.0	4.0	33%	0	0							
N-399	NS	Bulls Gap	Frisco	TN	41	0.0	18.0	12.1	40.0	38.8	-3%	8,000	13,000	63%			X	X		
N-400	NS	Frisco	Appalachia	VA	46	0.0	12.2	9.3	23.8	21.7	-9%	0	0							
N-401	NS	Frisco	St Paul	VA	79	0.0	7.4	6.6	22.5	23.8	6%	0	0							
N-402	NS	Appalachia	Andover	VA	1	0.0	10.2	5.4	17.2	13.3	-23%	0	0							
N-403	NS	Appalachia	Norton	VA	13	0.0	6.1	4.3	8.8	8.9	1%	0	0							
N-404	NS	Appalachia	Bundy	VA	11	0.0	3.1	2.3	5.4	5.4	0%	0	0							
N-405	NS	Knoxville	Alcoa	TN	15	0.0	1.7	1.7	0.9	1.0	11%	0	0							
N-406	NS	Frisco	Kingsport	VA	6	0.0	4.0	4.0	4.5	6.2	38%	7,000	12,000	71%			X	X		
N-407	NS	Burstal	Selma	AL	89	0.0	10.6	7.2	17.9	15.1	-16%	12,000	10,000	-17%			X			
N-408	NS	Selma	Mobile	AL	162	0.0	4.6	4.9	8.2	8.5	4%	9,000	9,000	0%						
N-409	NS	Wilton	Roberta	AL	5	0.0	6.0	6.0	7.7	8.0	4%	4,000	0	-100%						
N-410	NS	Roberta	Coosa Pines	AL	33	0.0	2.8	2.8	5.1	5.4	6%	0	0							
N-411	NS	Berry Coal	Parrish	AL	23	0.0	2.3	2.3	2.9	2.9	0%	0	0							
N-412	NS	Demopolis	Marion Jct	AL	38	0.0	2.0	2.0	1.5	1.5	0%	0	1,000	1000%			X			
N-413	NS	Maplesville	Montgomery	AL	51	0.0	1.7	2.0	1.4	1.6	14%	0	0							

B = Change due to Acquisition.

(1) 1000% is reported for B where the pre acq. is 0 and the "post" acq. is > 0.

**Attachment T-1
Master Rail Line Segment Table**

Seg. ID #	Ownership		Total Segments		35,733	Passenger & Freight Train Data		Freight Rail Data				Criteria Met							
	Pre Acq. (1995)	Post Acq.	Rail Line Segment Description			Seg. Length (mi.)	Pre Acq. (1995)	Post Acquisition	Annual Million Gross Tons Transported (1)		Estimated Annual Carloads of Hazardous Material (1)		123	67	91	51	247	46	19
			From	To					Pre Acq.	Post Acq.	Pre Acq.	Post Acq.							
N-414	NS	NS	TN	Pruden	62	0.0	1.2	1.2	1.1	-8%	0	0							
N-415	NS	NS	KY	SJ Jct	87	0.0	13.7	11.2	23.3	-6%	14,000	16,000							
N-416	NS	NS	KY	E St Louis	263	0.0	11.8	11.7	19.9	-5%	13,000	9,000						X	
N-417	NS	NS	VA	Burkeville	138	0.0	20.4	21.5	65.2	0%	5,000	4,000							
N-418	NS	NS	VA	Pamplin	37	0.0	11.4	11.6	18.4	-1%	1,000	0							
N-419	NS	NS	VA	Roanoke	85	0.0	18.3	18.9	32.1	13%	6,000	4,000							
N-420	NS	NS	VA	Salem	7	0.0	34.3	40.4	70.8	20%	11,000	14,000						X	
N-421	NS	NS	VA	Walton	33	0.0	28.2	32.1	56.9	9%	10,000	14,000						X	
N-422	NS	NS	VA	Narrows	30	0.0	21.0	21.0	38.3	-15%	5,000	5,000							
N-423	NS	NS	VA	Kellysville	11	0.0	34.1	35.4	104.6	4%	12,000	6,000							
N-424	NS	NS	WV	Bluefield	22	0.0	31.9	31.6	96.8	-1%	12,000	6,000							
N-425	NS	NS	VA	Pamplin	16	0.0	3.9	3.9	6.5	-17%	1,000	1,000							
N-426	NS	NS	VA	Burkeville	78	0.0	9.8	11.0	50.4	4%	5,000	5,000							
N-427	NS	NS	VA	Altavista	41	0.0	10.0	8.4	59.3	-6%	6,000	1,000							
N-428	NS	NS	VA	Tinkers Crk Conn	13	0.0	7.6	7.7	47.3	8%	5,000	0							
N-429	NS	NS	VA	Salem	66	0.0	12.0	13.5	64.0	16%	6,000	0							
N-430	NS	NS	VA	Narrows	91	0.0	1.9	1.7	2.4	8%	0	0							
N-431	NS	NS	VA	Petersburg	9	0.0	2.4	2.0	3.2	-6%	3,000	3,000							
N-432	NS	NS	VA	Poe Mi	3	0.0	8.4	8.0	16.4	-25%	7,000	11,000						X	
N-433	NS	NS	VA	Suffolk	71	0.0	1.7	1.1	3.1	0%	0	0							
N-434	NS	NS	VA	Bellevue Crk Jct	99	0.0	7.0	7.9	17.8	0%	1,000	1,000							
N-435	NS	NS	NC	Winston Salem	23	0.0	5.6	3.7	12.7	-35%	1,000	1,000							
N-436	NS	NS	NC	Greensboro	26	0.0	4.7	2.7	6.4	-13%	2,000	1,000							
N-437	NS	NS	NC	Bellevue Crk Cl	4	0.0	2.3	2.7	8.2	14%	0	0							
N-438	NS	NS	VA	Brookneal	32	0.0	1.7	2.1	2.5	25%	0	0							
N-439	NS	NS	VA	Vabrook	39	0.0	3.7	4.4	10.6	21%	0	0							
N-440	NS	NS	VA	South Boston	16	0.0	0.6	0.6	1.3	31%	0	0							
N-441	NS	NS	VA	Norcross	2	0.0	1.4	2.9	1.5	1.2	1,000	1,000							
N-442	NS	NS	VA	Harrisonburg	20	0.0	1.6	2.6	2.6	8%	0	0							
N-443	NS	NS	VA	lager	56	0.0	27.7	28.7	83.5	1%	10,000	6,000							
N-444	NS	NS	WV	Wharncliffe	16	0.0	35.1	35.4	101.1	1%	10,000	6,000							
N-445	NS	NS	WV	Williamson	32	0.0	36.0	36.6	99.7	1%	10,000	6,000							
N-446	NS	NS	WV	Wolf Creek	18	0.0	33.7	35.6	93.0	1%	10,000	6,000							
N-447	NS	NS	WV	Kenova	55	0.0	24.5	26.3	67.6	-1%	10,000	6,000							
N-448	NS	NS	OH	Fairgrounds (Colum	130	0.0	21.1	23.3	52.7	1%	13,000	8,000							
N-449	NS	NS	VA	Cedar Bluff	34	0.0	6.7	6.9	15.8	6%	0	0							
N-450	NS	NS	VA	St Paul	42	0.0	11.1	10.4	27.6	3%	0	0							
N-451	NS	NS	VA	Norton	22	0.0	6.4	5.4	17.3	7%	0	0							
N-452	NS	NS	VA	Ramsey	5	0.0	3.5	2.9	7.8	-3%	0	0							
N-453	NS	NS	VA	Richlands	46	0.0	4.1	4.2	7.9	8.0	0	0							
N-454	NS	NS	VA	Devon	27	0.0	5.7	6.5	23.3	4%	0	0							
N-455	NS	NS	VA	lager	45	0.0	6.7	6.4	18.9	-1%	0	0							

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 Master Segment.xls
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**Attachment T-1
Master Rail Line Segment Table**

Seg. ID #	Ownership		Rail Line Segment Description		Seg. Length (mi.)	Passenger & Freight Train Data				Freight Rail Data				Criteria Met				
	Pre Acq. (1995)	Post Acq.	From	To		Psg. Trains	Freight Trains	Change in Freight Trains	Annual Million Gross Tons Transported (1)	Estimated Annual Carloads of Hazardous Material (1)		Air Quality	Noise Analysis	Passenger Train	Freight Train	Increase in Hazardous Materials	New Key Route	New Major Key Route
										Pre Acq.	Post Acq.							
N-456	NS	NS	Kellysville	WV	47	0.0	3.7	5.4	1.7	8.7	13.7	57%	0	0	-			
N-457	NS	NS	Elmore	WV	17	0.0	4.6	4.9	0.3	12.9	13.9	8%	0	0	-			
N-458	NS	NS	Pinnacle Crk Jct	WV	23	0.0	1.7	2.0	0.3	4.1	4.9	20%	0	0	-			
N-459	NS	NS	Simon	WV	23	0.0	3.8	4.1	0.3	12.1	13.2	9%	0	0	-			
N-460	NS	NS	Simon	WV	21	0.0	1.9	2.9	0.0	5.4	5.6	4%	0	0	-			
N-461	NS	NS	Pinnacle Crk Jct	WV	4	0.0	2.9	2.9	0.0	8.8	8.9	1%	0	0	-			
N-462	NS	NS	Mullens	WV	29	0.0	0.4	0.4	0.0	0.6	0.9	50%	0	0	-			
N-463	NS	NS	Amigo	WV	1	0.0	0.3	0.3	0.0	0.3	0.3	0%	0	0	-			
N-464	NS	NS	Wolf Creek	WV	12	0.0	4.3	4.5	0.2	12.8	13.6	6%	0	0	-			
N-465	NS	NS	Pontiki	KY	10	0.0	0.3	0.3	0.0	0.6	0.6	0%	0	0	-			
N-466	NS	NS	Marowbone	WV	3	0.0	3.5	3.7	0.2	9.2	11.0	20%	0	0	-			
N-467	NS	NS	Bellevue	OH	120	0.0	23.9	28.5	4.6	40.6	43.2	6%	22,000	9,000	-59%			
N-468	NS	NS	Ft Wayne	IN	120	0.0	11.7	11.1	-0.6	22.0	14.4	-35%	9,000	4,000	-56%			
N-469	NS	NS	Hobart	IN	17	0.0	26.3	11.2	-15.1	39.1	13.4	-66%	29,000	4,000	-86%			
N-470	NS	NS	Hammond	IN	8	0.0	26.5	13.2	-13.3	40.7	13.5	-67%	31,000	4,000	-87%			
N-471	NS	NS	Hadley	IN	111	0.0	6.8	0.9	-5.9	9.3	2.3	-75%	20,000	0	-100%			
N-472	NS	NS	Argos	IN	22	0.0	2.3	1.4	-0.9	2.3	0.1	-96%	1,000	0	-100%			
N-473	NS	NS	Buffalo	NY	7	0.0	10.6	5.1	-5.5	14.3	6.0	-58%	0	2,000	1000%		X	
N-474	NS	NS	Black Rock	NY	131	0.0	1.8	2.5	0.7	1.6	2.5	56%	0	0	-			
N-475	NS	NS	St Thomas	ON	94	0.0	2.0	2.4	0.4	2.7	3.6	33%	0	0	-			
N-476	NS	NS	Oakwood	MI	107	0.0	15.2	17.3	2.1	18.3	22.5	23%	6,000	9,000	50%		X	
N-477	NS	NS	Decatur	IL	209	0.0	10.8	17.3	6.5	15.9	28.1	77%	3,000	7,000	133%		X	
N-478	NS	NS	Moberly	MO	94	0.0	18.6	25.9	7.3	27.7	39.4	42%	6,000	10,000	67%		X	
N-479	NS	NS	CA Jct	MO	31	0.0	30.0	31.3	1.3	50.8	56.3	11%	6,000	8,000	33%		X	
N-480	NS	NS	Feeder	ON	6	0.0	2.0	2.0	0.0	1.3	1.3	0%	0	0	-			
N-481	NS	NS	Sheffield Yard	OH	4	0.0	3.6	4.6	1.0	2.6	3.3	27%	0	0	-			
N-482	NS	NS	Milan	MI	35	0.0	4.1	0.0	-4.1	6.2	0.0	-100%	1,000	0	-100%			
N-483	NS	NS	Homestead	OH	20	0.0	6.6	4.4	-2.2	16.6	9.3	-44%	3,000	2,000	-33%			
N-484	NS	NS	Ft Wayne	IN	64	0.0	19.6	15.0	-4.6	28.6	21.5	-25%	14,000	9,000	-36%			
N-485	NS	NS	Muncie	IN	106	0.0	20.6	20.5	-0.1	34.4	40.9	19%	15,000	24,000	60%		X	
N-486	NS	NS	Vera	OH	57	0.0	3.4	0.0	-3.4	5.7	0.0	-100%	1,000	0	-100%			
N-487	NS	NS	Sardonia	OH	43	0.0	3.4	1.7	-1.7	5.7	0.0	-95%	1,000	0	-100%			
N-488	NS	NS	Norwood	OH	5	0.0	3.4	2.0	-1.4	5.7	1.6	-72%	1,000	0	-100%			
N-489	NS	NS	Lafayette Jct	IN	67	0.0	3.0	4.8	1.8	5.3	7.8	47%	0	0	-			
N-490	NS	NS	Gibson City	IL	41	0.0	5.4	7.0	1.6	11.0	16.4	49%	4,000	7,000	75%		X	
N-491	NS	NS	Gibson City	IL	72	0.0	3.1	0.9	-2.2	4.0	2.6	-35%	2,000	1,000	-50%			
N-492	NS	NS	Decatur	IL	30	0.0	9.7	16.7	7.0	16.0	19.9	24%	6,000	7,000	17%		X	
N-493	NS	NS	Granite City	IL	1	0.0	18.9	18.8	-0.1	18.6	14.8	-20%	9,000	9,000	0%			
N-494	NS	NS	E St Louis	MO	6	0.0	20.8	22.0	1.2	20.1	24.2	20%	9,000	8,000	-11%			
N-495	NS	NS	Luther	MO	141	0.0	10.2	11.4	1.2	13.8	14.4	4%	3,000	2,000	-33%			
N-496	NS	NS	Coffeen Coal	IL	53	0.0	0.6	0.7	0.1	1.9	1.9	0%	0	0	-			
N-497	AMTK	AMTK	Kalamazoo	MI	97	8.0	0.7	0.7	0.0	0.1	0.1	0%	0	0	-			

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**Attachment T-1
Master Rail Line Segment Table**

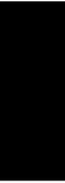
Seg. ID #	Ownership		Rail Line Segment Description		35,733	Passenger & Freight Train Data			Freight Rail Data				Criteria Met																		
	Pre Acq. (1995)	Post Acq.	From	To		Seg. Length (mi.)	Pre Acq. (1995)	Post Acq.	Change in Freight Trains	Annual Million Gross Tons Transported (1)	Pre Acq.	Post Acq.	Percent Change	Estimated Annual Carloads of Hazardous Material (1)	Pre Acq.	Post Acq.	Percent Change	Air Quality	123	67	91	51	247	Increase in Hazardous Materials	46	New Key Route	19				
																												Pre Acq. (1995)	Post Acq.	Freight Trains	Freight Trains
N-498	NS	NS	IC 95th St	IL Gibson City	IL	99	4.0	2.0	5.2	3.2	5.6	13.8	146%	7,000	3,000	-57%															
N-499	NS	NS	Calumet	IL Landers	IL	8	0.0	23.2	18.0	-5.2	32.7	0.4	-99%	15,000	20,000	33%															
S-001	AMTK	AMTK	Davis	DE Perryville	MD	21	73.0	4.5	12.4	7.9	25.8	44.8	74%	15,000	17,000	13%															
S-010	AMTK	AMTK	Baltimore	MD Bowie	MD	29	117.0	2.4	7.7	5.3	24.7	36.7	49%	0	4,000	1000%															
S-011	AMTK	AMTK	Bowie	MD Landover	MD	8	117.0	3.2	9.3	6.1	28.5	43.0	51%	0	4,000	1000%															
S-020	CR	SHARED	Carleton	MI Ecorse	MI	20	0.0	2.0	11.2	9.2	0.5	14.5	2802%	0	1,000	1000%															
S-021	CR	SHARED	West Detroit	MI North Yard	MI	7	0.0	7.9	13.2	5.3	6.2	13.6	119%	3,000	3,000	0%															
S-022	CR	SHARED	West Detroit	MI Delray	MI	2	0.0	12.7	16.5	3.8	11.4	17.5	53%	3,000	3,000	0%															
S-030	AMTK	AMTK	Lane	NJ Union	NJ	7	277.0	3.4	11.0	7.6	58.6	75.6	29%	6,000	9,000	50%															
S-031	AMTK	AMTK	Midway	NJ Morrisville	PA	17	175.0	3.4	11.0	7.6	37.2	54.2	46%	3,000	5,000	67%															
S-032	CR	SHARED	PN	NJ Bayway	NJ	9	0.0	10.9	16.2	5.3	10.0	16.2	62%	10,000	22,000	120%															
S-033	AMTK	AMTK	Union	NJ Union	NJ	22	189.0	3.4	11.0	7.6	41.4	58.4	41%	6,000	8,000	33%															
S-040	AMTK	AMTK	Arsenal	PA Davis	DE	25	131.0	2.3	10.5	8.2	28.4	46.4	63%	13,000	17,000	31%															
S-041	AMTK	AMTK	Morrisville	PA Zoo	PA	29	145.0	3.4	7.1	3.7	32.9	41.2	25%	4,000	8,000	100%															
S-042	CR	SHARED	South Philadelphia	PA Field	PA	5	0.0	8.2	21.1	12.9	6.3	25.5	303%	1,000	7,000	600%															
S-200	CR	CSX	W Brownsville	PA Waynesburg	PA	28	0.0	19.0	19.0	0.0	46.8	46.8	0%	0	0	-															
S-201	CR	CSX	W Brownsville	PA Catawba Jct	PA	66	0.0	5.6	7.4	1.8	6.0	8.0	33%	0	0	-															
S-202	CR	CSX	Catawba Jct	PA Lovridge Mine	WV	13	0.0	3.6	3.6	0.0	6.0	6.0	0%	0	0	-															
S-203	CR	CSX	Waynesburg	PA Wana	PA	19	0.0	6.4	6.4	0.0	20.5	20.5	0%	0	0	-															
S-204	CR	CSX	Wana	PA Cliff	PA	2	0.0	3.4	3.4	0.0	5.8	5.8	0%	0	0	-															
S-205	CR	CSX	Cliff	PA Blacksville	PA	5	0.0	3.4	3.4	0.0	3.8	3.8	0%	0	0	-															
S-206	CR	CSX	Waynesburg	PA Bailey	PA	15	0.0	10.2	10.2	0.0	24.4	24.4	0%	0	0	-															
S-207	CR	CSX	Cliff	PA Federal	PA	6	0.0	1.8	1.8	0.0	5.8	5.8	0%	0	0	-															
S-208	CR	SHARED	North Yard	MI Ulica	MI	17	0.0	8.3	9.6	1.3	5.8	5.7	-2%	1,000	1,000	0%															
S-209	CR	SHARED	Delray	MI Trenton	MI	10	0.0	14.8	16.5	1.7	27.9	24.0	-14%	2,000	3,000	50%															
S-210	CR	SHARED	West Detroit	MI Dearborn	MI	5	6.0	1.6	3.4	1.8	3.2	3.2	0%	1,000	0	-100%															
S-211	CR	SHARED	Nave	NJ N Bergen	NJ	6	0.0	4.4	1.4	-3.0	12.7	0.4	-97%	7,000	0	-100%															
S-212	CR	SHARED	N Bergen	NJ Ridgefield Hts	NJ	6	0.0	23.1	22.1	-1.0	40.5	42.1	4%	21,000	29,000	38%															
S-213	NJT	SHARED	Aldene	NJ High Bridge	NJ	39	56.0	1.6	1.6	0.0	13.0	13.0	0%	0	0	-															
S-214	NJT	SHARED	Union	NJ Red Bank	NJ	16	88.0	1.6	1.6	0.0	13.0	13.0	0%	0	0	-															
S-215	CR	SHARED	Red Bank	NJ Lakehurst	NJ	29	0.0	1.6	1.6	0.0	0.2	0.2	0%	0	0	-															
S-216	CR	SHARED	CQ	NJ Monmouth Jct	NJ	19	0.0	3.4	3.4	0.0	0.2	0.2	0%	0	0	-															
S-217	CR	SHARED	Bayway	NJ PD	NJ	6	0.0	6.0	7.7	1.7	7.0	10.3	47%	6,000	8,000	33%															
S-218	CR	SHARED	PD	NJ Wood	NJ	3	0.0	4.0	4.0	0.0	3.6	3.6	1%	0	2,000	1000%															
S-219	CR	SHARED	Jamesburg	NJ Farmingdale	NJ	19	0.0	1.6	1.6	0.0	0.0	0.0	0%	0	0	-															
S-220	CR	SHARED	Nave	NJ CP Green	NJ	4	0.0	18.5	16.5	-2.0	25.2	25.4	1%	14,000	24,000	71%															
S-221	CR	SHARED	Nave	NJ Croxton	NJ	2	0.0	18.5	15.5	-3.0	25.2	25.1	0%	14,000	24,000	71%															
S-222	CR	SHARED	Green	NJ Oak Island	NJ	1	0.0	18.5	18.5	0.0	25.2	27.9	11%	14,000	25,000	79%															
S-223	CR	SHARED	Hack	NJ Croxton	NJ	1	0.0	17.7	8.2	-9.5	17.2	8.3	-52%	2,000	5,000	150%															
S-224	CR	SHARED	Croxton	NJ North Bergen	NJ	3	0.0	19.1	19.2	0.1	25.1	28.4	13%	17,000	23,000	35%															
S-225	CR	SHARED	Walido	NJ Hack	NJ	2	0.0	4.8	2.8	-2.0	7.1	0.7	-90%	5,000	0	-100%															
S-226	CR	SHARED	Hack	NJ Kearny	NJ	2	0.0	17.4	8.2	-9.2	26.5	8.3	-69%	8,000	5,000	-38%															

**Attachment T-1
Master Rail Line Segment Table**

Seg. ID #	Ownership		Total Segments 1,022		Seg. Length (mi.)	Passenger & Freight Train Data				Freight Rail Data				Criteria Met						
	Pre Acq. (1995)	Post Acq.	Rail Line Segment Description			Pre Acq. (1995)	Post Acq.	Freight Trains	Change in Freight Trains	Annual Million Gross Tons Transported (1)		Estimated Annual Carloads of Hazardous Material (1)		123	67	91	51	247	46	19
			From	To						Pre Acq.	Post Acq.	Pre Acq.	Post Acq.							
S-227	CR	SHARED	Kearny	NJ Valley	NJ	NJ	0.0	19.6	5.9	-13.7	21.2	4.1	10,000	5,000						
S-228	CR	SHARED	Valley	NJ NIK	NJ	NJ	0.0	24.5	23.7	-0.8	42.5	38.6	10,000	5,000						
S-229	CR	SHARED	Pt Reading Jct	NJ Port Reading	NJ	NJ	0.0	3.6	5.3	1.7	5.5	7.8	4,000	5,000						X
S-230	CR	SHARED	NK	NJ Boundbrook	NJ	NJ	56.0	36.0	25.5	-10.5	46.4	42.7	25,000	30,000						X
S-231	CR	SHARED	Boundbrook	NJ Pt Reading Jct	NJ	NJ	0.0	34.2	27.4	-6.8	44.2	45.5	29,000	31,000						X
S-232	CR	SHARED	Park Jct	PA Phil Frankfort	PA	PA	0.0	7.8	10.7	2.9	13.5	17.2	8,000	11,000						X
S-233	CR	SHARED	Phil Frankfort	PA Camden	PA	NJ	0.0	7.8	10.7	2.9	13.3	17.2	8,000	11,000						X
S-234	CR	SHARED	Eastwick	PA Lester	PA	PA	0.0	3.2	3.2	0.0	5.5	5.6	10,000	10,000						
S-235	CR	SHARED	Woodbury	NJ Paulsboro	NJ	NJ	0.0	3.2	3.2	0.0	3.7	3.7	11,000	11,000						
S-236	CR	SHARED	Paulsboro	NJ Deepwater	NJ	NJ	0.0	2.0	2.0	0.0	3.7	3.7	1,000	1,000						
S-237	CR	SHARED	Cooper	NJ Woodbury	NJ	NJ	0.0	2.0	2.0	0.0	4.5	4.5	11,000	11,000						
S-238	AMTK	AMTK	Perryville	MD Baltimore	MD	MD	88.0	14.3	15.6	1.3	41.9	44.9	2,000	4,000						X
S-239	CR	SHARED	Pavonia	NJ Woodbury	NJ	NJ	0.0	3.8	5.0	1.2	9.0	5.3	0	0						
S-240	CR	SHARED	Woodbury	NJ Millville	NJ	NJ	0.0	1.4	1.4	0.0	1.5	0.9	0	0						

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APPENDIX U
List of Preparers



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APPENDIX U LIST OF PREPARERS

SURFACE TRANSPORTATION BOARD SECTION OF ENVIRONMENTAL ANALYSIS

ELAINE K. KAISER	Program Director/Legal Counsel, Section of Environmental Analysis
MICHAEL J. DALTON, III	Program Manager, Section of Environmental Analysis
HAROLD M. McNULTY	Environmental Protection Specialist, Rail Operations Analyst, Section of Environmental Analysis
VICTORIA J. RUTSON	Staff Attorney/Legal Review, Section of Environmental Analysis
DANA G. WHITE	Environmental Protection Specialist, Section of Environmental Analysis

PRIME CONTRACTORS

The prime contractors, **De Leuw, Cather & Company** (DCCO) and **HDR Engineering, Inc.** (HDR), were involved in all aspects of project management, technical analysis, quality assurance, public outreach, and document production. In addition, a subcontractor, **Public Affairs Management** (PAM), directed and managed the public outreach efforts and provided extensive project management support as well as extensive technical and editorial assistance.

- Michael W. Johnson (DCCO), B.A. Legal Studies; 10 years experience in EIS preparation and infrastructure planning. Mr. Johnson served as Project Coordinator, Agency Operations Manager, and DCCO Project Manager.
- Thomas M. Sanders (HDR), B.S. Civil Engineering; 20 years experience in environmental and civil engineering. Mr. Sanders served as the Project Director and HDR Project Manager.

- Charles L. Gardiner (PAM), B.A. Chemistry and Political Science; 15 years in public outreach and agency coordination for environmental review and transportation-related projects. Mr. Gardiner served as Project Coordinator and PAM Project Manager.

DCCO AND SUBCONTRACTORS

DCCO and its subcontractors were responsible for project management, comment response team management, legal counsel, and public outreach; and technical analysis of railroad operations, environmental justice, traffic and transportation, emergency response, noise, and hazardous materials transport.

- David Coate (Acentech, Inc.), B.A. Mathematics, B.A. Chemistry, B.A. Physics, M.S. Energy Technology; 20 years in acoustics and environmental studies. Mr. Coate served as Noise Analysis Team Leader.
- Charles De Weese (DCCO), B.S. Mathematics; 35 years in railroad operations and safety. Mr. De Weese served as Rail Operations Analyst and addressed hazardous materials transportation issues.
- Winn B. Frank (DCCO), M.B.A. Marketing, B.S./B.A. Transportation; 33 years experience in railroad operations and management for domestic and international projects. Mr. Frank served as the Railroad Operations Manager.
- James Gregory (DCCO), M.A. Urban and Environmental Planning, B.S. Biology; more than 10 years in environmental planning and management. Mr. Gregory served as Comment Response Analyst and Energy Team Leader.
- Robin E. Joseph (DCCO), M.A. Urban Planning, B.A. Political Science; 3 years in transportation and land use planning, transportation policy analysis, environmental justice and conflict management and resolution. Ms. Joseph served as Environmental Justice Team Co-leader.
- John C. Martin (DCCO), M.C.R.P. City and Regional Planning, B.S. Business Administration; 23 years experience in transportation planning. Mr. Martin served as Transportation — Emergency Response Team Leader.
- Terrence L. McKinley (DCCO), Juris Doctor, M.B.A., Management Science, B.S. Industrial Engineering; 15 years experience in management consulting and 17 years experience in public transportation, capital program management, strategic planning, and intergovernmental relations. Mr. McKinley served as Mitigation Manager.

- Bonnie A. Nixon (PAM), B.A. Communications; 15 years in strategic management of public participation programs for Federal, state, and regional agencies. Ms. Nixon served on the Project Advisory Panel for Strategic Issues and served as Public Outreach and Political Liaison.
- William J. Novak (DCCO), M.A., B.A. Geography; 25 years experience in environmental planning and impact assessment for transportation and infrastructure development projects. Mr. Novak served as Environmental Justice Team Co-leader and managed the local impacts analyses.
- Phil Olekszyk (World Wide Rail), M.B.A. Behavioral Science, B.S.M.E. Mechanical Engineering; 12 years in railroad federal safety enforcement, 10 years in railroad research. Mr. Olekszyk served as Safety Team Leader.
- Edward Y. Papazian (DCCO), M.S. Civil Engineering; B.S. Civil Engineering; 28 years in traffic engineering. Mr. Papazian served as Traffic/Transportation Team Leader.
- John Pinto (Rail Trac Associates), B.A. Social Sciences; 21 years in railroad rights of way acquisition, management, and analysis. Mr. Pinto served as Data Manager.
- Debra Richards (Consultant), M.B.A., B.S. Business Administration; 10 years in project management. Ms. Richards served on the Project Advisory Panel and was involved in strategic issues related to communications and document development.
- Robert Rooney (DCCO), B.S. Management; 20 years in railroad operations planning and analysis. Mr. Rooney served as Rail Operations Passenger Interface Analyst.
- Matthew Royce (PAM), M.F.A. Management; 10 years in public meeting planning and communications. Mr. Royce served as Public Outreach Associate.
- Barry P. Steinberg, Esq. (Kutak Rock), LLB, B.A. Psychology; 35 years as a military and private-sector environmental attorney. Mr. Steinberg served on the Project Advisory Panel.
- Philip Stephens (DCCO), M.S. Highway Engineering and Geotechnics, B.S. Civil Engineering; 10 years experience in transportation engineering. Mr. Stephens served as Process Auditing and Quality Assurance Specialist.

HDR AND SUBCONTRACTORS

HDR and its subcontractors were responsible for project management, as well as management of databases, the comment response team, and document production; and technical analysis of Safety Integration Plans, cultural resources, rail safety, hazardous materials transport safety, rail operations, natural resources, land use, cumulative impacts, air quality, and hazardous waste sites.

- William D. Burgel (HDR), M.S. Geology, B.S. Engineering; 26 years in railroad engineering and operations and railroad negotiations with public agencies. Mr. Burgel served as Railroad Operations Team Leader.
- Todd Burger (Arthur D. Little, Inc.), B.S. Accounting; 21 years in rail transport operations, safety, organizational change strategy, and process improvement. Mr. Burger served as Safety Integration Plan Manager.
- Jay Campbell, P.E. (HDR), M.S., B.S., Civil Engineering; 29 years experience in project and operations management in transportation and environmental projects. Mr. Campbell served as the Quality Control Manager.
- Michael E. Harris, P.E. (HDR), M.S., B.S. Civil Engineering; 25 years experience in project operations management and Quality Assurance/Quality Control in environmental projects. Mr. Harris served as Quality Assurance Leader.
- William J. Jeffords, Jr. (HDR), B.S. General Science Education; 10 years in environmental impact assessment and planning for transportation projects. Mr. Jeffords served as Natural Resources Team Leader.
- Jeffery P. Johnson (HDR), M.C.R.P. City and Regional Planning, B.A. Political Science; 12 years land use, comprehensive and strategic planning projects, and economic and site development. Mr. Johnson served as Land Use and Cumulative Impacts Analyst.
- Edward J. Liebsch (HDR), M.S. Meteorology, B.A. Earth Science; 17 years in air quality impact analysis and permitting. Mr. Liebsch served as Air Quality Team Leader.
- John H. Morton (HDR), M.S. Engineering Management, B.S. Environmental Engineering; 23 years in impact analysis, regulatory compliance and environmental mitigation for transportation and development projects. Mr. Morton served as Technical Analysis Manager.
- Nancy A. Roberts, Esq. (Kutak Rock), Juris Doctor; 20 years in environmental law, including NEPA compliance. Ms. Roberts served as Legal Advisor for Railroad Operations and Inconsistent and Responsive Applications.

- Alonso Rodriguez (HDR), B.A. Management/Finance; seven years experience in telecommunications. Mr. Rodriguez served as Central Administrative Unit Document/Database Manager.
- Eileen K. Straughan (Straughan Environmental Services, Inc.), B.S. Natural Resources and Conservation; 16 years in environmental analysis, mitigation planning and design, and NEPA documentation. Ms. Straughan served as Production Manager.
- Barry Wharton (HDR), M.A. Archaeology, B.A. Anthropology; 18 years in cultural resource impact assessments and Section 106 compliance. Mr. Wharton served as Cultural Resources Team Leader/Section 106 Compliance.
- John H. Wisner (HDR), B.S. Biology; seven years experience in natural resource management. Mr. Wisner served as Central Administrative Unit Lead Comment Analyst.
- Mark Wollschlager (HDR), Juris Doctor, B.S. Biology; 20 years in environmental law and impact analysis and permitting. Mr. Wollschlager served as Comment Response Team Manager.
- Susan L. Young (HDR), B.S. Geology; 18 years in environmental geology and project management for environmental projects. Ms. Young served as Hazardous Waste Team Leader.

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