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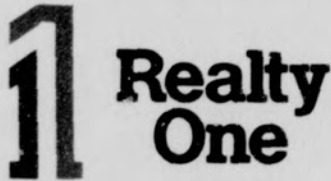
FD

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9-24-97

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BAY VILLAGE OFFICE  
662 DOVER CENTER ROAD  
BAY VILLAGE, OHIO 44140-2376  
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ENVIRONMENTAL  
DOCUMENT

September 10, 1997



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

Dear Sir:

Re: No. FD 33388

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

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

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

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

Sincerely, *Marie Hasek*

Address: 662 Dover Center Rd  
Bay Village, Ohio 44140

STB

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9-23-97

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PUBLIC

AUGUST 27, 1997

ENVIRONMENTAL  
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TO WHOM IT MAY CONCERN:

I AM A LONG TIME RESIDENT OF ONE OF THE COMMUNITIES THAT WOULD BE IMPACTED BY THE N&S- CONRAIL MERGERS. I LIVE IN BAY VILLAGE ON A STREET THAT IS IMMEDIATLY NORTH OF THE RAILROA TRACKS.

I AM ALSO A MEDICAL PROFESSIONAL. I HAVE SOME VERY SERIOUS CONCERNS. NOT ONLY AM I CONCERNED ABOUT THE INCREASE IN TRAFFIC AND POLLUTION CAUSED BY 38 TRAINS RUNNING THROUGH VIRTUALLY MY FRONT YARD, BUT THERE ARE MANY OTHER ISSUES TO CONSIDER.

SAFTEY- WE HAVE HAD OCCASIONAL MISHAPS AT RAILROAD CROSSINGS IN THE PAST. UNFORTUNATLEY, IN THESE MATTERS THE TRAIN COMES OUT AHEAD. IN EARLY AUGUST, THERE WAS A TRAIN ACCIDENT AT ONE OF THE RAILROAD CROSSINGS IN LAKEWOOD. THE DRIVER OF THE VAN WAS KILLED. THE CONDUCTOR WAS PROBABLY MORE THAN 20 MILES AWAY BEFORE HE BECAME AWARE THAT SOMEONE HAD BEEN KILLED.

ALL OF OUR HOSPITALS ARE SOUTH OF THE TRACKS. THERE IS A LARGE GERIATRIC POPLULATION LIVING IN THE COMMUNITES THIS WILL IMPACT. WHAT IF SOMEONE NEEDS 911 SERVICES. THERE COULD BE UP TO A 15 MINUTE DELAY BECAUSE THERE IS ONLY ONE OVERPASS THAT COULD PASS AROUND A STOPPED TRAIN.

FROM A HEALTH STANDPOINT- I DON'T WANT TO BREATH IN ALL OF THE TOXIC GASES THAT WOULD BE A BY PRODUCT OF THIS INCREASE IN TRAFFIC. I THINK THAT WE HAVE A GREAT MANY CARGINOGENS PRESENT IN THE ENVIORNMENT ALREADY.

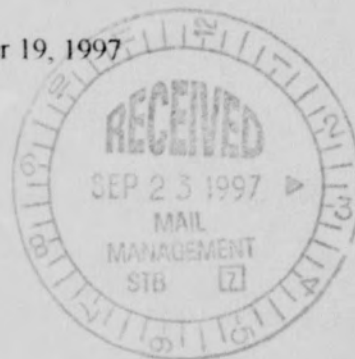
WE PAY A PREMIUM PROPERTY TAX IN BAY VILLAGE. WE HAVE NO INDUSTRY AND THERE IS LETTLE THAT WE GET IN THE WAY OF A TAX BREAK. I WOULD NOT WANT TO SEE MY PROPERTY VALUE DECREASE. I HAVE WORKED LONG AND HARD TO GET TO THE POINT I'M AT. I WILL SELL MY HOME IF THIS MERGER IS APPROVED.

I PERSONALLY THINK THAT THE RAILROAD SYSTEM SHOULD BE RESPONSIBLE FOR SOUND BARRIERS ALL ALONG THERE ROUTE IF THEY PASS CLOSELY THROUGH A RESIDENTIAL AREA I KNOW THAT I AM JUST A LITTLE PERSON IN THE COMMUNITY. THE RAILROAD IS POWERFUL AND CERTAINLY THE ALMIGHTY DOLLAR MEANS MORE. BUT MAYBE ONCE- YOU'LL HEAR US

*Chris Vandenberg*

# ENVIRONMENTAL DOCUMENT

September 19, 1997



#FD 33388

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

Dear Members of the Federal Surface Transportation Board:

I am writing this letter to express my opposition to any increase in train traffic along the railroad tracks which are located through the westshore communities of suburban Cleveland. Many residents of Lakewood, Rocky River and Bay Village are concerned about future ramifications of the plan on our communities. I have received correspondence from both Mayor Tom Jelepis and Congressman Dennis Kucinich outlining these negative ramifications. They have been made known to your board members as well. My greatest concerns are the safety issues raised by such a planned increase.

As you review the request by Norfolk and Southern Railroad, I hope that you will consider the serious consequences their proposed plan would have on the future of the families who live along the tracks as well as those who live in the communities whose safety will be threatened.

Sincerely,

(Cynthia) Jane Stocking  
639 Brooke Lane  
Bay Village, Ohio 44140

cc. Mayor Thomas L. Jelepis  
Congressman Dennis Kucinich

# ENVIRONMENTAL DOCUMENT

U.S. Surface Transportation Board  
Attn: SEA - Finance Docket 33388  
1925 "K" Street, NW  
Washington, DC 20433



Dear Members of the STB:

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

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

Our home is in Lakewood, Ohio where we have 27 streets that are bisected by NS tracks. Additional trains and longer, faster trains are a danger to our citizens and children. Lakewood does not have school busing and students attending 8 schools cross the tracks at least twice each day.

Our police, fire and emergency vehicles would be seriously impacted by any increase in freight rail traffic through our city.

More overpasses and underpasses would not remove all of the rail threats to our neighborhoods. On interstates through populated areas, signs bear the letters "HC" - hazardous cargo - with a slash through it, meaning certain trucks should take routes through industrialized areas, rather than through residential zones. Why shouldn't the same apply to freight trains?

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

Sincerely,

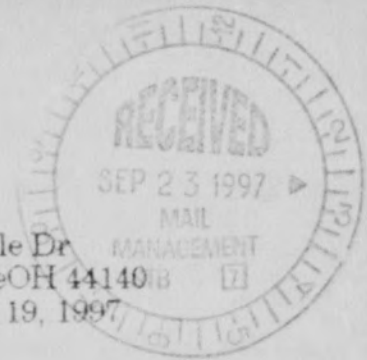
*Richard G. Bassett*  
*Alice Bassett*

13023 HAZELWOOD AVE  
LAKWOOD OHIO 44107

cc: Madeline A. Cain  
Mayor - Lakewood, Ohio

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

30500 Maple Dr  
Bay Village OH 44140  
September 19, 1997



**ENVIRONMENTAL  
DOCUMENT**

# FD33388

Gentlemen:

The idea of double to triple the number of trains running through Bay Village and other communities is unthinkable !!

Our reasons:

- 1) The N&S Railroad has recently removed tracks, creating a one way railroad except for the siding created for trains to pass each other. Pulling onto a siding and making sure there is clear passage for the on coming train is a very slow process ! This in itself causes traffic backups at crossings
- 2) Safe crossing for pedestrian, bikers, cars, trucks, school buses and emergency equipment. This in addition to interruption of sleep and daily lives.
- 3) The communities on both sides of the tracks have Mutual aid agreements with each other. If emergency vehicles have to go to Clague Road in order to get over the tracks, the emergency may have become disaster.
- 4) Getting to I 90 may also be a very slow process and causing extra traffic on Wolf Rd. for example.
- 5) The length of trains will cause serious traffic backups and may even back up trains, if there is to be a train crossing about every 45 minutes.
- 6) Years ago, the Railroad refused to allow Canterbury Rd. to cross the tracks to meet the other section because they said there were already too many crossings. Now the N & S Railroad wants to create a real monster !

Please work hard to stop the additional numbers of trains. We are sure there are many more reasons to eliminate extra rail traffic.

Sincerely yours,

*Helena M. Walsh*  
*William A Walsh*

William and Helena Walsh

Docket No: FD 333 84

SEP 23 1997

## ENVIRONMENTAL DOCUMENT

September 16, 1997

Dear Sirs,

We protest vehemently to the proposed increase in rail traffic through the West Shore suburbs, especially Lakewood which is where we live. We listen to the blare of the whistles 24 hours a day. I would like to know why these railways seem to be above the law when it comes to noise? They blow their whistles as loud as they can-disturbing everyone, because there are several crossings, it seems continuous. We put up with uncovered coal cars which spells -dirt- and covered box cars that who knows what is riding through our community.

We would hope the railways would consider what they are doing to our lives with just these two problems. Instead of adding to the present problems, one would think they would work to help solve these problems, before they consider moving more traffic through our communities. Where are our rights! Maybe they could consider the lake for their transportation needs. Thank you for taking the time to read this concern.

Sincerely,

Pat and Bernadette Anik



ENVIRONMENTAL  
DOCUMENT September 19, 1997



Dear Sirs,

Our family lives in the northwest corner of Lakewood Ohio. We are concerned with the proposed increase in rail traffic through our area. We're sure that you consider the increased noise pollution and air pollution (not only from the trains, but also from the cars waiting to cross the tracks. This is often a considerable amount). We are also concerned with a decrease in property values due to this, (our home is our only asset), but our biggest concern is the safety of the children in our area. If you study the area we live in, you will see that there are many elementary and middle schools in this section. On a daily basis, we see children scrambling across the tracks to try to beat the trains because they are worried about being late for school. Within just the small corner of our neighborhood there are 3 pre-schools St. James School, Horace Mann Middle School, and McKinley Elementary. There are many more schools throughout Lakewood, most of which have students attending that have to cross those tracks to get to school. I guess the rail line has not seen this as a big enough concern to even install crossing gates! (We have none in Lakewood - a city abundant with children).

We hope that when you review the plans for our area, you will agree with us in considering our children one of the most important resources that we must protect.

Thank you for your time.

Sincerely,

*Susan C. Jamieson*  
*Scott Jamieson*

Scott & Susan Jamieson  
17441 Woodford Avenue  
Lakewood, Ohio 44107  
(216) 221-5977

ENVIRONMENTAL  
DOCUMENT



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

Dear Sir:

Re: No. FD 33388

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

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

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

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

Sincerely,

A handwritten signature in cursive script that reads "Frank Thompson".

Address: 20065 Francis Dr

Rocky Ridge, Ohio 44116

ENVIRONMENTAL  
DOCUMENT



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

Dear Sir:

Re: No. FD 33388

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

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

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

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

Sincerely,

Mrs. Egreide A. Rowley

Address:

20061 Hazen Drive  
Rocky River, Ohio 44110

NOTE:

I have lived in Rocky River 32 yrs. and feel the train traffic is already too much for our city. This proposal is absolutely a deterioration of what we have worked so long to preserve for our citizens.

# ENVIRONMENTAL DOCUMENT

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

September 18, 1997

RE: No. FD 33388

Dear Sirs:

I am a 6 year resident and homeowner in the City of Bay Village, OH. Norfolk & Southern (N&S) Railroad has proposed an increase in rail traffic through the westshore communities of the Greater Cleveland Area, including Bay Village. Traffic would increase from the current level of 13 to approximately 38 trains per day. This change is apparently contingent upon N&S and CSX's successful acquisition of Conrail assets, which must be approved by the Federal Surface Transportation Board in June of 1998.

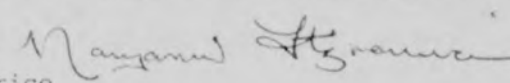
I am strongly opposed to the proposed increase in rail traffic through the City of Bay Village and the surrounding communities. Bay Village is a small but densely populated, older, suburban residential community, approximately six blocks wide, squeezed between the rail line in question and Lake Erie. The rail line runs the entire length of the city, therefore, every home is within six blocks of the line. And, a disproportionate number of homes have railroad frontage, compared to other Greater Cleveland Area communities. Even worse, there are only three surface streets on which one can enter or exit the City of Bay Village which do not cross the rail line via a railroad crossing, and only one of these provides access to the nearby Interstate (I-90) which most residents use daily to commute into the City of Cleveland.

An increase in rail traffic on that line will have a devastating effect on me and my neighbors. At the current level of rail traffic, there are already frequent traffic jams during rush hour, and there have been several fatal car-train and pedestrian-train accidents at rail crossings on that line in Bay Village and other westshore communities in recent years. In addition, increased rail traffic will have a serious adverse affect on property values in the city. Bay Village is currently a highly desirable residential community. The pervasive presence of the rail line in Bay Village was a concern when I purchased my home in Bay Village even though the rail line had little traffic and trains were scheduled to avoid rush hour. These problems will become intolerable if rail traffic increases 300% as proposed.

Finally, it is my understanding that the Cuyahoga County Regional Transportation Authority (RTA), AMTRAK and the west shore communities of the Greater Cleveland Area have been exploring the possibility of establishing "light rail" commuter train service to the City of Cleveland on the same rail line. If traffic on the rail line is to be increased, that would be a much more suitable use. The westshore communities are badly in need of improved mass transportation into the city. For over ten years I used the RTA Rapid Transit and bus lines to commute to school and work in the City of Cleveland from other communities in the Greater Cleveland Area. I now reluctantly commute by car since no convenient form of mass transportation is available near my home. I would commute via a light rail commuter train service if one were established on the rail line in Bay Village.

I urge you not to approve the proposed acquisition by N&S and CSX of the rail line through the westshore communities of the Greater Cleveland Area, including Bay Village, and the 3-fold increase in "heavy rail" commercial rail traffic on that line that would result from the acquisition.

Sincerely,

  
Maryann Fitzmaurice  
364 Lake Forest Drive  
Bay Village, OH 44140  
1-440-899-7863

STB

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33388

9-23-97

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**ENVIRONMENTAL  
DOCUMENT** State of New Jersey



Christine Todd Whitman  
Governor

Department of Environmental Protection

**Office of Program Coordination**

**PO Box 418**

**Trenton, NJ 08625-0418**

**Phone 609-292-2662**

**Fax 609-777-0942**

Robert C. Shinn, Jr.  
Commissioner



September 15, 1997

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

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

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

Dear Secretary:

The Office of Program Coordination of the New Jersey Department of Environmental Protection has completed its review of the Environmental Report (ER) prepared collectively by CSX Corporation and CSX Transportation (CSX), Norfolk Southern Corporation and Norfolk Southern Railway Company (NS), and Conrail, Inc. and Consolidated Rail Corporation (Conrail); and the Notice of Intent to Prepare an Environmental Impact Statement (EIS) on the above reference application. We offer the following comments for your consideration regarding air quality, New Jersey land use regulations and review coordination.

#### **AIR QUALITY**

The ER states that the benefits of the acquisition include reduced energy usage, enhanced safety as a result of diverting trucks to rail transport, reduced highway congestion, and reduced air emissions. The following table lists the emissions reduction

expected from the acquisition system wide covering the area of the United States eastward of the Mississippi River.

**Truck-to-Rail Air Emission Changes  
(tons per year)**

| Truck-to-Rail Diversions                  | NO <sub>x</sub> | CO             | VOC          | SO <sub>2</sub> | PM            | Pb             |
|---|-----------------|----------------|--------------|-----------------|---------------|----------------|
| Emissions from Increased Rail Traffic     | 14,393          | 1598           | 534          | 932             | 364           | .0302          |
| Emissions from Decreased Truck Traffic    | (16,941)        | (7429)         | (1,473)      | (551)           | (1971)        | (.086)         |
| <b>Net Truck-to-Rail Emissions Impact</b> | <b>(2,548)</b>  | <b>(5,831)</b> | <b>(939)</b> | <b>381</b>      | <b>(1607)</b> | <b>(.0562)</b> |

Traffic changes other than truck-to-rail diversions are expected to result in a reduction in diesel fuel consumption due to rerouting and diverting existing rail traffic to shorter, more efficient routes. The ER goes on to say that activities at rail yards and intermodal facilities would result in minor changes in fuel consumption. The ER claims rail-to-truck diversions are expected to be minimal and their impact on fuel consumption would be negligible. The overall effects on fuel consumption from rail-to-rail diversions, rerouting, and changes in activity at rail yards and intermodal facilities would be minor compared to the truck-to-rail effects and have not been analyzed in detail for this report. According to the report the primary change in fuel consumption for the acquisition would result from truck-to-rail diversions, a net savings of more than 120 million gallons annually of diesel fuel consumption.

According to federal regulations, only localized areas where increases in traffic above specified thresholds are expected have to be addressed. As for air quality the specified thresholds used are the emissions limits set in Federal Department of Transportation regulations, 49 CFR 1105.7. The thresholds set in nonattainment areas for rail line segments are increases of 3 trains per day or at least 50 percent as measured in gross ton miles. The thresholds set in nonattainment areas for rail yards are increases of at least 20 percent in carload activity. The thresholds set in nonattainment areas for intermodal facilities are increases of truck traffic greater than 10 percent of average daily traffic or 50 trucks per day.

The report appears to be a good estimate of emissions from their proposed actions. NO<sub>x</sub> emissions appear to be the highest due to the use of diesel fuel for both locomotives and trucks. In NJ there are 5 rail line segments expected to have increases in activity (increase of 31 freight trains per day) and 12 segments that will have decreases (a decrease of about 65 freight trains per day). Even though there will be a decrease of about 34 freight trains per day in the state, further examination reveal there is really an increase in train miles. By multiplying the number of trains by rail line mileage causes an increase of about 143 train miles per day in a six-county region of New Jersey that includes Bergen, Essex, Hudson, Mercer, Middlesex, and Union Counties. It is estimated that this increase

would amount to about an increase ranging from 66 to 118 tons per year (tpy) of NO<sub>x</sub> emissions since the weight of each train varies. Also, as mentioned above, the rule does not require them to assess the impacts of decreases. There are no expected reductions in rail cars expected and no rail line abandonments. There is one small construction project in Little Ferry that is planned. There are three intermodal facilities which are expected to have a large net increase in tractor trailer activity; Little Ferry is expected to have an increase of 177 trucks per day, South Kearny 78, and Elizabeth 385. The emission estimates for the increases at the intermodal facilities are provided in the following table.

**Intermodal Facilities that Meet STB Thresholds for Environmental Analysis  
(tons per year)**

| Intermodal Facility Location/Name | NO <sub>x</sub> | CO           | VOC         | SO <sub>2</sub> | PM          | Pb             |
|-----------------------------------|-----------------|--------------|-------------|-----------------|-------------|----------------|
| Little Ferry                      | 4.1             | 7.4          | 1.0         | 1.3             | 1.6         | .00008         |
| South Kearny                      | 2.0             | 3.6          | 0.5         | 0.7             | 0.8         | .000039        |
| Elizabeth                         | 9.82            | 17.49        | 2.35        | 1.85            | 4.21        | .000188        |
| <b>Total Emissions</b>            | <b>15.92</b>    | <b>28.49</b> | <b>3.85</b> | <b>3.85</b>     | <b>6.61</b> | <b>.000307</b> |

The total NO<sub>x</sub> emissions from the locomotives (rail lines) together with the emissions from the trucks at the intermodal facilities amount to approximately 80 to 130 tons per year. Some of these emissions may be offset due to truck-to-rail diversions out of state that terminate in state, but probably not enough to significantly reduce the amount, and as mentioned above they did not assess the impact of the decrease in operations because they were not required to do so.

At the microscale level, truck traffic is a concern but if one converts annual average daily traffic (AADT) to peak hour, using a conservative factor, the truck traffic is not that severe. Using a factor ranging from .30 to .15 predicts a range of 53 to 27 trucks per hour for the Elizabeth facility. In passenger car equivalents this would amount to about 106 to 54 vehicles per hour<sup>1</sup>. The EIS should evaluate the effect these facilities will have on air quality. In addition, the emissions reported in this ER should be compared to the numbers the program has calculated for railroads in the State's emission inventory. The ER also mentioned that the EPA has proposed new rules to control emissions from diesel locomotive engines back in February 11, 1997 which may reduce emissions further.

The ER does admit to causing environmental impact on air quality in New Jersey, but did not quantify the net effect. The estimated increase ranging from 66 to 118 tpy of NO<sub>x</sub> from the increase in rail operations does exceed the NO<sub>x</sub> threshold of 25 tons per year for stationary sources and the general conformity rule for nonattainment areas, but since railroads are classified as mobile source the threshold for stationary sources does not apply. According to EPA Region II, the federal general conformity rule would apply only if the Surface Transportation Board conditionally approves the acquisition and would have continuing oversight of the operations of the companies. On the other hand, the federal

<sup>1</sup>Highway Capacity Manual Special Report 209, December 1986, pp. 2-9 and 3-13.



transportation conformity rule would apply to the truck emissions (16 tpy of NO<sub>x</sub>) because their emissions are mobile source highway emissions, railroad emissions are considered off-highway emissions. The truck NO<sub>x</sub> emissions may not be considered significant and amounting to about 0.05 tons per day. If the NO<sub>x</sub> emissions are considered regionally significant, they may have to be included in the regional emissions analysis for the region. The analysis done for the EIS should determine if the emissions are significant, and/or contain information or a statement from the MPO, in the region where the action or project is located, regarding whether the project is regionally significant. The EIS should also contain a traffic analysis or a carbon monoxide (CO) hotspot analysis for the intermodal facilities to see if there would be a problem with CO.

### **NEW JERSEY LAND USE REGULATIONS**

The sale and transfer of ownership of existing rail lines in the State should have minimal impact to resources regulated in New Jersey by our Department's Land Use Regulation Program. Increases or decreases in rail traffic, without construction, will not require review by the Program. Utilization of existing rail lines for increased or decreased traffic would be consistent with the Federal Coastal Zone Management Act. Acting under Section 307 of the Federal Coastal Zone Management Act, the proposed sale and redistribution of assets and minor construction of interchange tracks is consistent with the Rules on Coastal Zone Management as amended to October 16, 1995.

There is no proposed abandonment of any line in the State and thus this section needs no further discussion. The proposed construction of the connector tracks in the Borough of Little Ferry, Bergen County will require site plans to determine the extent of actual permit jurisdiction. A review of the portion of the Weehawken Quadrangle, as submitted in the ER, shows that the proposed connector tracks will potentially be within 500 feet of Mean High Water. In this area the Hackensack Meadowlands Commission has jurisdiction on activities above Mean High Water. A review of the parcel under the Waterfront Development Statutes will only be required if filling is to take place outshore of the Mean High Waterline. In addition, the proposed railbed may be regulated under the Flood Hazard Area Control Act (N.J.S.A. 58:16A-50 et seq.). A site plan with topography and both Floodway and Flood Plain plotted on it will be required prior to a determination. Construction of the connector tracks with any required State permits would be consistent with the Rules on Coastal Zone Management.

The Report does not address the proposed New Jersey Transit Camden to Trenton Light Rail Project utilizing portions of the trackage or right-of-way of the Conrail Bordentown Secondary Line. This project, which would reintroduce passenger service along the line, is in the planning phase. Permit coordination with Land Use Regulation Program has included delineation of Freshwater and Coastal Wetlands, review of Waterfront Development and Riparian jurisdiction, and review under the Flood Hazard Area Control Act (N.J.S.A. 58:16A-50 et seq.). It is curious that there is no mention of this project in the submitted documentation. The utilization of all of the Conrail Camden

Cluster, of which the Bordentown Secondary is a portion, apparently will continue as a joint ownership and operation under Conrail supervision. A discussion of the potential impacts of the sale to the Light Rail Project should be included in the Draft Environmental Impact Statement.

In regard to tidelands issues, many of the older railroad lines have grants from the Legislature of our State dating back to the 1800's and 1900's. However, our Department's Tidelands Management Program has found many rail road crossings of tidal areas that either were not the subject of tidelands grants or the rights-of-ways were widened after a grant was received, and the rail road did not purchase the extra land from the State. As title is being transferred, all of the crossings for present tidal streams (those which exist today, as opposed to streams which existed long ago and have been filled in) should be investigated and title should be cleared by the railroads. For the former streams, it has been the policy of many administrations to not require title to be cleared. However, it would be a matter of good housekeeping for the railroads to clear all of these issues up at once. (And, whatever entities are financing this or insuring title may require it to be done anyway.)

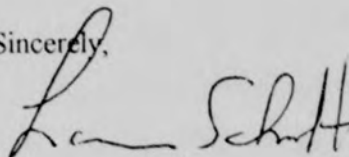
Researching this issue will be a major undertaking for the Tidelands Management Program and we urge the railroads to provide our Department with plans for the lines which are being transferred, as soon as possible. This is not a project that we will be able to handle on a last minute basis.

#### COORDINATION

The Office of Program Coordination is responsible for coordinating Departmental reviews of National Environmental Policy Act (NEPA) documents (NOI, EA, EIS, etc.). Thus, when the Draft EIS is completed, please send six copies directly to our office, at the above listed address (401 East State Street, 7th Floor, if an express delivery service is used), to insure a timely comprehensive review.

Thank you for giving the New Jersey Department of Environmental Protection an opportunity to be part of the EIS scoping process. We hope that our comments will help you with the preparation of the Draft EIS.

Sincerely,



Lawrence Schmidt  
Director  
Office of Program Coordination

STB

FD

33388

9-22-97

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PUBLIC

**ENVIRONMENTAL  
DOCUMENT**



September 15, 1997

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

Re: FD 33388

Dear Board members:

This letter is my protest to the proposed increase in rail traffic through the westshore communities of the greater Cleveland area.

As a resident of this densely populated area, I firmly believe that the safety of all communities involved would be seriously compromised. I can envision a severely injured person in an EMS vehicle dying on the way to the hospital while stopped and waiting for a train to roll down the track. In Bay Village where there are so few rail over/underpasses, this is not a far fetched concept but a reality.

The safety of many thousands of people are at risk. Please do something about this. Thank you.

Allen D. Retay

27917 Osborn Rd  
Bay Village OH 44140

**ENVIRONMENTAL  
DOCUMENT**

**SARAH BALAS**

608 Elmwood Rd.  
Bay Village, OH. 44140

Telephone (216) 835-2624



No.FD 33388

To Whom it May Concern,

I am writing this letter because of my concern about the proposed increase in train traffic near my home. My husband and I live three houses away from the tracks and don't mind the current traffic delays, However, I have two concerns. The first is that every time we want to cross the tracks we will likely be delayed by the trains. My second concern is that emergency vehicles are going to be delayed in crossing the tracks. A little history about my husband will explain my grave concern. My husband is in the end stages of Cystic Fibrosis and is oxygen dependent. He lives at home with me and is waiting for a lung transplant. When there are big storms and our power goes out, we need the power company to be able to get through right away, so that he doesn't have to go without oxygen. We also need to have ambulances able to get to our house right away.

I hope you rethink your proposal so that the people in our community can feel safe and have good access to the help they may need.

Thank you for your time,

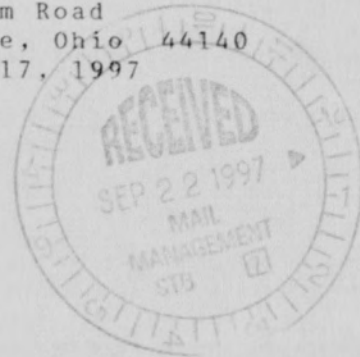
*Sarah Balas*

Sarah Balas

# ENVIRONMENTAL DOCUMENT

584 Fordham Road  
Bay Village, Ohio 44140  
September 17, 1997

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



Re: FD33388

Dear Sir and/or Madam:

This letter is being written to you in regards to your proposed increase of 13 trains to 43 through the community in which I reside. I am strongly opposed to this increase. Bay Village is a lovely community and your proposal would not add in any way to that.

Please give serious consideration to an alternative solution. Your efforts are appreciated.

Sincerely,

Jane Wallace

ENVIRONMENTAL  
DOCUMENT



September 10, 1997

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

Dear Sir:

Re: No. FD 33388

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

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

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

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

Sincerely,

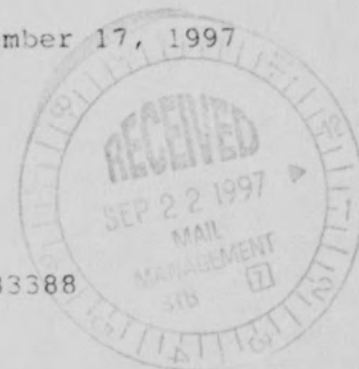
Address:

Allen Atkinson  
28025 W Oakland BV 47140

# ENVIRONMENTAL DOCUMENT

September 17, 1997

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



Federal Docket No. FD.33388

Gentlemen:

We are writing to you regarding the Norfolk and Southern proposal to increase the number of trains through the western suburbs of Northern Ohio to Cleveland from 13 to 38.

This situation will cause great harm to the people of these suburbs. The most important problem would be regarding the fire and ambulance service. Rocky River is almost cut in half by the railway, and Lakewood is in the same position. Bay Village has to go south of the tracks for a hospital. All the extra trains would cause dangerous delays to the people of the area, even 4 or 5 minutes delay can be the difference between life and death.

The police would also be hampered when on an emergency call.

Lakewood is in a very bad position, with over 20 streets crossing the tracks. There have been several serious accidents this year, and more trains would be an extra hazard, as people get irritated and careless when they have to wait.

This is a very serious situation which needs co-operation and discussion by all parties before a decision is made. I hope you will listen closely to the people in our area.

Sincerely:

*Dan & Brenda Porter*  
Dan & Brenda Porter  
23942 Oakland Road  
Bay Village, Oh. 44140



Re: FD33388

9/17/97

ENVIRONMENTAL  
DOCUMENT



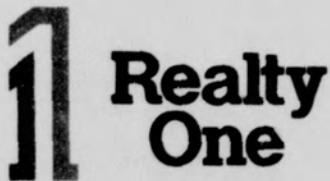
To Whom It May Concern

I AM AGAINST THE ACQUISITION OF CONRAIL  
BY NORFOLK + SOUTHERN RAILROAD.

THIS MERGER WOULD CAUSE AN INCREASE IN RAIL  
TRAFFIC IN THE WESTERN CLEVELAND SUBURBS. THIS IS  
NOT DESIRABLE IN OUR RESIDENTIAL COMMUNITIES

Thank you,

P. Clark



BAY VILLAGE OFFICE  
662 DOVER CENTER ROAD  
BAY VILLAGE, OHIO 44140-2376  
(216) 835-6500 (CLEVELAND)  
(216) 323-7525 (ELYRIA)  
(216) 933-6550 (AVON LAKE)  
FAX: (216) 835-1780

**ENVIRONMENTAL** September 10, 1997  
**DOCUMENT**



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

Dear Sir:

Re: No. FD 33388

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

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

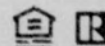
In closing, while railroads play a vital role in our country, common sense has to exist when the safety and welfare of literally thousands of individuals and families are at stake.

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

Sincerely,

*Judy E. Hammerschmidt*

Address: 29202 Lake Road  
Bay Village, Ohio 44140





BAY VILLAGE OFFICE  
662 DOVER CENTER ROAD  
BAY VILLAGE, OHIO 44140-2376  
(216) 835-6500 (CLEVELAND)  
(216) 323-7525 (ELYRIA)  
(216) 933-6550 (AVON LAKE)  
FAX: (216) 835-1780

ENVIRONMENTAL  
DOCUMENT

September 10, 1997



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

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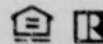
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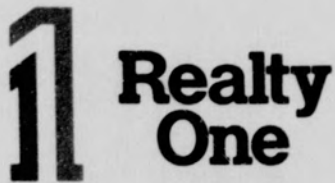
I thank you for reading my letter and I hope that an alternate solution will be forthcoming in the future.

Sincerely,

*Bernita L. DeLoe*

Address: 662 Dover Center  
Bay Village Oh 44140





BAY VILLAGE OFFICE  
 662 DOVER CENTER ROAD  
 BAY VILLAGE, OHIO 44140-2376  
 (216) 835-6500 (CLEVELAND)  
 (216) 323-7525 (ELYRIA)  
 (216) 933-6550 (AVON LAKE)  
 FAX: (216) 835-4780



**ENVIRONMENTAL  
 DOCUMENT**

September 10, 1997

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

Dear Sir:

Re: No. FD 33388

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

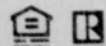
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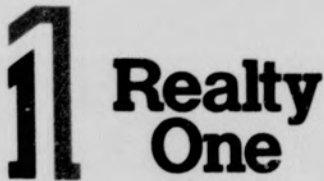
In closing, while railroads play a vital role in our country, common sense has to exist when the safety and welfare of literally thousands of individuals and families are at stake.

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

Sincerely,

Address: 30620 Willoway  
Bay Village

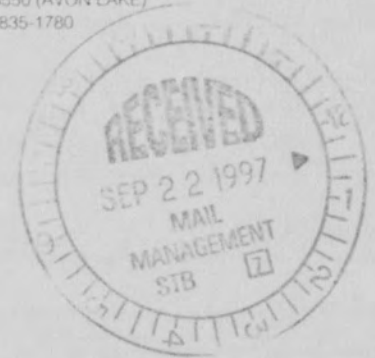




BAY VILLAGE OFFICE  
662 DOVER CENTER ROAD  
BAY VILLAGE, OHIO 44140-2376  
(216) 835-6500 (CLEVELAND)  
(216) 323-7525 (ELYRIA)  
(216) 933-6550 (AVON LAKE)  
FAX: (216) 835-1780

## ENVIRONMENTAL DOCUMENT

September 10, 1997



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

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

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

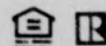
I thank you for reading my letter and I hope that an alternate solution will be forthcoming in the future.

Sincerely,

*Laura Jant*

Address:

*240 Spadler Rd  
Bay Village, Ohio  
44140*



ENVIRONMENTAL  
DOCUMENT

350 Bar Harbor Drive  
Bay Village, OH 44140  
September 17, 1997



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

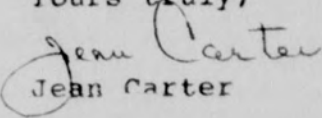
In Re: FD 33388

I want to express my objection to the Norfolk & Southern Railroad's proposal to increase rail traffic through the westshore communities.

Bradley Road is our access to facilities south of us. Traffic at the Bradley Road crossing is often backed up due to cars coming off I90 or traveling from Promenade Shopping Center. There is a road running parallel to the tracks which takes traffic west to Avon Lake. Cars turning west are an additional cause of congestion. I cannot imagine what it would be like if trains ran every 20 minutes as opposed to one every hour.

Please take into consideration the safety measures of this proposed change, if not the increased noise and dirt. I wake up most mornings to a train whistle that blows at 6 a.m.

Yours truly,

  
Jean Carter



BAY VILLAGE OFFICE  
662 DOVER CENTER ROAD  
BAY VILLAGE, OHIO 44140-2376  
(216) 835-6500 (CLEVELAND)  
(216) 323-7525 (ELYRIA)  
(216) 933-6550 (AVON LAKE)  
FAX: (216) 835-1780

ENVIRONMENTAL  
DOCUMENT

September 10, 1997



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

Dear Sir:

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

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

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

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

Sincerely,

Address: Marcia A Beifus  
31205 Kumerly Dr  
Bay Village, Ohio

**ENVIRONMENTAL  
DOCUMENT**

RICHARD J. RENNELL  
30540 Lake Road  
Bay Village, Ohio 44140



September 18, 1997

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

RE: FD 33388  
N & S Railroad

Dear Board,

Please accept this letter in opposition to Norfolk & Southern's proposal to increase the amount of rail traffic carried through Ohio's northshore communities from the current 13 trains per day to approximately 38 trains per day.

Based on my experience as a Bay Village Resident for 14 years, I can attest to the dangers that are inherent in allowing this increase in rail traffic simply based on the frequency with which crossings are currently blocked with no effective alternative. This is critical in emergency situations.

Additionally, this rail traverses many heavily populated areas including some the highest densities in the Country, leading to the increased dangers associated with crossings, both vehicular and pedestrian.

Finally, I believe that this increase in volume would have a very negative impact on the property values in the adjoining northshore communities dramatically affecting the individual property owner (taxpayer) as well as their tax base of the communities in general.

I urge you to say no to the proposal of the Norfolk & Southern. The gains that this publicly traded corporation would achieve are simply not worth the expenses to the affected individuals in these areas or the general public in the northshore communities.

Sincerely,

*Richard J. Rennell*  
Richard J. Rennell

cc: Mayor Thomas L. Jelepis  
City of Bay Village



# ENVIRONMENTAL DOCUMENT

LILLIAN A. TOTH  
30627 CAMBRIDGE CIRCLE  
BAY VILLAGE, OHIO 44140

September 15, 1997

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



Re: FD 33388

Gentlemen:

As a unit owner in the Bay Commons Condominium Association, I am writing to you to express my concern about the Norfolk & Southern Railroad's proposal to almost triple its traffic to thirty-eight trains per day. Our development is located directly north of the N & S track in western Bay Village, Ohio.

Many of our Bay Commons unit owners are senior citizens who receive medical care. Since all of our local hospitals are south of this railroad track, this would mean delay in getting emergency medical attention and possibly death. We are also concerned about the health hazards with this additional train traffic.

The population of this area and cities directly west has greatly increased and crossing this track during rush hours to get to downtown Cleveland via Ohio State Route 90 has already become a nightmare. The safety impact on all of us would be devastating. In addition the noise produced by these trains would be even more unbearable.

We are very worried about our property values as this would affect not only ourselves but our whole community. Bay Village has always been known for its excellent school system and the loss of these property taxes would destroy this school system.

We beg you on behalf of all the citizens of Bay Village, Lakewood and Rocky River, Ohio to disapprove this proposal so that our communities may remain the fine places to live as they are today.

Sincerely,

A handwritten signature in cursive script that reads "Lillian A. Toth".

Lillian A. Toth

STB

FD

33388

9-22-97

K

CITIES

# City of Olmsted Falls

FOUNDED IN 1814  
9722 COLUMBIA ROAD  
OLMSTED FALLS, OHIO 44138

ENVIRONMENTAL  
DOCUMENT

ADMINISTRATION BUILDING  
(216) 235-5550

September 18, 1997



Surface Transportation Board  
Washington, D.C. 20423

Attention: Elaine Kaiser, Chief  
Section of Environmental Analysis

Dear Ms. Kaiser:

I, Tom Jones, Mayor of the City of Olmsted Falls, will be testifying at the Federal Railroad Administration here in Lakewood, Ohio, on Sunday, September 21, 1997.

I will testify as to the concerns that need to be addressed and the safeguards that are needed for this region of Ohio and our City, Olmsted Falls, before any acquisition of Conrail by CSX and Norfolk Southern is approved.

Currently, 80 to 120 trains a day come through the downtown area of our City. Conrail is frequently cited into Mayor's Court for stopped trains that delay auto traffic on State Route 2 for periods of 10 minutes to 90 minutes. The unmoving auto traffic with motors running back up on both sides of the train for up to 3/4 of a mile. Needless to say, this air pollution contributes to ozone problems in our City which is part of Cuyahoga County where ozone alert days are held. Cuyahoga County has been listed as one area that must take unusual measures to bring the pollution down in the State of Ohio.

Crew changes, due to "outlawed crews" add further to the air pollution. The stopped trains, still running, block our crossing and wait for a new crew.

The health and safety of our residents north of the tracks are endangered due to the fact that our paramedics in the fire station do not have access to the other side of the tracks. This lack of access on all four crossings on the North tracks happens frequently enough that it creates a concern. We must call for mutual aid. When we call for mutual aid, we are asking another community to limit the help that is available to their community to solve a problem created by a railroad company. Further, we do not have access to the closest hospital where we have established telecommunications with to serve our residents. The ambulance covering on a mutual aid call to us must go to another hospital that is further away. Meetings have been held with the PUCO in Ohio over these concerns.

# City of Olmsted Falls

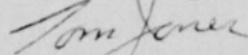
Elaine Kaiser  
September 18, 1997  
Page Two

Please include the above in your Environmental Analysis.

I am requesting that a Draft of the Environmental Input Statement (DEIS) be sent to our City in care of myself in late November, 1997 so that we may have further input prior to a report and possible decision by your Surface Transportation Board.

Thank you!

Respectfully,



Tom Jones  
Mayor

cc: Congressman Dennis Kucinich  
Senator John Glenn  
Senator Michael DeWine  
All Council Members  
Honorable Stan Trupo, Mayor of Berea, Ohio

STB

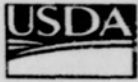
FD

33388

9-22-97

K

FEDS



United States  
Department of  
Agriculture

Natural  
Resources  
Conservation  
Service

Markade Center, Suite 250  
601 Business Loop 70 West  
Columbia, Missouri 65203

## ENVIRONMENTAL DOCUMENT

September 18, 1997



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

Dear Ms. Kaiser:

Upon my request, Malia Tee of your office provided me with parts 1-3 of the Environmental Report for the following:

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

As indicated in my July 16, 1997 letter to you, at this time I have no comments concerning this proposal. Operations within Missouri appear to be very limited. I was unable to locate specific sites of interest within Missouri in any of the three parts provided. Again, thank you for the opportunity to review these documents. If information concerning specific locations within Missouri is required, please do not hesitate to contact me.

Sincerely,

DENNIS K. POTTER  
Soil Scientist, Liaison

STB

FD

33388

9-22-97

K

PUBLIC

Sept. 17, 1997

FD 33388.

Federal Surface Transportation Board:

Concern about Train Traffic.

Steering Committee:

Being a resident of Lakewood  
I wish to protest proposed increased  
rail traffic through the West Shore  
suburbs.



U. S. Citizen  
Mrs. Helen Nowicki  
1260 Edwards Ave.  
Lakewood, Ohio 44107

**ENVIRONMENTAL  
DOCUMENT**



ENVIRONMENTAL  
DOCUMENT

29704 Knickerbocker Road  
Bay Village, Ohio 44140  
September 17, 1997

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

Re: FD33388

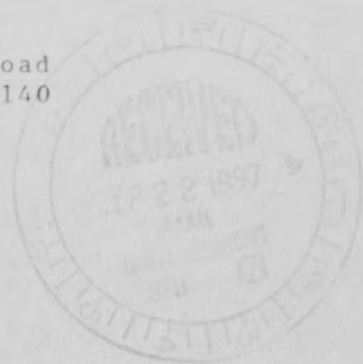
To Whom It May Concern:

Please be advised that I am strongly opposed to the increase of trains through my community. This train traffic will deteriorate my property value and I would appreciate any consideration to an alternative method. In addition, I would like to make a complaint regarding the blowing of the train whistles. For over 30 years I have resided on Knickerbocker and just recently the blowing of the train whistles has become a problem. It appears as if the engineers are blowing the whistles 3 and 4 times long before they are in their usual range of the crossing. In addition, there are occasions when the engineer blows the whistle after he has crossed Cahoon.

Any consideration you could give to alternative solutions and setting standards to only blow the train whistles when required would be greatly appreciated.

Sincerely,

*Jane Wallace*  
Jane Wallace



# ENVIRONMENTAL DOCUMENT

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



No. FD 33388

To Whom it may concern;

I am writing to you regarding a concern that I have about the increased number of trains that is proposed to go through Bay Village. We live very near the tracks and our concerns include the following:

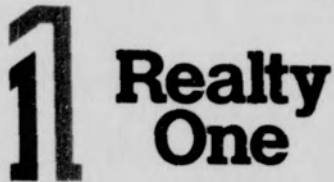
1. The increase amount of noise will be very disruptive to our lifestyle.
2. We are concerned about the traffic getting out of Bay Village, because there is only one route out of Bay that does not have to wait for a train (Clague Rd.) We feel that the backups would be exorbitant as well as dangerous if an ambulance were trying to leave Bay Village to go to West Shore St. Johns and Fairview General Hospital.
3. We are extremely concerned about the trains carrying hazardous materials and the danger to local residents if there were an accident.

We strongly urge you to reconsider increasing the number of trains for all of the above mentioned reasons. This is a problem not to be taken lightly considering that it affects thousands of lives.

Sincerely,

*Diane & Mike Poretsky*

Diane and Mike Poretsky  
621 Debbington Dr  
Bay Village, Ohio 44140



BAY VILLAGE OFFICE  
662 DOVER CENTER ROAD  
BAY VILLAGE, OHIO 44140-2376  
(216) 835-6500 (CLEVELAND)  
(216) 323-7525 (ELYRIA)  
(216) 933-6550 (AVON LAKE)  
FAX (216) 835-1780

**ENVIRONMENTAL  
DOCUMENT**

September 10, 1997



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

Dear Sir:

Re: No. FD 33388

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

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

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

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

Sincerely,

Address:

*Janalee B Jones*  
*28217 W. Oakland*  
*Bay Village, Ohio*  
*44140*



ENVIRONMENTAL  
DOCUMENT

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



No. FD 33388

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We strongly urge you to reconsider increasing the number of trains for all of the above mentioned reasons. This is a problem not to be taken lightly considering that it affects thousands of lives.

Sincerely,

A handwritten signature in cursive script that reads "Allison &amp; Scott Pohlkamp".

Allison and Scott Pohlkamp  
337 Canterbury Rd  
Bay Village, Ohio 44140

ENVIRONMENTAL  
DOCUMENT



Steven & Stephanie Gellerstedt  
558 Oakmoor Rd.  
Bay Village, OH 44140

September 19, 1997

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

No. FD 33388

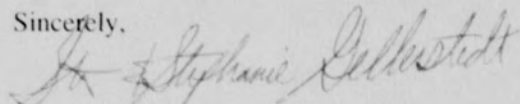
Dear Sirs:

My wife, Stephanie, and I have recently relocated to Bay Village, Ohio on the west side of Cleveland from Columbus and purchased a beautiful home on Oakmoor Road. One of the main reasons we chose Bay and the West side is its quiet, family atmosphere. In the time since our move, the only thing that breaks that serenity is the regular roars and whistles of a train on the tracks 2 blocks from our home.

As can be expected, we were extremely upset when we heard that the already too frequent interruptions would be tripled. This would be an extreme annoyance and must be fought at all costs. We cross the tracks several times each day and the risks associated with many more trains traveling too fast through residential neighborhoods is an egregious violation of our rights as residents in the area.

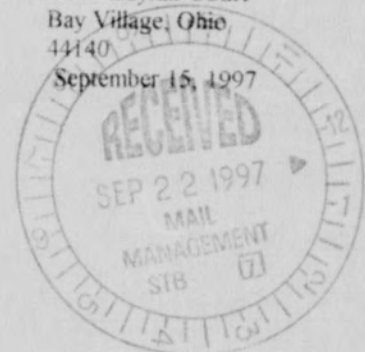
We are expecting our first child in February and expect to stay in our home for years to come. However, our concerns regarding the safety of our children may someday cause us to move to an area where their safety will not be in question. Do not allow Norfolk and Southern to increase the traffic on these tracks by even on train.

Sincerely,

  
Steven and Stephanie Gellerstedt

# ENVIRONMENTAL DOCUMENT

25309 Bayfair Court  
Bay Village, Ohio  
44140



September 15, 1997

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

FD 33388

To whom it may concern,

I am writing to you concerning the planned increase in rail traffic through our community of Bay Village. It saddens my heart to even think of this happening. All of us here would have to restructure our daily routines to work around the schedules of the railroads so we could pass over trains blocking roads. Why, we would be cut off from the areas south of our homes a good deal of the time. Think of the safety and health consequences. I myself am a diabetic with a serious heart condition, I sure would hate to be held up on the Columbia Road railroad tracks with an emergency while one of their trains is tying up our progress, this could result in death.

Norfolk & Southern are planning to increase train traffic through our community from 13 to 38 trains a day. That is not a few more a day, that is three times as much!! The traffic will be crazy with everybody looking for a way to get to other roads the trains don't cross over. My husband I can not live like that. We will most likely be forced to move somewhere else, somewhere they don't have a train problem like this.

Please do whatever you can to help us. Please block the proposal to allow N&S and CSX to be able to do this to our community.

We thank you sincerely,

Mr Austreberto V. Cruz

Mrs Madeline K Cruz

*Austreberto V Cruz*  
*Madeline K Cruz*

ENVIRONMENTAL  
DOCUMENT



Sept. 18, 1997

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

Reference: FD 33388

Dear federal analyst:

I oppose the proposal by Norfolk & Southern Railroad to approximately triple the rail traffic on the Conrail line running due west from Cleveland via Lakewood, Rocky River and Westlake-Bay Village into Lorain County.

Such an increase would diminish the residential nature of these communities and those to the west. There is little industrial land along this corridor; it is overwhelmingly a residential area, and a density of 35 to 40 trains a day would undoubtedly reduce the quality of life.

The noise of a passing train overwhelms a broadcast or conversation or a telephone call -- and the blast of a whistle at night is not romantic but disturbing. While our house backs onto the track, the noise pollution is just as severe some blocks away.

In addition, a greater density of rail traffic would impact safety by impeding the north-south flow of traffic as trains pass. You may know that there are no hospitals north of the tracks, and only one north-south overpass crossing in the western suburbs, so that ambulances and other emergency vehicles could be held up for precious minutes.

One must assume that the incidence of rail-related accidents would increase proportionally.

Finally, tripling the number of trains passing daily through these communities would assuredly reduce home values. And since there is little industry, this in turn would jeopardize school funding, as property tax revenues are key to funding local schools.

We hope your agency, in reviewing the acquisition of Conrail properties by Norfolk & Southern and CSX rail lines, can work to disallow the proposed traffic increase.

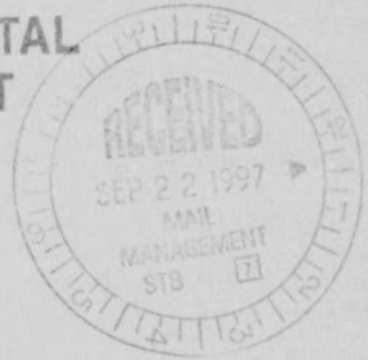
Sincerely,

*John R. Penick*

Mr. and Mrs. J. R. Penick  
28213 Knickerbocker Road  
Bay Village, OH 44140  
(216) 871-6636

Cc: U.S. Rep. Dennis Kucinich  
U.S. Rep. Sherrod Brown

ENVIRONMENTAL  
DOCUMENT



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

No. FD 33388

To Whom it may concern;

I am writing to you regarding a concern that I have about the increased number of trains that is proposed to go through Bay Village. We live very near the tracks and our concerns include the following:

1. The increase amount of noise will be very disruptive to our lifestyle.
2. We are concerned about the traffic getting out of Bay Village, because there is only one route out of Bay that does not have to wait for a train (Clague Rd.) We feel that the backups would be exorbitant as well as dangerous if an ambulance were trying to leave Bay Village to go to West Shore St. Johns and Fairview General Hospital.
3. We are extremely concerned about the trains carrying hazardous materials and the danger to local residents if there were an accident.

We strongly urge you to reconsider increasing the number of trains for all of the above mentioned reasons. This is a problem not to be taken lightly considering that it affects thousands of lives.

Sincerely,

*Barb Woodburn*  
*Ian Woodburn*

Barb and Ian Woodburn  
609 Welshire Dr.  
Bay Village, Ohio 44140



R. D. Bodnar  
20889 Beachwood Dr.  
Rocky River, OH 44116

ENVIRONMENTAL  
DOCUMENT



September 17, 1997

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

Dear Sir(s):

This letter is to express my concerns in regards to the CSX/Norfolk acquisition of Conrail. Specifically, my concern is with Norfolk's recent announcement that they intend to increase traffic from 13 trains each day to approximately 40 trains each day through the northwestern suburban area of Cleveland, Ohio.

The rail lines Norfolk wishes to increase rail traffic on virtually split three communities (Lakewood, Rocky River and Bay Village) in Cuyahoga County in half, north and south. The majority of the north and south areas are residential. Frankly, the rail lines look out of place in our communities. Each of these communities are upper middle class with many families and children. Much of our communities' support functions (i.e. fire, police, etc.) are located south of the tracks. I have observed several incidents where present rail traffic has hindered emergency response. The proposed increase in rail traffic (approximately two trains each hour) would surely decrease emergency response time, increasing the risk of fatality in situations where response time is critical.

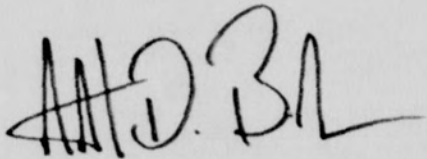
Many children walk across these tracks to get to school. I find it mind boggling that Norfolk wants to increase traffic through Lakewood (which has the highest population density of any city per square mile between New York and Chicago) even though fatal accidents have occurred here each year from both cars and pedestrians trying to cross these tracks. Pedestrian fatalities include children and senior citizens. Increased traffic will surely increase the number of accidents and fatalities that occur. Even Norfolk company spokesman have stated that when their trains go through these areas "they just cross their fingers and hang on .....hoping not to have an accident". The population density also creates a higher risk associated with derailments. A chemical or other hazardous material spill would affect a large population segment of the northwest Cleveland area.

Residential property values will surely plummet. Noise pollution and air pollution associated with the increase in traffic will negatively affect property values and ruin the standard of life for a large number of people. How would you and your family like to listen to train whistles and cars every thirty minutes? These communities are reminiscent of sleepy New England type towns. A standard of life will be destroyed so a corporation can prosper.

The Cuyahoga County Regional Transit Authority had been in negotiations with Conrail on the possible acquisition of and conversion of these rail lines to commuter rail. This would have helped alleviate auto traffic, noise and air pollution in the Cleveland area. This project appeared to have the support of most of the citizens in the area. If the traffic increase is approved, this will no longer be possible.

I urge you to take a close look at the proposed traffic increase. It just does not make sense for safety reasons alone. The economic affect on the individual property owners in the area will be devastating. I plead that you do not sacrifice the life of these communities for the benefit of corporate greed.

Very Truly Yours,

A handwritten signature in black ink, appearing to read "R.D. Bodnar". The signature is stylized with a large, sweeping initial "R" and "B".

Robert D. Bodnar

Mr. & Mrs. Ronald C. Romig  
625 Elmwood Road  
Bay Village, Ohio 44140  
(440) 892-0456

September 17, 1997



Congressman Dennis Kucinich  
14400 Detroit Avenue  
Lakewood, OH 44107

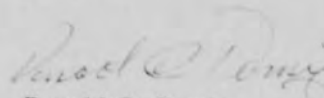
Dear Congressman Kucinich:


Please stop the proposal of increased rail traffic through our western suburbs. I live in Bay Village in a new development of 17 homes which extend from East Oviatt to the railroad tracks. Our main concerns are as follows:

- 1) **Property Values** ~ Our number one main concern is valuation of our property. Who would want to purchase our \$200,000 plus new home with the proposed substantial increase in train traffic? This is of great concern to my husband and me as we are over sixty years old and cannot afford to make a mistake now. Perhaps we already did. **WHY MUST MIDDLE CLASS AMERICA ALWAYS PAY THE ULTIMATE PRICE?**
- 2) **Emergency Services** ~ We would be virtually isolated from any emergency services. This must not be permitted at any cost.
- 3) **Safety** ~ This is a serious concern not only for children but for people living near tracks. Trains do derail. Also, who knows what freight and toxic material they may carry. Trains also stir up dirt and emit odors that pollute our neighborhood and streets.
- 4) **Noise Pollution** ~ Listen to them rumble, roar and blow whistles. This causes interrupted sleep for many residents. The resulting drowsiness and fatigue endangers their general safety and well-being and impairs their skills in the work place. This ultimately affects students' grade point averages as well. It is a proven well-known fact in the medical profession that sleep deprivation has caused many serious accidents.

Please leave Bay Village to be known as the City of Trees, not the City of Trains! Thank you for trying to help us.

Sincerely,

  
Ronald C. Romig

  
Linda L. Romig

cc: Thomas L. Jelepis, Mayor of Bay Village, Ohio  
Federal Surface Transportation Board - No. FD 33388

STB

FD

33388

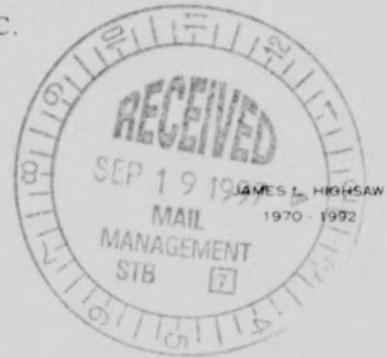
9-19-97

K

LAW

LAW OFFICES  
HIGHSAW, MAHONEY & CLARKE, P.C.  
SUITE 210

1050 SEVENTEENTH STREET, N.W.  
WASHINGTON, D.C. 20036  
202-296-8500  
TELECOPIER (202) 296-7143



WILLIAM G. MAHONEY  
JOHN O'B. CLARKE, JR.  
RICHARD S. EDELMAN  
L. PAT WYNNS  
MELISSA B. KIRGIS  
FRANCISCO J. RUBEN

September 17, 1997

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

**ENVIRONMENTAL  
DOCUMENT**

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

Re: *CSX Corp. etc., Norfolk Southern Corp., etc.--  
Control And Operating Leases/Agreements--Conrail,  
Inc., etc.*

Dear Ms. Kaiser:

I am writing with regard to the above-referenced proceeding ("Proceeding") concerning the CSX Corp. and Norfolk Southern Corp. ("Applicants") acquisition of control and division of lines of Conrail, Inc. ("Transaction") and the Environmental Impact Statement ("EIS") to be prepared in this Proceeding. Highsaw, Mahoney & Clarke, P.C. is representing a number of rail unions in this Proceeding referred to collectively for convenient description as the Allied Rail Unions ("ARU").

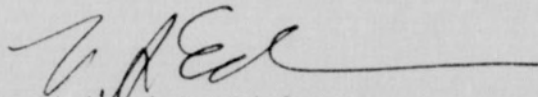
The purpose of this letter is to obtain information about the EIS process in this Proceeding. By notice served July 3, 1997 the STB issued a Notice of Intent to prepare an Environmental Impact Statement ("EIS") and Request For Comments On Proposed Scope which stated that SEA will prepare an EIS in this Proceeding and which sought comments on the scope of the EIS. However, the July 3 notice did not describe the method by which the EIS will be completed. Specifically, the notice did not state whether a consulting firm selected and/or paid for by the Applicants will have any role in the EIS process as has been done in some other ICC and STB proceedings. Accordingly, we request that you advise us as to: 1) whether any consulting firm/ consultant/expert witness/contractor or person outside the

Office of the Secretary  
ATTN: Elaine K. Kaiser

September 17, 1997  
Page 2

STB that has been selected by the Applicants and/or will be compensated by the Applicants will be involved in preparation of the EIS; 2) the identity of any such consulting firm/consultant/expert witness/contractor/outside person; and 3) the methods used for the selection and compensation of any such consulting firm/consultant/expert witness/contractor/outside person. We believe that this inquiry is properly directed to you under the July 3 Notice; if SEA believes that the information requested by ARU should be obtained by some other method, please advise us of that method. Thank you.

Sincerely,



Richard S. Edelman

cc: Parties on Restricted  
Service List

STB

FD

33388

9-19-97

K

PUBLIC

ENVIRONMENTAL  
DOCUMENT



No. FD-33388

Gentlemen:

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

Please help me to keep (NS) Norfolk and  
Southern Railroad from increasing the  
~~passage~~ of up to 38 more trains through  
the sensitive communities. We do not  
need so many more trains - as a long  
time resident I have seen or heard  
of many deaths on the tracks. Please  
help us on this program by Mr. S.

I had you - our mayor Tom  
Teleps is working day and night to  
prevent this ridiculous <sup>process</sup> of trains going through  
these towns.

Respectfully,  
(Mr.) James Lee  
resident 51 years in Bay T.



FD 33388

Sept 15, 1997  
1334 Nelson St  
Lakewood Ohio 44107

Fed. Surface Trans. Bd. ENVIRONMENTAL  
Section of Env Analysis DOCUMENT



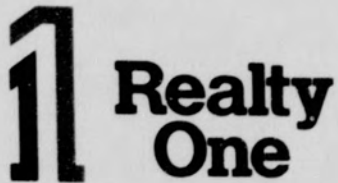
Dear Sirs:

Please listen to us, the people who  
live in Lakewood. Don't increase the rail  
traffic. There's got to be another way.  
At times the train is very slow, + very very loud.  
We have lived here for thirty-four years.

Sincerely yours

Method + Bertha Sulak  
81 yrs old                      79 yrs old

FD 33388



BAY VILLAGE OFFICE  
662 DOVER CENTER ROAD  
BAY VILLAGE, OHIO 44140-2376  
(216) 835-6500 (CLEVELAND)  
(216) 323-7525 (ELYRIA)  
(216) 933-6550 (AVON LAKE)  
FAX (216) 835-1780

## ENVIRONMENTAL DOCUMENT



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

Dear Sir:

Re: No. FD 33388

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

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

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

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

Sincerely,

*Joan Saulton*

Address:

*38 Road Dr  
Rocky River, Ohio*



# ENVIRONMENTAL DOCUMENT

September 15, 1997



No. FD 33388

Dear Sir:

I am writing in response to the proposed increase in rail traffic through the westshore communities in Ohio. As a resident of Rocky River, I am very concerned with several aspects of the increased traffic and the impact it will have on our community.

Rocky River is a family community that prides itself on providing an environment that promotes safety and welfare for our children. Increased traffic will compromise that safety. Affordable homes that are adjacent to the tracks will become undesirable. And unfortunately, children's fascination with trains could bring dangerous consequences.

The cargo of these trains is another aspect of concern. Trains transporting chemicals or other toxic materials could pose a major threat to the health and well being of residents living close to the tracks. An accident would be devastating. Although accidents are rare, increased traffic will also increase the risk.

Yes, we knew the train was there when we purchased our property. But this many, as are now being considered? The proposed increase would mean 38 daily interruptions as trains tumble and rock, spewing oil and dust as they pass through. Resale value of our homes will inevitably be affected.

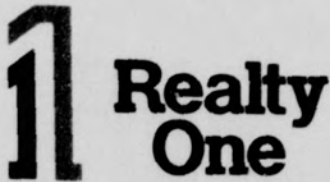
The proposed increase will indeed make more money for the CSX and Norfolk & Southern corporation; many people's lives in the westshore communities will be disrupted, however.

I would appreciate any help you, in your position, can give us in this matter.

Sincerely,

*Ann Moore*

Mrs. Ann Moore  
Box 16247  
Rocky River, Ohio 44116



BAY VILLAGE OFFICE  
662 DOVER CENTER ROAD  
BAY VILLAGE, OHIO 44140-2376  
(216) 835-6500 (CLEVELAND)  
(216) 323-7525 (ELYRIA)  
(216) 933-6550 (AVON LAKE)  
FAX (216) 835-1780

## ENVIRONMENTAL DOCUMENT

September 10, 1997



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

Dear Sir:

Re: No. FD 33388

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

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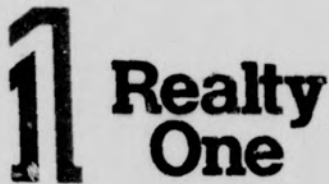
Sincerely,

*Mary Hadzylouka*

Address:

3771 Lake Rd  
Sheffield Lake Ohio  
44054





BAY VILLAGE OFFICE  
662 DOVER CENTER ROAD  
BAY VILLAGE, OHIO 44140-2376  
(216) 835-6500 (CLEVELAND)  
(216) 323-7525 (ELYRIA)  
(216) 933-6550 (AVON LAKE)  
FAX: (216) 835-1780

ENVIRONMENTAL  
DOCUMENT

September 10, 1997



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

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Re: No. FD 33388

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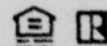
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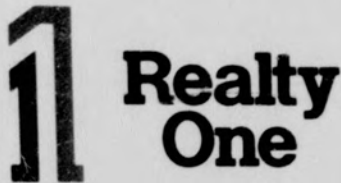
Sincerely,

*Rita K. Yardley - Pannell*

Res. Address: 1777 Wright Ave.  
Rocky River, Oh. 44116

WK: 622 Dover Center Rd.  
BAY VILLAGE, Ohio, 44140

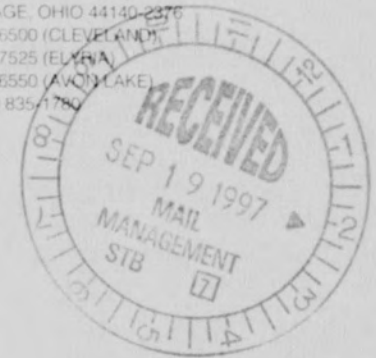




BAY VILLAGE OFFICE  
662 DOVER CENTER ROAD  
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FAX: (216) 835-1780

**ENVIRONMENTAL  
DOCUMENT**

September 10, 1997



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

Dear Sir:

Re: No. FD 33388

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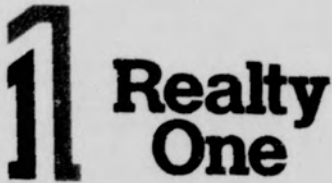
I thank you for reading my letter and I hope that an alternate solution will be forthcoming in the future.

Sincerely,

*Linda Karl*

Address: 31825 Bayview Dr. #100  
Avon Lake, OH 44012





BAY VILLAGE OFFICE  
662 DOVER CENTER ROAD  
BAY VILLAGE, OHIO 44140-2376  
(216) 835-6500 (CLEVELAND)  
(216) 323-7525 (ELYRIA)  
(216) 933-6550 (AVON LAKE)  
FAX: (216) 835-1760

**ENVIRONMENTAL DOCUMENT** September 10, 1997



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

Dear Sir: Re: No. FD 33388

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

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

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

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

Sincerely,

Address: Colleen Melner  
6433 Stekey Budge  
N. Budgeville, OH  
44039



ENVIRONMENTAL  
DOCUMENT

September 2, 1997

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



ATTENTION: Document Number FD33388

Gentlemen:

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

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

Our home is in Lakewood, Ohio where we have 28 streets that are bisected by NS tracks. Additional trains and longer, faster trains are a danger to our citizens and children. Lakewood does not have school busing and students attending 8 schools cross the tracks at least twice each day. Our police, fire and emergency vehicles would be seriously impacted by any increase in freight rail traffic through our city. More overpasses and underpasses would not remove all of the rail threats to our neighborhoods. On interstates through populated areas, signs bear the letters "HC" - hazardous cargo - with a slash through it, meaning certain trucks should take routes through industrialized areas, rather than through residential zones. Why shouldn't the same apply to freight trains?

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

Sincerely,

*Swian J. Fay*  
*Norman A. Fay*



# ENVIRONMENTAL DOCUMENT

Gordon and June Brumm  
1515 St. Charles Av.  
Lakewood OH 44107

September 15, 1997



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

ATTENTION: Document No. FD33368

We wish to add our voices to the protest against any addition to the rail freight traffic on the Cleveland-Vermilion line of the Norfolk and southern Railroad.

You are undoubtedly aware of the many evils of increased freight traffic on this line. But only those who live in the cities affected can appreciate what the burden of railroad traffic does to the city. We of course are mainly concerned with Lakewood. We know how close the railroad tracks are to people's homes. We know the constant hazard and worry resulting from the fact that small children walk near the tracks, especially those walking to school (Lakewood does not have school busing). We appreciate the frustrating delay entailed when one is driving from Clifton Blvd. to Detroit Ave. or the reverse and a train blocks the way.

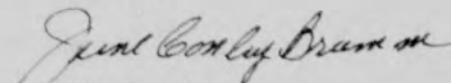
We know that emergency medical vehicles often have to cross the tracks to reach Lakewood Hospital. Any increase in rail traffic means a corresponding increase in risk of harmful or even fatal delay.

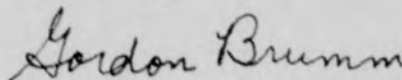
And of course an increase in rail traffic means an increase in air pollution and in the danger of toxic chemical spills or other consequences of derailment – always maximized by the close proximity of the railroad tracks to people's homes – not to mention the noxious sound of a train whistle next to one's bedroom window.

There is strong reason to protect Lakewood from the burden of increased rail traffic. Lakewood is the most densely populated municipality between New York and Chicago, and it is an inner ring suburb – one of those cities fighting to preserve its economic and social well-being against the forces that have in so many cases ravaged the inner cities. A large increase in rail traffic through the cities would do much damage to the city's efforts to maintain its economic base and the always-fragile morale of the community.

With these things in mind, we urge you to consider the health and welfare of tens of thousands of residents in lakewood and neighboring cities and prevent any increase in rail traffic along the Cleveland-Vermilion line and through our cities.

Sincerely,

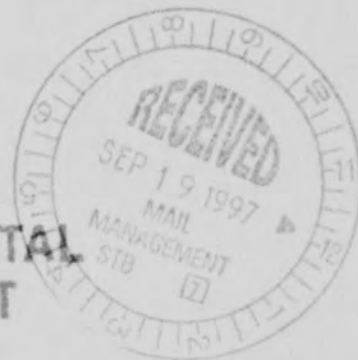
  
June Brumm

  
Gordon Brumm

Ms Elain K. Kaiser, Chief  
Section of Environmental Analysis

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

**ENVIRONMENTAL  
DOCUMENT**



Dear Ms. Kaiser,

This letter is written to bring to your attention a long-standing CONRAIL parking problem along W. Jubilee Street, Emmaus, PA.

With the help of State Representative Don Snyder, the residents and Rep. Snyder had reason to believe a solution to the problem had been agreed to and with the acquisition of CONRAIL by CSX, the instances of parking along W. Jubilee Street had declined. However, recently the lengthy train parking behind the homes has again become a problem.

The enclosed exhibits will give you a history of the problem and the attempt to arrive at a mutually satisfactory solution. The length of the parking can be an hour to as much as 3 hours. The reason for the parking along this stretch of track, instead of at the designated area, is the availability of restaurants.

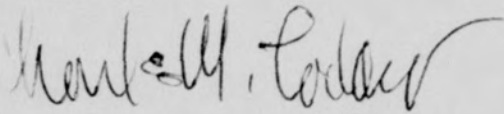
A designated stop for necessary parking was agreed to by both CONRAIL and Rep. Snyder and the residents. CSX and Norfolk-Southern engines stop at the designated area: CONRAIL engines do not. In the past, this luncheon/dinnertime parking was abusive and the attitude of CONRAIL arrogant. This attitude is amply attested to in the exhibits. No explanation was ever given by CONRAIL to convert this section of trackage into an overnight marshalling yard with crew changes.

Observations indicate CSX understands that a freight railroad, in order to make money, has to move volume freight as quickly and as often as possible. This is something the now defunct CONRAIL did not know how to accomplish and made possible a situation where engineers did as they pleased.

This letter and accompanying exhibits are sent to you for your consideration and information and as examples of what Rep. Don Snyder and the residents have tried to accomplish fairly. As I write, a CONRAIL train has been parked behind the homes for over 3 hours. The problem is easily solved. CONRAIL engineers who violate the designated parking area need to be disciplined in a meaningful way and as often as necessary to get the message across.

The undersigned will very much appreciate your interest in the foregoing CONRAIL parking problem and its impact on the lives of the people in the area. Thank you

Sincerely,



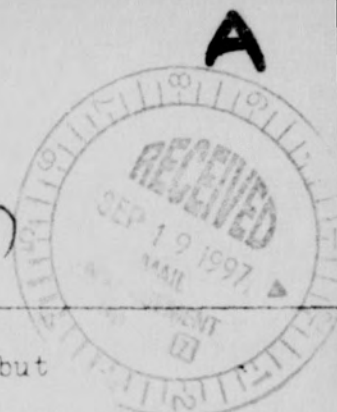
Charles M. Todaro

1250 West Jubilee St.  
Emmaus, PA 18049-3424  
610-965-9207

September 14, 1997

|                     |                    |
|---------------------|--------------------|
| Lera C. Miller      | Fay m. Gross       |
| George E. Blyler    | Peter & Gross      |
| Robert Blyler       | Judy Wenner        |
| Florence A. Nestor  | Denise Wenner      |
| Selin Oswald        | Bennett H. Gerhart |
| V.A. Oswald         | Martha T. Gerhart  |
| Jacqueline Todaro   | Linda E. Mecklen   |
| Thomas N. Casey     | Grace Sweigart     |
| Mary Margaret Casey | Dana Dues          |
| Annabelle Suss      | Kay Diehl          |
| Lisa A. Stenrod     | Inno Fox           |
| Robert J. Stuss     |                    |
| Betty Rohrback      |                    |
| David O. Miller     |                    |

CONRAIL PARKING



+ Train parking began January (1994),  
continued through July (1994) (6+ MONTHS)

. Parking time: 1 hour - 6, 8, 10 hours; during day but  
particularly between 5PM - 7AM, occasionally overnight,  
11 PM - 6 AM

- . engine running
  - . noise pollution
  - . air pollution
  - . home vibration
  - . diesel exhaust grease on homes
- ) RESIDENTS COULD NOT SLEEP

+ Train crews

- . Mac Donalds
- . Weiss Market
- . Weiss parking lot used for change of crews -  
used taxis, changed clothes
- . Snyder's office on at least one occasion told  
whereabouts of crew not known - sending a replacement  
crew
- . Snyder's office told Conrail employee assigned to monitor  
parking - Purpose? - parking continued - Snyder's  
office told employee on vacation
- . Conrail agreed to park below homes, vicinity of Emmaus  
pool - did not do so
- . Conrail excused parking: "crews come from all over"  
Engineers park as directed - TELEPHONE COMMUNICATION

+ Traffic flow

- . Inbound (Allentown) parking
- . Outbound - track used for both inbound and outbound traffic while train parked on inbound track

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+ Snyder's Office

- . Letters - "ban?" on parking
- . Result of "Special Educational train" - accidental meeting with supposed "High Conrail Official" by Snyder office manager - Sarah - relayed problem to official at Harrisburg meeting (attended by Snyder) - official promised relief - never happened
- . First Snyder contact approximately March 16, reported in East Penn Press with photo - Miner Johnson, Manager of Community Relations, totally ineffective.
- . "Official" told Snyder's office there were two sections of track where trains could park that had no housing in the vicinity
- . After each volume of complaints to Snyder's office, parking would stop for 3, 4, days, then would continue parking as it was before complaints

---

+ RAIL LINE

- . RIGHT-OF-WAY - "THRU-WAY"
- . NOT A SIDING FOR PARKING
- . OR TO BE USED FOR LAY-OVER

### Free parking?

A Conrail train is parked near Community Park while waiting to be sent to its ultimate destination. Conrail has been instructing train crews who have been put on hold to park here, rather than near the businesses and homes along W. Jubilee Street in Emmaus, where the frequent presence of trains for as much as several hours at a time has generated complaints about noise and fumes. Miner Johnson, manager of community relations for Conrail, said the problem has been created by the recent bad weather and a significant increase in the railroad's business due to an improving economy.

Trains just haven't been able to get to their destinations in normal times and have had to lay over at available sidings throughout the state. "What will be a 30-minute hold turns into a two-hour (or more) hold," Johnson said. "We're using every siding we can find." He said Conrail is working on alleviating the problem, and it should improve in about two weeks.

East Penn Press photo  
by RICHARD F. GAAL



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LOCAL/CLASSIFIED JULY 13-19 1994

PAGE 18  
EAST PENN PRESS

## Meeting to discuss Conrail train parking problem

A public meeting at Emmaus Borough Hall with Conrail officials has been called by state Rep. Don Snyder to discuss the ongoing problem of trains parking and idling behind homes along West Jubilee Street.

The meeting, set for 4 p.m. July 19, was called by state Rep. Don Snyder in response to continued complaints from residents in that area. Emmaus Borough Manager Bruce Fosselman said there probably won't be any information presented at that time.

about Conrail's plans to reconstruct the Fourth Street bridge, since the bids will have just been opened Monday. He hopes to have more information about the detour in the near future.

Residents started complaining last winter about trains parking and leaving their engines running for hours in the vicinity of West Jubilee Street. Conrail officials said the problem was created by increased traffic on the rail lines which sometimes means trains have to wait until they can get into a

particular destination.

Snyder said the engineers have been instructed to park their trains near Emmaus Community Park when they have to wait. However, they continue to park closer to the residential neighborhood because it is also close to Weis's Market, where they can take lunch breaks.

Snyder wrote to some 30 residents on West Jubilee Street informing them of the meeting.

E

MORNING CALL  
WED - JULY 20, 1994

# Idling trains cause stir in Emmaus

By JAMES LUH  
Of The Morning Call

Emmaus residents had a chance yesterday afternoon to hear out — and chew out — representatives from Conrail, which operates the trains residents say idle for hours on nearby tracks and plague their homes with noise and soot.

About 35 Emmaus residents came to Borough Hall to discuss their problems with state Rep. Don Snyder, R-134th District, and two Conrail representatives. Also on hand were borough officials and a

representative of U.S. Rep. Paul McHale, D-15th District.

Residents said Conrail trains left idling on the tracks next to W. Jubilee Street bring noise, vibration, smoke and soot to their homes for hours at a time, and train crews returning from fast-food restaurants litter the area.

One resident, Marie Urbanowicz, said she has been keeping extensive records of the comings and goings of idling trains and their crews' activities for several months. Urbanowicz promised to forward her logs to Conrail to aid its investigation.

Richard Juram, Conrail's superintendent for the Allentown terminal, explained the problem to residents and offered possible solutions. Juram said at times trains have to be held out of the Allentown yard because of congestion within the yard.

When eastbound trains are held out of the yard, Juram said, they are supposed to stop two-tenths of a mile east of the Turnpike's Northeast Extension between Chestnut Street and Emmaus Community Park. The problem arises, Juram said,

Please See TRAINS Page B4 ▶

## TRAINS

▶ Continued From Page B1

when trains go beyond that point and into the area north of W. Jubilee Street.

The key to solving the residents' problems, Juram said, is ensuring that train crews observe the mark.

"That's our focus point here," Juram said. "We're trying to tell people to stop west" of that point.

But circumstances have complicated that goal.

Recent Conrail personnel changes, Juram said, have made it more difficult for dispatchers to communicate exact stopping points to train operators.

Another problem Conrail faced recently, Juram said, was that a green pole designating the location was removed by vandals, and train crews did not know where to stop. Juram said the marker has been replaced.

Residents suggested another reason for their difficulties: Stopping past the mark leaves train crews a shorter walk to fast-food restaurants.

Conrail will take several steps to keep trains out of the W. Jubilee Street area, Juram said. First, he said, Conrail will ensure that dispatchers give clear instructions where to stop. Conrail will also give train crews a written copy of the instructions on where to stop. Juram said Conrail will also im-

prove enforcement and provide residents with a 24-hour telephone number to report violations.

But Juram balked at Snyder's suggestion to install an electronic signal.

"The cost of doing that would be really high," Juram said.

But Snyder said that would be a small price to pay to satisfy the residents.

"What would be the cost ... if these people file nuisance suits against Conrail?" he asked.

Residents seemed angry that the problem has persisted so long without significant improvement, especially because they thought it could be easily corrected if Conrail enforced its rules. But many residents seemed willing to give Conrail more time to correct the problem before they take more drastic action.

"We felt that the approach that [Juram] was taking was logical and deserved a shot," said resident Charles Todaro.

Snyder said if the situation does not improve significantly by Labor Day, residents might consider other avenues, such as legislation or court action.

Conrail community relations manager Minor Johnson also announced that the project to raise the S. 4th Street bridge to accommodate double-stacked railroad cars has been approved. Construction should begin in September and be completed by mid-December, Johnson said.



August 7, 1994

Mr. Minor E. Johnson, Jr.  
Manager-Community Relations  
CONRAIL  
Consolidated Rail Corporation  
20001 Market Street  
P.O. Box 41419  
Philadelphia, PA 19101-1419

Dear. Mr. Minor,

Your letter of August 3 commenting on my review of  
your comments at the meeting in Emmaus<sup>RECORDED</sup> by Rep. Snyder  
to discuss the CONRAIL parking problem is appreciated.

The reference to property values vis-a-vis CONRAIL is  
not correct. A number of people, myself included,  
made clear our complaints did not relate to the right-  
of-way. Home owners accepted that when they bought in.  
Rail traffic has not been a problem for residents -  
that is, moving rail traffic. The complaints focused  
on the constant, abusive, 24-hour parking behind the  
homes that would definitely have a negative effect on  
property values, especially when a home was put on  
the market for sale.

With track available for parking at the PA Turnpike  
overpass, distant from homes, there is no reason for  
CONRAIL not to use the track when operations so require.  
CONRAIL's own internal notifications, verbal and  
written, make clear parking, when required, is to be  
at the above noted place - not behind the homes, a ban  
ignored for 7 months regardless of complaints. CONRAIL  
made the rule because of available track for parking;

G

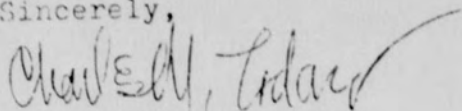
CONRAIL can observe its own rule; if it does so the confrontation will end.

The question still unanswered is why CONRAIL decided to use the eastbound track behind the homes on W. Jubilee Street as a layover yard, underscored by the westbound track used for both incoming and outgoing traffic, during the long, constant periods of eastbound parking. In this context, the use of the WEISS Market parking lot as a crew change point and the use of MacDonald's and Wendy's for lunch breaks and WEISS for food shopping is understandable.

Your closing statements are certainly accepted in the good spirit in which they are given. Residents are not interested in an adversarial relationship, an observation made repeatedly to Rep. Snyder. We simply want CONRAIL to play by rules of its own making. CONRAIL created the problem; CONRAIL can end it.

When a lifetime of accomplishment is seriously threatened, you can expect emotions to run high. There is no reason why the relationship between CONRAIL and residents cannot be other than amicable - but that will depend upon CONRAIL's attitude in the matter.

Sincerely,



Charles M. Todarc

1250 W. Jubilee Street  
Emmaus, PA 18049

cc: State Representative Donald Snyder

H

The group comes from many of the

EAST PENN PRESS 7/27 - 8/2 1994

# Conrail promises to resolve idling trains problem

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By Julia Paxson  
East Penn Press staff

Conrail officials last week promised some 40 angry Emmaus residents they will tackle the problem created for west end residents by trains idling near their homes.

The residents, most of whom live on West Jubilee Street, said the situation has been a problem since last winter. They said the trains sometimes park there for hours, generating noise, vibration and soot.

"We can't open our windows," one resident said.

The residents believe the trains park there instead of where they're supposed to stop because it's convenient to the fast food restaurants in the area where they can take lunch breaks. "We sit and watch them eat doughnuts," another resident said. Some of the crews then throw litter in the neighborhood.

The meeting at borough hall last week had been arranged by state Rep. Don Snyder, whose office has fielded many of the residents' complaints over the past several months.

Richard Joram of Conrail, superintendent of the Allentown terminal, promised to step up enforcement of the railroad's restrictions on where the trains are permitted to park. He said the trains frequently have to be stopped outside Emmaus for varying periods of time when the Allentown yard is congested.

However, the crews have been instructed, when they have to stop, to park two-tenths of a mile east of the Northeast Extension of the Tarnpike, between Chestnut Street and Emmaus Community Park, and no closer to Emmaus.

Joram told the residents they are

lucky there is a place for the trains to park away from residential areas. "There are towns where we have to hold trains where there's no place to hold them," he said.

He asked the residents to keep logs recording as much information as they can about trains which violate that policy, and report violations as soon as possible. Conrail community relations manager Minor Johnson said it is helpful to receive information immediately, then the crew can be told about the problem right away.

Joram declined to be specific about how crews are disciplined for violating the policy, except to say the disciplinary procedure begins with a verbal reprimand and could ultimately lead to firing. He promised to "blitz this for a couple of weeks" in an effort to improve the situation.

Johnson attributed the increase in the number of trains being held to an improvement in the economy. Conrail has seen business increase much faster than expected, he said.

He said circulars have been sent to all the crews who travel the route through Emmaus advising them of where they are permitted to park. He said it was the first time he had heard about crews throwing trash out their windows.

Johnson said Conrail would make every effort to improve the situation, but said he couldn't absolutely promise there will never be another train idling on the tracks there.

One resident pointed out that Johnson said back in February the problem was partly due to the bad winter weather, and should be corrected within a few weeks.

"I think you've had a chance," she declared.

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7.20.94

Rep. Donald Snyder  
228 State Avenue  
Emmaus, PA 18049

Dear Rep. Snyder,

Thank you for bringing the W. Jubilee Street residents and CONRAIL together for an exchange of ideas and concerns about the trail parking problem. Richard Juran was understanding and honest enough to admit he expected an ordinary complaint session but in fact found himself in the middle of a very serious, abusive CONRAIL practice that adversely effected the lives and property of far more than just a few families living close-by the right of way. Last night, about 12:40 AM, I realized there was a train parked but at a distance. A walk to the far end of Emmaus Community Park revealed a parked train where it was supposed to be: two tenths of a mile east of the Turnpike's Northeast Exstension, between Chestnut Street and Emmaus Community Park, with the engineer idling the engine to make as much noise as possible, the practical effect of which was not much of anything. So much for Minor Johnson's attempts to undercut Juran's proposals and discussion.

Minor Johnson, the residents are convinced, is a major negative factor in the problem. I was sitting directly behind him at the meeting and I and others close by overheard snide remarks he made concerning the residents. The man is an arrogant snob, disdainful, insolent and intransigent. He doesn't recognize there is a problem or refuses to , an ill-tempered PR man. If there is an address, the residents would sign a round-robin letter expressing this evaluation of Johnson. Perhaps you might

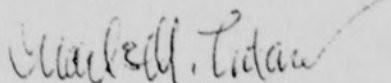
do this. In any event he should be absent from any future meetings.

Interestingly, the Morning Call reporter who attended the meeting because of my contacting the CITY Desk, evaluated both Johnson and Jura similarly to the residents - Johnson's body language was particularly revealing. The reporter, James Luh, called me at home for feedback reaction. I wanted publicity to have evidence in print.

Johnson's reprehensible attitude was in part engendered undoubtedly by his belief he was dealing with a bunch of railroad shuck inhabitants. He would be quite taken back by the interiors of these modest appearing homes and the fact the residents have all held management positions in major firms in the area, some in engineering. We are not, as he thinks, a collection of shanty town dummies.

Thank you for your excellent support of the residents and the excellent way in which you chaired the meeting and guided it safely through some very sticky wickets. As I'm sure you noted, this could have become a meeting that turned rowdy to no one's advantage.

Sincerely,



Charles M. Todaro

1250 West Jubilee Street  
965-9207

K

**Concerned  
citizens**

Residents of West Jubilee Street express their displeasure with the practice of trains idling for extended lengths of time adjacent to their Emmaus neighborhood.

East Penn Press photo  
by RICHARD F. GAAL



### Vote of thanks

Residents of West Broad and West Jubilee streets in Emmaus recently presented a plaque to state Rep. Don Snyder for his persistence in working with Conrail to resolve problems caused by trains parked and idling in their neighborhood.

East Penn Press photo  
by RICHARD F. GAAL



County

4-H

Veterinary

M

**4TH STREET BRIDGE**

**Jan. 13 latest  
estimated date  
to reopen road**

*EAST PENN PRESS 1/3/95*

*ORIGINAL - THANKSGIVING*

Construction workers were busy last week on the reconstruction of the Fourth Street railroad bridge in Emmaus, but despite their efforts, it wasn't open in time for Christmas, as Conrail had predicted last month.

According to a progress report from Conrail last week, the bridge is now expected to be reopened to vehicular traffic Jan. 13.

Conrail spokesperson Miner Johnson said last week the project isn't really behind schedule. In fact, statewide, the project, which involves reconstructing bridges wherever there is not enough clearance for new, double-deck railroad cars, is on or ahead of schedule.

Johnson could not say why the Emmaus bridge reconstruction has not been completed within the originally projected time frame.

The progress report from Conrail says the sidewalks and parapets on the superstructure are completed, as is one parapet on the approach to the bridge.

The other three approach parapets are expected to be completed by the first week in January. Bituminous paving was laid last week.



**MEN AT WORK PAVING THE SURFACE** of the Fourth Street railroad bridge in Emmaus, which is now expected to be completed by Jan. 13.

East Penn Press photo by RICHARD F. GAAL

PHOTOGRAPH BY RICHARD F. GAAL



A-2

East Penn Press

EAST PENN PRESS

3-18-74 96'

TOWNSHIP  
1250 W. JUBILEE ST.

AREA NEWS

## ConRail fails to appear to hear complaints

By John Hillman,  
East Penn Press writer

Macungie Borough Council met Monday night expecting to discuss recent problems with the ConRail crossing along Route 100 with ConRail representatives, but no one from ConRail showed up.

In the past month there have been two incidents that have closed the crossing for more than two hours each time, causing major traffic problems along Route 100. The first incident was a slow-moving train that passed the crossing at less than five miles an hour. Foot travelers waiting for the train to pass were tempted to climb the train and one adult and a teen actually clambered over

### MACUNGIE COUNCIL

the slow-moving cars to reach the other side.

The second incident occurred in the early morning hours when the train gates closed even though there was no train in the area. ConRail was contacted but it was almost two hours before workers arrived and discovered a section of broken rail had triggered the signal.

Council agreed to send another letter to ConRail, outlining the borough's concerns and asking representatives to attend a council meeting to discuss the situation.

In other business Monday, council consented to the transfer of the refuse contract from Danella to the new carrier, Chambers, due to the sale of the local services by Danella. Rob Smith, a Chambers representative present at Monday's meeting, assured council that all current services will continue as before and many of the same employees would be carried over with the new contract.

Council also approved the new Transient Retail Business Ordinance for the borough, which will replace the current ordinance and update the requirements.

Council heard complaints about individuals leaving recyclable materials at the recycling area when the area is closed. Council reminds all residents that the recycling center will be open only the second and fourth Saturdays of the month, and leaving bags or bundles of materials at the area without being placed in the recycling bins is considered littering and will be treated as such by the police.

Council announced that the Lehigh County Commissioners will be meeting in Macungie on the second Wednesday in May, as they move their meeting around the county to give local residents an opportunity to attend. Additional information regarding meeting time and agenda will be available nearer to the meeting date.

At its March 27 meeting, ...  
Wikane's resignation as chairperson of the commit-

EAST PENN PRESS APRIL 1-7, 1996

See **NEW COMMITTEE** on page A-3

## Council calls ConRail on the carpet

By John Hillman  
East Penn Press writer

MACUNGIE

Six representatives of ConRail and the Federal Railroad Association were present at Monday's Macungie Borough Council meeting to respond to complaints regarding two incidents at the railroad crossing along Route 100 in the borough.

Mario Corradi, division road foreman for the local area, discussed in detail the incident that closed the crossing for over a half-hour at 4 p.m. one afternoon, just as school buses and shift workers were traveling the heavily used area. Corradi said a service check was in progress in the area, which occurs on a random basis along all sections of track in accordance with federal safety regulations.

The engineer of the train elected to travel along the track, which had been given a "stop and proceed" safety status signal, at a minimum speed in order to avoid whatever hazard was on the track, something the engineer would not know until he actually reached the hazard. Any engineer who exceeds required speeds could be decertified, removed from his position, for increasing periods of time for each violation.

The engineer of the train in question had one violation already, Corradi said, and was being extra cautious as a result. Corradi said this is part of the random system of such safety checks and just happened to occur at a high-traffic time.

Council President Lynda Ippolito questioned what safety measures could be taken to assure neither chil-

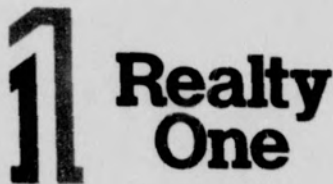
dren nor adults would be climbing over a slowly moving train, something she personally witnessed during this incidence, should there be a similar occurrence in the future. Corradi agreed this is neither safe nor legal and said in the future, when safety checks are to be done in this area during a time of heavy travel, borough police could be advised to be on the scene to prevent such activities. In addition, ConRail police could be dispatched to assist in maintaining safety in the area.

The second incident occurred during the morning, from approximately 5:30 to 8 a.m. when the train gates closed and the signals were activated due to a broken rail. Police Chief Larry Boyer said the county dispatcher advised ConRail at 5:30 when the signals were activated, but a maintenance worker was not dispatched until 7 a.m.. In addition, Boyer said, when the county dispatcher called to determine if assistance was on the way, the ConRail dispatcher hung up without answering.

Corradi said this was not normal procedure and promised to investigate fully to determine what happened to delay the repair crew. Ippolito said improved communication would be the key to making sure these isolated incidents do not become a normal occurrence. ConRail representatives agreed to enhance their contact with local authorities.

In other business Monday, council discussed what street repairs will be done this year and agreed to concentrate on two sections of Walnut and Vine streets for major repairs. Engineer Bill Erdman

See **COUNCIL** on page A-3



BAY VILLAGE OFFICE  
862 DOVER CENTER ROAD  
BAY VILLAGE, OHIO 44140-2376  
(216) 835-6500 (CLEVELAND)  
(216) 323-7525 (ELYRIA)  
(216) 933-6750 (AVON LAKE)  
FAX: (216) 835-1780

**ENVIRONMENTAL  
DOCUMENT**

September 10, 1997



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

Dear Sir:

Re: No. FD 33388

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

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

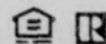
In closing, while railroads play a vital role in our country, common sense has to exist when the safety and welfare of literally thousands of individuals and families are at stake.

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

Sincerely,

Address:

*Sandy L. Rogos*  
*30500 Winston Ave.*  
*Bay Village, Ohio 44140*



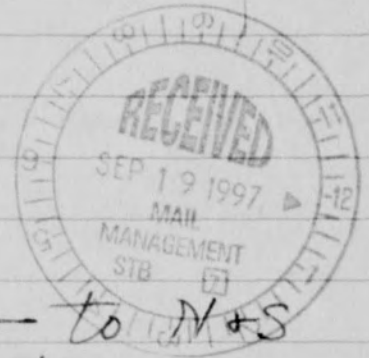
ENVIRONMENTAL  
DOCUMENT

PREPARED BY

9-16-97

SUBJ: FD 33388

TO: FST BOARD



A strongly object to N+S  
Railroad's proposal to  
increase rail traffic  
through our Cleveland Ohio  
Westshore communities.

Their intent to triple  
their traffic is totally  
unreasonable. There must  
be a better solution to  
N+S's needs.

Your support in this  
matter would be most  
appreciated.

Sincerely, June Y Hulse  
24809 ELECTRIC DR  
BAY VILLAGE, OH 44140

**ENVIRONMENTAL  
DOCUMENT**



September 12, 1997

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

No. FD 33388

To whom it may concern,

We are writing you to express our concern regarding the number of trains being increased on the East/West tracks that go past our neighborhood. We are concerned that the increase would jeopardize our ability to get to a hospital quickly should something happen to us or one of our three children. Recently one of our children required stitches in their hand and it would have been terrifying to have to wait excessively for a train to pass while going to the hospital that is less than 5 miles away. There is only one road out of Bay Village which does not go over the tracks and it is on the other end of town from us.

Another concern for us would be the increase in noise. Right now we do not notice the noise very often but three times the noise now would definitely change our neighborhood's atmosphere. Along with the noise concern regarding the trains would be the increased possibility of hazardous materials being transported and the danger of an accident that could threaten to harm our children.

Please keep us informed regarding this situation. We strongly urge you to reconsider increasing the number of trains that go by our Ohio home.

Sincerely,

A handwritten signature in cursive script, appearing to read "Sandra and Timothy Seidel".

Sandra and Timothy Seidel  
28928 Buchanan Drive  
Bay Village, Ohio 44140

ENVIRONMENTAL  
DOCUMENT

September 10, 1997



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

Dear Sir:

Re: No. FD 33388

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

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

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

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

Sincerely,

*Mr. + Mrs. Paul Heil*

Address: 29925 Winsor Dr  
Bay Village Ohio 44140

ENVIRONMENTAL  
DOCUMENT

Rocco Scotti  
31308 BEXLEY DR  
BAY VILLAGE  
OHIO



FD33388

44140

Sept 16th '97

Dear Sir ; The number of trains coming through our city is already objectionable - The increase in that number is absolutely out of the realm of acceptability, so don't even consider it. Not only would it be monstrously inconvenient, but the threat of safety would make it out of the question -  
FORGET IT !!

Rocco Scotti

September 12, 1997

Mr. Frank Brown  
Assistant Vice President  
Norfolk and Southern Railroad  
3 Commercial Place  
Norfolk Va 23510



Dear Mr. Brown

As a resident of Virginia and a former resident of Rocky River Ohio I need to ask some important questions which relate to the plans of your company to expand the number of trains which will be using the tracks through the northern section of Cuyahoga and Lorain counties in Ohio.

Several years ago your company removed one of the tracks , at considerable expense to the railroad and to the discomfort of the citizens of the communities which had to put up with the dirt and noise associated with the removal. Your company stated that the reason for the removal was to save money since there was not enough business to warrant two tracks.

If additional trains are added won't that cause safety problems? How will the trains be able to maneuver with only one tack along most of the way? Won't that cause trains having to wait causing noise, pollution and additional costs for the company since time is money?

It makes poor business sense to eliminate tracks and then add trains. It only makes sense then if more trains are to be added that the cities affected and the State of Ohio require (for safety sake) the tracks that were eliminated be reinstalled. The reason they were eliminated in the first place is no longer valid.

Having lived for 17 years next to the tracks I can attest that safety of school children who need to cross the tracks to attend school will be jeopardized. Also safety forces must cross the tracks to get to citizens who live on the other side of the tracks. The railroad has the opportunity to be a good American and use the tracks in the southern part of the county where less disruption will occur.

Sincerely

A handwritten signature in cursive script, appearing to read "Norman Lindway".

Norman Lindway  
1188 Scottsville Road  
Charlottesville Va 22902

*cc to Surface Transportation Bd.*



STB

FD

33388

9-16-97

K

PUBLIC

The original of this letter was sent on Thursday, September 11<sup>th</sup> by certified mail. In my haste to send it, I believe I failed to sign it - therefore, I am sending this signed copy so that you will have my signature -

30609 Cambridge Circle  
Bay Village, Ohio 44140  
September 10, 1997

**ENVIRONMENTAL  
DOCUMENT**

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

Re: ED 33388

Dear Sir/Madam:

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

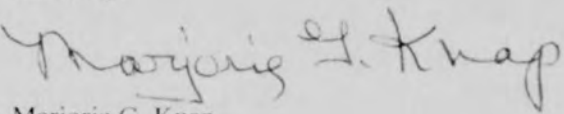
Granted about seven trains used to go by on these tracks in a 24-hour period until Norfolk & Southern and CSX Corporations moved to acquire Conrail. It is now stated by Norfolk & Southern to be fourteen a day. Many of these are noticeably longer and more heavily loaded than before, and we are told carry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

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

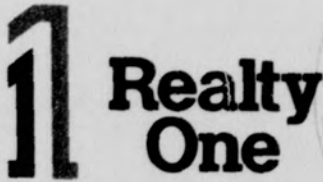
Rudy St. Louis, a staff attorney with the Transportation Board, has been quoted as saying the railroads "need to increase traffic to make money to pay off the merger."

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

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

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

cc: Congressman Dennis Kucinich  
Mayor Thomas L. Jelepis



BAY VILLAGE OFFICE  
662 DOVER CENTER ROAD  
BAY VILLAGE, OHIO 44140-2376  
(216) 835-6500 (CLEVELAND)  
(216) 323-7525 (ELYRIA)  
(216) 933-6550 (AVON LAKE)  
FAX: (216) 835-1780

## ENVIRONMENTAL DOCUMENT

September 10, 1997

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

Dear Sir:

Re: No. FD 33388

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

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

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

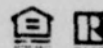
I thank you for reading my letter and I hope that an alternate solution will be forthcoming in the future.

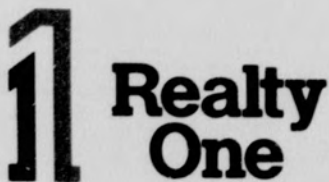
Sincerely,

*Anne Skill*

Address:

*30917 Huntington Woods  
Bay Village, OH 44140*





BAY VILLAGE OFFICE  
662 DOVER CENTER ROAD  
BAY VILLAGE, OHIO 44140-2376  
(216) 835-6500 (CLEVELAND)  
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## ENVIRONMENTAL DOCUMENT

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1925 K Street N.W.  
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In closing, while railroads play a vital role in our country, common sense has to exist when the safety and welfare of literally thousands of individuals and families are at stake.

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

Sincerely, *Deborah L. Moravito*

Address: 24230 N. OXFORD QUAIL  
NORTH OLINSTEAD, OH 44070





ENVIRONMENTAL  
DOCUMENT

September 10, 1997

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

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

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

Sincerely,

Address:

51108 Marshcreek Ln.  
Ray Village, Ohio  
44140



ENVIRONMENTAL  
DOCUMENT

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

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

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

Sincerely,

*Grant M. Ellenberger*

Address: 26902 Osborn Rd  
Bay Village Ohio 44140



John F. & Betty A. Gannon  
605 Elmwood Road  
Bay Village, Ohio 44140  
(440) 871-3201  
(440) 871-3241 - FAX

September 9, 1997

**ENVIRONMENTAL  
DOCUMENT**

Congressman Dennis Kucinich  
14400 Detroit Avenue  
Lakewood, OH 44107

Federal Surface Transportation Board — **No. FD 33388**  
Section of Environmental Analysis  
1925 K Street NW  
Washington, DC 20423

Re: Norfolk & Southern proposed increase in Rail Traffic

Dear Congressman Kucinich and FSTB:

We have been residents of beautiful Bay Village for ten years. Last year we had constructed a new home on Elmwood Road that is located five houses from train tracks. Much consideration went into that decision based on the train traffic.

After evaluating traffic patterns, and taking into account the talk we heard about the tracks being possibly abandoned altogether, we went forward with our new home.

The recent turnabout of events regarding the proposed increase in train traffic has us extremely concerned. We have very small children, including a developmentally delayed toddler that was very premature and who will require constant supervision for many years. The safety of our family is a primary concern, as well as the safety of the community in general as far as having access to roads during emergencies. The proposed increase in train traffic would seriously jeopardize these objectives. The noise generated by the trains is tolerable presently, but any increase in train traffic would elevate the noise pollution to unbearable levels. Furthermore, we feel the proposed increase would cause our neighborhood to lose property and resale values on our homes, for which we have only recently spent considerable sums of money.

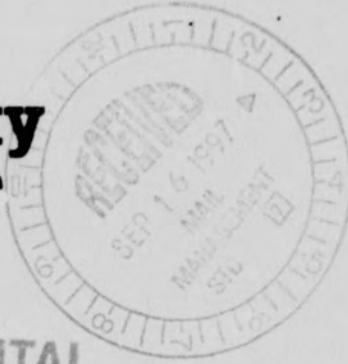
We strongly urge you to do everything in your power to assure that no increase in train traffic is permitted through the westshore communities in order to preserve the safety, peacefulness and splendor of our community.

Sincerely,

John F. Gannon

Betty A. Gannon

cc: Mayor Thomas L. Jelepis



BAY VILLAGE OFFICE  
662 DOVER CENTER ROAD  
BAY VILLAGE, OHIO 44140-2376  
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**ENVIRONMENTAL  
DOCUMENT**

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1925 K Street N.W.  
Washington, D.C. 20423

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

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

Sincerely,

Address: 25668 Lake Rd.

Bay Village, OH 44140





No FD 3338E  
Federal Surface Transportation Board  
Section of Environmental Analysis  
1925 K Street NW  
Washington DC 20423



## ENVIRONMENTAL DOCUMENT

Sept. 9, 1997

Dear Board,

I am very concerned about the Norfolk and Southern Railroad acquiring the assets of Conrail which would increase the traffic on the Norfolk rails. As you know the tracks cut off many of the western suburbs from all hospitals, and in some cases the emergency vehicles cannot even reach half of the city. To increase the number of trains per day seriously jeopardizes the safety of the citizens in these communities. Please do everything you can to maintain our health and safety.

Sincerely,

*Mary Brasted*

Mary Brasted  
590 Revere Dr  
Bay Village, 44140

September 8, 1997

(No. FD 33388)

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

**ENVIRONMENTAL  
DOCUMENT**

Dear Board Members:

I'm writing to add my voice to the protest over the Norfolk and Southern Railroad's proposed increase in rail traffic from approximately 13 to 38 trains per day throughout Cleveland's westshore communities.

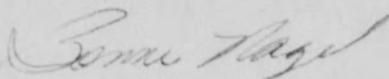
The impact this proposal would have on daily living on Cleveland's west side would be immediate and long-lasting. While I can not speak for all of Cleveland's west side or even Bay Village I can bring speak to the impact this increase in traffic would bring to my own small neighborhood.

If the numerous elderly in my neighborhood are anything like the other west side elderly, I believe the increase in railroad traffic would cause them a great deal of stress and anxiety. Increased stress over having to cross tracks that even now, many of them find intimidating and difficult to travel. Increased anxiety over losing precious time should they need transporting to a hospital emergency room. Stressful and anxiety ridden drivers do not make safe drivers.

As the parent of two small children I too share many of the same concerns. In addition, I fear for the west side children who must cross these tracks daily to travel to and from: school, after-school care, recreational programs, church, etc. I have concerns that car drivers, further delayed by increased railroad traffic, will find themselves with increased "road rage" and thus be the cause of more accidents. Our children already find the streets unsafe, and believe they will become even more so should Norfolk & Southern's plan become a reality.

Thank you for this opportunity to share my opinions and opposition. I look forward to following your responses to this situation.

Sincerely,



Bonnie Nagel

592 Debbington Drive  
Bay Village, Ohio 44140

(440)892-0082

ENVIRONMENTAL  
DOCUMENT

September 2, 1997

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



ATTENTION: Document Number FD33388

Gentlemen:

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

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

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

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

Sincerely,

*Rose Slavit*  
*1639 Clarence Ave*  
*Lakewood 44107*

September 2, 1997

ENVIRONMENTAL  
DOCUMENT

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

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Sincerely,

*Donald H. Vassil*  
*2066 Clarence Ave.*  
*Lakewood, Ohio 44107*

ENVIRONMENTAL  
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1925 K Street, NW  
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Sincerely,

*Anna Facko*  
*1609 Alameda Ave.*  
*Lakewood, Ohio*  
*44107-4934*

ENVIRONMENTAL  
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September 2, 1997

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Section of Environment Analysis  
1925 K Street, NW  
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Again, please consider the health and safety of thousands of residents in Northern Ohio and prevent the escalation of unsafe and unhealthy freight movement through our cities along Lake Erie.

Sincerely,

*Eleonore L. Utrata  
1500 Alameda Ave  
Lakewood, Ohio 44107*

ENVIRONMENTAL  
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1925 K Street, NW  
Washington, DC 20433

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Sincerely,

Bill Ormonde  
2203 Watertown  
Lkwd Ohio  
44107

ENVIRONMENTAL  
DOCUMENT

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Section of Environment Analysis  
1925 K Street, NW  
Washington, DC 20433

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Sincerely,

*Bernice Herbert*  
*1339 Riverside*  
*Lakewood*



STB

FD

33388

9-16-97

K

PUBLIC

# ENVIRONMENTAL DOCUMENT

September 4, 1997

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



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Sincerely,

*Geraldine Nelson*

*1288 Nicholson*

*Lakewood Oh 44107*

*216-521-2662*

# ENVIRONMENTAL DOCUMENT

September 2, 1997

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Section of Environment Analysis  
1925 K Street, NW  
Washington, DC 20433

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Sincerely,

*Angela Krizova  
15623 Lake Ave.  
Lakewood, Ohio 44107*

ENVIRONMENTAL  
DOCUMENT

To: Federal Surface Transportation Board  
From: The Galang Family  
Re: No. FD 33388  
Date: Sept. 10, 1997

Two years ago, my husband and I purchased our first home. We chose to buy a home in Bay Village, Ohio, because we felt it was the perfect city to raise our two young children, due to its location, low crime rate, and excellent school system. We are quite distressed at the proposal made by Norfolk and Southern to increase railroad traffic through our city. Not only will the noise increase in our neighborhood but it will make it more difficult to enter and exit Bay Village, posing problems especially in Emergency Situations. We would greatly appreciate your help in persuading Norfolk + Southern to determine an alternate route. The safety and welfare of an "All-American City" is at stake. Thank you for your time and attention.

Sincerely,

Dawn M Galang

ENVIRONMENTAL  
DOCUMENT



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

ATTENTION: Document Number FD33388

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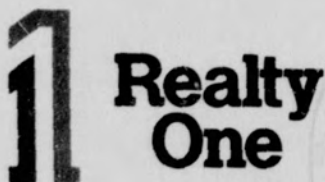
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Again, please consider the health and safety of thousands of residents in Northern Ohio and prevent the escalation of unsafe and unhealthy freight movement through our cities along Lake Erie.

Sincerely,

*David & Berge De Witt*

*P.S. We recently gave birth to our first child. Our concern is heightened due to this wonderful event.*



BAY VILLAGE OFFICE  
662 DOVER CENTER ROAD  
BAY VILLAGE, OHIO 44140-2376  
(216) 835-6500 (CLEVELAND)  
(216) 323-7525 (ELYRIA)  
(216) 933-6550 (AVON LAKE)  
FAX (216) 835-1780

## ENVIRONMENTAL DOCUMENT

September 10, 1997

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

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

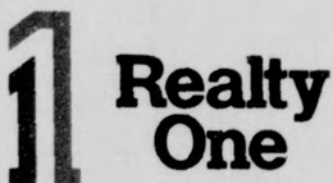
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Sincerely,

*Bretchen Kresge*

Address:

1407 Owego St #3  
LAKWOOD OH 44107



BAY VILLAGE OFFICE  
662 DOVER CENTER ROAD  
BAY VILLAGE, OHIO 44140-2376  
(216) 835-6500 (CLEVELAND)  
(216) 323-7525 (ELYRIA)  
(216) 933-6550 (AVON LAKE)  
FAX: (216) 835-1760

**ENVIRONMENTAL  
DOCUMENT**

September 10, 1997

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

Dear Sir:

Re: No. FD 33388

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

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

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

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

Sincerely,

Address:

501 Cattoen

Bay Village, O. 44140



**ENVIRONMENTAL  
DOCUMENT**



Martha Beno  
25715 Eaton Way  
Bay Village, Oh 44140

September 11, 1997

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

To Whom It May Concern:

This letter is in regard to the proposed acquisition by Norfolk & Southern of Conrail assets which will increase railroad traffic in several western suburbs in northeast Ohio.

This increase in railroad traffic will have quite a negative impact on our community. The railroad tracks are located in residential areas and an increase in the number of trains per day will pose several problems: traffic congestion, safety issues, noise, and pollution. If this proposal is approved, the well-being of thousands of Ohio residents will be compromised.

Please take some time to investigate this issue and explore other avenues which would be beneficial to all the parties involved. We understand that railroads play a vital role in our country, but common sense must prevail when the safety and welfare of so many residents are in jeopardy.

Sincerely,

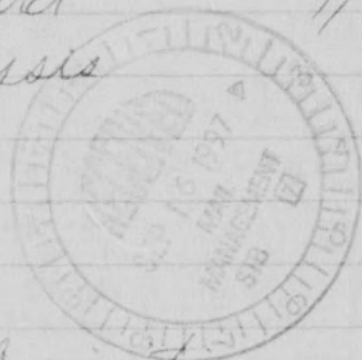
*Martha C Beno*

Martha C. Beno



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

9/10/97



RE: FD 33388

Norfolk + Southern's Conrail Acquisition  
emphasizing increased traffic.

ENVIRONMENTAL  
DOCUMENT

Dear Sir/Madame,

I believe this increased rail traffic will threaten the safety & well being of my community. We have very few access roads and many many children in the area.

I am very concerned about this proposed increase. Please recognize my concerns & understand my desire to stop any increase in rail traffic through my community.

Sincerely,

Maire McAdams

29113 Foote Rd

Bay Village, OH 44140

ENVIRONMENTAL  
DOCUMENT

September 11, 1997

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



To Whom it May Concern:

I am a Bay Village, Ohio resident writing to vehemently oppose the Norfolk & Southern Railroads proposed increase in rail traffic (No. FD33388). I am most concerned about the safety and health impact an additional 25 trains per day would present. The communities along these tracks are densely populated with families going to work and children walking and riding to school.

I strongly oppose the almost tripling of rail traffic through these communities and appreciate your concerted effort to ensure our neighborhoods, health, safety, housing values and economic prosperity are not destroyed by such a proposition.

Sincerely,

Anne Browning  
26505 Russell Road  
Bay Village, Ohio 44140

A handwritten signature in cursive script that reads "Anne Browning".



BAY VILLAGE OFFICE  
662 DOVER CENTER ROAD  
BAY VILLAGE, OHIO 44140-2376  
(216) 835-6500 (CLEVELAND)  
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(216) 933-6550 (AVON LAKE)  
FAX (216) 835-1780

## ENVIRONMENTAL DOCUMENT

September 10, 1997

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

Dear Sir:

Re: No. FD 33388

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

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

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

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

Sincerely, *Kathleen Heck*

Address: 30105-B Center Ridge Rd  
Westlake, OH 44145



ENVIRONMENTAL  
DOCUMENT

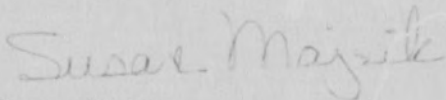
September 10, 1997

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

Re: FD 33388

I am opposed to Norfolk & Southern increasing their rail traffic through the westshore communities. I feel that increasing the rail traffic from 13 to approximately 38 trains per day will be hazardous to residents, not to mention annoying. I feel it would limit access to emergency vehicles and virtually cut off access to hospitals and emergency care facilities to those of us living in the affected neighborhoods. As an annoyance factor, the noise would be overwhelming to those people living close to the railroad tracks, and traffic on affected streets would only get worse than it already is.

Sincerely,



Susan Majzik  
372 Elmwood Road  
Bay Village, OH 44140  
(440)835-5621



BAY VILLAGE OFFICE  
662 DOVER CENTER ROAD  
BAY VILLAGE, OHIO 44140-2376  
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(216) 323-7525 (ELYRIA)  
(216) 933-6550 (AVON LAKE)  
FAX (216) 835-1780

**ENVIRONMENTAL  
DOCUMENT**

September 10, 1997

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

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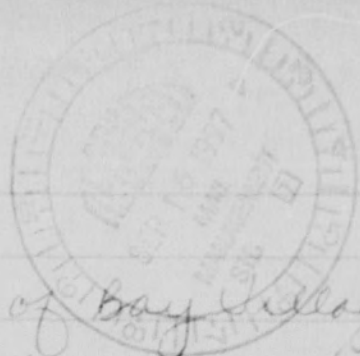
In closing, while railroads play a vital role in our country, common sense has to exist when the safety and welfare of literally thousands of individuals and families are at stake.

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

Sincerely,

Address: 27015 Wolf Rd.  
Bay Village

ENVIRONMENTAL  
DOCUMENT



9/9/97

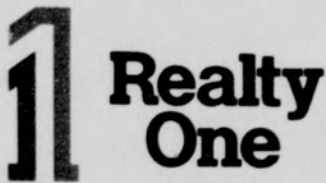
To whom it may concern.

I am a resident of Bay Village and live two blocks away from the railroad tracks. I am often woken up during the night from loud trains.

If the number of trains were to increase from approximately 13 to 39, as proposed by N+S Railroad, I would find the noise, disruption, and traffic intolerable.

As a tax payer of Bay Village (and I pay high taxes) I am strongly opposed to this proposal. Everyone should be able to enjoy the community they live in.

Sincerely,  
Beck Hare



BAY VILLAGE OFFICE  
662 DOVER CENTER ROAD  
BAY VILLAGE, OHIO 44140-2376  
(216) 835-6500 (CLEVELAND)  
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(216) 933-6550 (AVON LAKE)  
FAX: (216) 835-1780

**ENVIRONMENTAL  
DOCUMENT**

September 10, 1997

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

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Re: No. FD 33388

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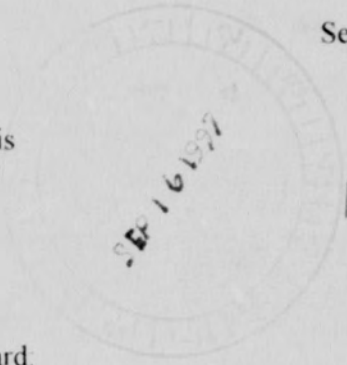
I thank you for reading my letter and I hope that an alternate solution will be forthcoming in the future.

Sincerely,

Address: 24230 NO. OXFORD AVAL  
NO. OLIVIERO, OH. 44070

September 12, 1997

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



**ENVIRONMENTAL  
DOCUMENT**

Docket # FD33388

Dear Surface Transportation Board:

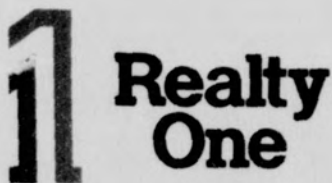
We are totally opposed to any increase of rail traffic through the West Shore suburbs of Cleveland, Ohio. We would like you to do what is necessary to prevent the Norfolk and Southern Railway Company from increasing rail traffic on its line through Cleveland, Lakewood, Rocky River, Bay Village, and Avon Lake, Ohio.

Thank you,  
Jill and Brian Duffin

A handwritten signature in cursive script that reads 'Jill and Brian Duffin'.

325 Northcliff Drive  
Rocky River, OH 44116





BAY VILLAGE OFFICE  
662 DOVER CENTER ROAD  
BAY VILLAGE, OHIO 44140-2376  
(216) 835-6500 (CLEVELAND)  
(216) 323-7525 (ELYRIA)  
(216) 933-6553 (AVON LAKE)  
FAX: (216) 835-1780

**ENVIRONMENTAL  
DOCUMENT**

September 10, 1997

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

Dear Sir:

Re: No. FD 33388

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

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

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

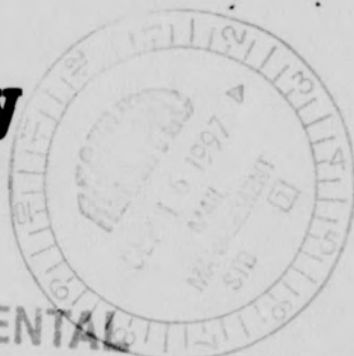
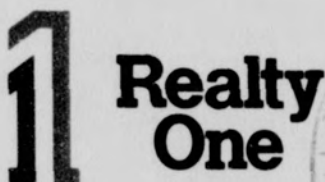
I thank you for reading my letter and I hope that an alternate solution will be forthcoming in the future.

Sincerely,

*J.A. Butler*

Address:

323 Bradley Rd  
Bay Village, OH 44140



BAY VILLAGE OFFICE  
662 DOVER CENTER ROAD  
BAY VILLAGE, OHIO 44140-2376  
(216) 835-6500 (CLEVELAND)  
(216) 323-7525 (ELYRIA)  
(216) 933-6550 (AVON LAKE)  
FAX (216) 835-1780

**ENVIRONMENTAL  
DOCUMENT**

September 10, 1997

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

Dear Sir:

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

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

Sincerely,

*Beverly H. Montgomerie*

Address: 489 Walmas Dr  
Bay Village, Oh 44140





ENVIRONMENTAL DOCUMENT

BAY VILLAGE OFFICE  
862 DOVER CENTER ROAD  
BAY VILLAGE, OHIO 44140-2376  
(216) 835-6500 (CLEVELAND)  
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September 10, 1997

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

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

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

Sincerely,

Address: 1365 Belle Avenue

Lakewood, OH 44107-2619

10 doors South of railroad crossing



STB

FD

33388

9-16-97

K

PUBLIC

ENVIRONMENTAL  
DOCUMENT

September 2, 1997

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



ATTENTION: Document Number FD33388

Gentlemen:

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

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

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

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

Sincerely,

*Mary S. Kelly*

# ENVIRONMENTAL DOCUMENT



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

ATTENTION: Document Number FD33388

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

Sincerely,

*Rosemary Bell*  
213 S. Grand  
Lakewood Ohio  
44107

September 6, 1997

ENVIRONMENTAL  
DOCUMENT

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

ATTENTION: Document Number FD33388

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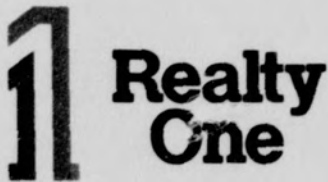
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Again, please consider the health and safety of thousands of residents in Northern Ohio and prevent the escalation of unsafe and unhealthy freight movement through our cities along Lake Erie.

Sincerely,

*Linda Burgess*  
*William Hughes*



BAY VILLAGE OFFICE  
662 DOVER CENTER ROAD  
BAY VILLAGE, OHIO 44140  
(216) 835-6500 (CLEVELAND)  
(216) 323-7525 (ELYRIA)  
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FAX: (216) 835-1780



## ENVIRONMENTAL DOCUMENT

September 10, 1997

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

Dear Sir:

Re: No. FD 33388

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

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

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

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

Sincerely, *Kate McElwain*

Address: 27056 Lake Rd.  
Bay Village, Ohio 44140





ENVIRONMENTAL  
DOCUMENT

September 8, 1997

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



To whom it may concern:

As a resident of Bay Village, I am writing to express my strong opposition to the Norfolk & Southern Railroad proposal to increase rail traffic through the West shore communities from 13 to approximately 38 trains per day (No. FD 33388). I am deeply concern about the effect this proposal would have on our communities' safety and quality of life.

My family and I would appreciate all of your efforts in preventing this proposal from being implemented.

Sincerely,

A handwritten signature in cursive script that reads "Carrie W. Engelbrecht".

Carrie W. Engelbrecht

ENVIRONMENTAL  
DOCUMENT



September 8, 1997

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

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As a resident of Bay Village, I am writing to express my strong opposition to the Norfolk & Southern Railroad proposal to increase rail traffic through the West shore communities from 13 to approximately 38 trains per day (No. FD 33388). I am deeply concern about the effect this proposal would have on our communities' safety and quality of life.

My family and I would appreciate all of your efforts in preventing this proposal from being implemented.

Sincerely,

A handwritten signature in cursive script, which appears to read "John P. Engelbrecht", is written over a horizontal line.

John P. Engelbrecht

ENVIRONMENTAL  
DOCUMENT

752 Elmwood Road  
Rocky River, OH 44116  
September 10, 1997

Surface Transportation Board  
1925 K St. NW  
Washington, DC 20423  
Federal Docket Number FD33388



We are writing to oppose the proposed increase in surface rail traffic by Norfolk-Southern through the western suburbs of Cleveland - Lakewood, Rocky River, Bay Village, Avon, etc.

We have lived in our present home, about 125 yards from the railroad tracks, for the past 26 years. We have reached an uneasy accommodation with the present rail traffic. But it is definitely uneasy. A child was killed at our crossing not so many years ago. Although the nearby interstate highway prohibits the transport of hazardous chemicals, it is not uncommon to observe a dozen tank cars of sulphuric acid rumbling down the track through what is, in effect, a continuous residential neighborhood. Noise is objectionable, particularly during the nighttime when some of the inconsiderate cowboys insist on excessive warning horn blasts. Many trains are excessively long (I suspect illegally so), which presents a potential safety problem for response of emergency vehicles. And that is just a description of the *present* situation.

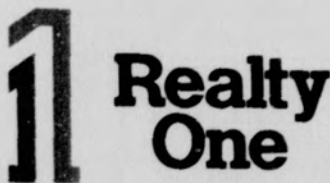
Instituting a unilateral step change which would roughly triple the rail traffic is outrageous and totally unacceptable. A status quo situation has evolved over the years. The railroad tracks pass through some very stable and exceptionally good residential neighborhoods. Nearly tripling rail traffic through these neighborhoods would have a devastating economic effect on the real estate values and tax revenues, and the dollar amounts would surely rival the increased profits anticipated by Norfolk-Southern. The increased noise, exposure to hazardous chemicals, pollution from diesel engines and their cargo, the delay of emergency vehicles, and the increased potential for life-threatening accidents are powerful factors to justify rejection of the proposed traffic increase.

We strongly urge you to oppose this inconsiderate and foolish proposal.

Sincerely,

A handwritten signature in cursive script, which appears to read "Nelson L. Sanger". Below the signature, the name "Jean M. Sanger" is written in a similar cursive style.

Nelson L. Sanger  
Jean M. Sanger



BAY VILLAGE OFFICE  
662 DOVER CENTER ROAD  
BAY VILLAGE, OHIO 44140-2376  
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**ENVIRONMENTAL  
DOCUMENT**

September 10, 1997

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

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

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

Sincerely,

*Maryann Stuparovic*

Address: 26821 Bruce Rd.

Bay Village Ohio 44140

NO. FD 33388

September 30, 1997

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

ENVIRONMENTAL  
DOCUMENT

To Whom It May Concern:

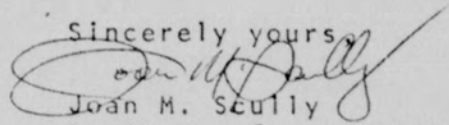
This letter is in regard to the proposed increase in the Norfolk & Southern rail traffic through the westshore communities - from 13 to 38 trains per day.

The safety, health and economic impact this change would have on our surrounding communities would be devastating. As you may know, the proposed change would mean trains would be passing through our western communities every 35 to 40 minutes - throughout the day and night.

Would you and your family continue to live in a community with that amount of train traffic day and night!

Please, for the safety of children on bikes, families in cars and surrounding houses near the railroads do not allow the increase in train traffic to take place.

Sincerely yours,

  
Joan M. Scully  
Resident of Bay Village

jms

Joan M. Scully  
27878 Osborn Road  
Bay Village, Ohio 44140



BAY VILLAGE OFFICE  
662 DOVER CENTER ROAD  
BAY VILLAGE, OHIO 44140-2376  
(216) 835-6500 (CLEVELAND)  
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## ENVIRONMENTAL DOCUMENT

September 10, 1997

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

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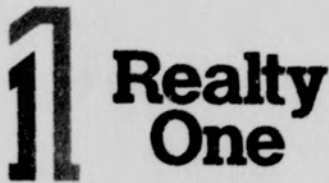
I thank you for reading my letter and I hope that an alternate solution will be forthcoming in the future.

Sincerely,

*Rouen Rouis*

Address:

*2065 Radcliffe Dr.  
Westlake, Oh 44145*



BAY VILLAGE OFFICE  
662 DOVER CENTER ROAD  
BAY VILLAGE, OHIO 44140-2376  
(216) 835-6500 (CLEVELAND)  
(216) 323-7525 (ELYRIA)  
(216) 933-6550 (AVON LAKE)  
FAX: (216) 835-1780

## ENVIRONMENTAL DOCUMENT

September 10, 1997

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

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

Sincerely,

Address: 27858 Washington Way  
Westlake 44145



United States  
Department of  
Agriculture

Natural  
Resources  
Conservation  
Service

Michigan State Office  
Room 101  
1405 South Harrison Road  
East Lansing, MI 48823-5243

September 16, 1997

## ENVIRONMENTAL DOCUMENT

File Code 190-13

Elaine K. Kaiser  
Chief, Section of Environmental Analysis  
Office of the Secretary  
STB Finance Docket No. 33388  
Surface Transportation Board  
1925 K Street, N.W.  
Washington, D.C. 20423-0001



Subject: Comments on Supplemental Environmental Report, Docket No. 33388

This letter is in response to Finance Docket No. 33388, Supplemental Environmental Report for CSX Corporation, CSX Transportation, Norfolk Southern Corporation and Norfolk Southern Railway Company's proposal to acquire control and divide assets of Conrail.

We have determined that this proposal will not adversely impact prime and unique farmlands in Michigan.

If you have any questions on this matter please contact Lynn Sampson, NRCS State Biologist at 517-337-6701 ext. 1207.

Sincerely,

Jane Hardisty  
State Conservationist - Michigan

cc: Charles Whitmore, Regional Conservationist, NRCS, Madison WI.



ENVIRONMENTAL  
DOCUMENT

474 Canterbury Road  
Bay Village, Ohio 44140  
September 9, 1997

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

RE: FD 33388

Gentlemen:

I am writing to express my strong concerns regarding the N&S and CSX acquisition of Conrail assets that will result in a proposed 300% increase in rail traffic through the westshore communities of Northern Ohio.

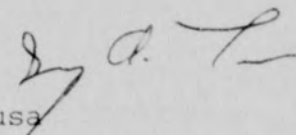
This increased rail service through the Bay Village and Westlake area will cause a significant increase in traffic congestion to the already heavily taxed Interstate 90 exits at Columbia and Crocker-Bassett Roads. These two exits are currently bogged down during peak traffic hours and blocked rail crossings will add more disruption and danger.

The increased rail traffic will endanger Bay Village, Ohio residents because it impacts the ability of emergency vehicles to use direct routes to medical facilities at St. John Westshore and Fairview Hospitals when crossings are blocked. It impacts the ability of adjoining communities to provide fire and emergency support in a timely manner when crossings are blocked.

While I agree some of these conditions now exist, it is not on the same magnitude as proposed by increases of rail traffic from 13 to 38 trains per day.

Your support in seeking alternative routes is requested.

Sincerely,

  
George A. Tusa

ENVIRONMENTAL  
DOCUMENT

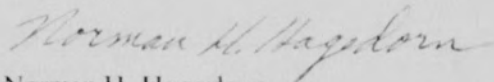
Federal Surface Transportation Board  
Section of Environmental Analysis  
1925 K Street NW  
Washington, DC 20423

FD 33388

Dear Madam/Sir:

I am writing to express my deep concern over the possible acquisition of Conrail assets in Northern Ohio by Norfolk & Southern (N&S) Railroad and CSX. These assets consist in part of the east-west railroad tracks separating the lakeshore communities from their southern neighbors. N&S has proposed an increase of rail traffic on this line from 13 to approximately 38 trains per day. It is not difficult to predict ambulances, trying to reach injured or sick people in the northern communities, having to wait unacceptable periods of time while one or more passing trains block their paths. Similarly for ambulances attempting to convey patients back to the health care facilities in the more southern communities. In the same way, fire departments in one community, when attempting to assist a department in another community on the other side of the tracks, could be detained. These situations could have serious detrimental effects on the property, the health and the very lives of the people affected by this ill-conceived proposal. I sincerely urge you to include these very probable dangerous occurrences in your deliberations over the proposed acquisition of the Conrail assets.

Sincerely,



Norman H. Hagedorn

31022 Walker Rd.

Bay Village, OH 44140

# ENVIRONMENTAL DOCUMENT

24232 Russell Rd.  
Bay Village, OH 44140  
Sept. 10, 1997

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

SEP 16 1997

NO FD 33308

Gentleman,

If the N&S and CSX Railroads acquisition of Conrail is successful, the N&S has proposed to increase rail traffic through the western Cleveland suburbs from 13 to approximately 38 trains per day.

This would be very disasterous from every environmental, safety, vehicular traffic traffic stabdpoint imaginable.

Please do not let this happen!

Very sincerely,

*John P. Thompson*  
John P. Thompson  
*Mary P. Thompson*  
Mary P. Thompson



BAY VILLAGE OFFICE  
662 DOVER CENTER ROAD  
BAY VILLAGE, OHIO 44140-2376  
(216) 835-6500 (CLEVELAND)  
(216) 323-7525 (ELYRIA)  
(216) 933-6550 (AVON LAKE)  
FAX (216) 835-1780

**ENVIRONMENTAL  
DOCUMENT**

September 10, 1997

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

Dear Sir:

Re: No. FD 33388

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

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

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

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

Sincerely,

*Susan Douglas*

Susan Douglas

Address: 474 Kenilworth Rd

Bay Village Oh 44140





BAY VILLAGE OFFICE  
662 DOVER CENTER ROAD  
BAY VILLAGE, OHIO 44140-2376  
(216) 835-6500 (CLEVELAND)  
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ENVIRONMENTAL  
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September 10, 1997



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

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

Sincerely,

Address:

*Carole Vedda*  
*31108 Manchester Lane*  
*Bay Village, Oh 44140*



BAY VILLAGE OFFICE  
662 DOVER CENTER ROAD  
BAY VILLAGE, OHIO 44140-2376  
(216) 835-6500 (CLEVELAND)  
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**ENVIRONMENTAL** September 10, 1997  
**DOCUMENT**

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

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

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

Sincerely,

*Suzetta Cahill*

Address:

*1900 Lake Rd*  
*Rocky River, OH 44116*

September 10, 1997

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

**ENVIRONMENTAL  
DOCUMENT**



Dear Sirs:

This is a plea for your help in preventing the Norfolk & Southern Railroad from adding traffic on the tracks going through the western suburbs, Bay Village in particular.

Added traffic on these tracks would have a devastating effect on residents wishing to go outside the city limits, to the south, east or west. The result would be virtual entrapment. Needless to say, fire, police, paramedics trying to make a quick run to the nearest hospital would be stymied in their efforts to provide service to Bay residents. Even school buses would not be able to make their schedules.

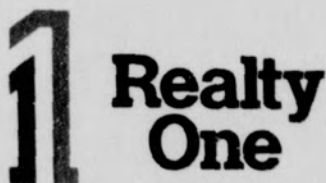
No doubt property values would go down, businesses would not wish to locate in a city so isolated. I know you have been advised of all these problems.

As our representative, please do all in your power to see that this action on the part of the railroad does not happen. Thank you for your efforts on our behalf.

Respectfully,

A handwritten signature in cursive script that reads "Doris Saul".

Doris Saul , Property Owner  
25921 Wolf Road  
Bay Village, OH 44140



# ENVIRONMENTAL DOCUMENT

BAY VILLAGE OFFICE  
662 DOVER CENTER ROAD  
BAY VILLAGE, OHIO 44140-2376  
(216) 835-6500 (CLEVELAND)  
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FAX: (216) 835-1780

September 10, 1997



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

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Re: No. FD 33388

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

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

Sincerely,

*Christa May*

Address:

*2602 Bakers Dr.  
Westlake OH 44145*



STB

FD

33388

9-15-97

K

PUBLIC

**Birke, David****From:** Jim and Paige Owens**Sent:** Monday, September 15, 1997 11:05 AM**To:** dbirks@hdrinc.com**Subject:** Conrail Acquisition Public Outreach Comment**ENVIRONMENTAL  
DOCUMENT**

This comment was received 9/15/97 11:04:58 AM

**CONTACT INFORMATION:**Jim and Paige Owens  
727 Wedgewood Dr.  
Avon Lake, OH 44012phone: (440) 933-4945  
email: jowens@en.com  
fax:**CENTRAL ADMINISTRATIVE UNIT**

REC'D: 9/15/97

DOCUMENT # 9/17/97 5:29:11PM

**REGARDING:**

conrail

**CATEGORIZED BY COMMENTOR AS:**

general.

**COMMENTS:**

As residents of an Avon Lake neighborhood near the railroad tracks, we implore you to reject the Conrail acquisition. We are very concerned about noise (it's bad enough already with the 13-14 trains a day), safety (we can foresee emergency vehicles getting stuck on the other side of the tracks), and the severe impact this would have on property values in our lovely community. Please, please don't do this.

**DISCLAIMER:** SEA will consider all comments regarding potential environmental impacts during its environmental review of the proposed acquisition. However, since electronic transmissions do not comply with certain STB filing requirements, comments received via the website will NOT be entered into STB's formal public record.

If you would like to have your comments entered into STB's formal public record, please refer to the procedures discussed in the Filing Environmental Comments section.

This message was processed and a copy sent to Jim and Paige Owens [jowens@en.com].

STB

FD

33388

9-12-97

K

CITIES

HC: DR

SEA's Environmental Hotline

9/17/97 6:30:35 PM

Retrieval Form  
(888) 869-1997

**ENVIRONMENTAL  
DOCUMENT**

Date: 9/12

Time: 9:30AM

Initials: BF

**CALLER INFORMATION:**

Name: Stephanie Roberts Telephone Number: (216) 930-4101

Title: \_\_\_\_\_

Agency: City of Avon Lake

Street Address: 150 Avon Belden RD

City: Avon Lake State: OH Zip Code: 44012

**REASON FOR CALL:**

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

- Send - Fact sheet } Mailed.  
- Scoping package }

**FOLLOW-UP ACTION TAKEN:**

- Returned call 9/12/97
- Sent fact sheet + scope 9/15/97
- Sent environmental report
- Other action taken

- wants to know if they need to serve all POR for NOI in decision 21.

NOTES: Wants to know  
When public comments should be made concerning the environ. Analysis. If comments can't be made before the deadline at end of September please call.

STB

FD

• 33388

9-18-97

K

• PUBLIC

Docket number 33389  
SEP 14 1997

Seaford Transportation Board  
gentle

Public Safety  
Traffic Department  
of Cleveland, a highly congested  
district of homes and light businesses,  
a section of prime real estate in our  
area.

Plans for road repaving  
availability of police force and  
accident records which could  
mean life or death in many instances.

Why can't the Norfolk and  
Soudon have up with the New  
York Central through Berra and South  
of Cleveland to solve this problem?  
Franklin has been purchased at great  
expense so now is your chance to  
proceed for the benefit of so many  
people.

NTAL  
DOCUMENT  
B. P. Pickett  
1911 1/2 S. Main St. Elyria  
Westlake, OH 44095

ENVIRONMENTAL  
DOCUMENT

Susan G. Grunberg  
1226 Overlook  
Lakewood, Ohio 44107



To Whom It may Concern:

I have been a resident of Lakewood, Ohio for 15 years and have happily raised four children who benefited from the variety of people and the wealth of services offered by the city. Although its population is very dense, we have always prided ourselves in looking out for each other and our community.

In that spirit, I share my feelings on the proposed increase in rail traffic through our city. I am outraged at the thought of so many lives being put in harm's way to satisfy the greed of the rail system. I encourage those considering this change to come to Lakewood + watch the children crossing the tracks going to + from school, the EMS workers being frustrated in an attempted rescue by the passage of yet another train and

the old couple who feel powerless to fight against the plan that will reduce their only valuable monetary asset, their home.

To endanger the health of tens of thousands along the tracks in the Western suburbs seems unconscionable. The dust exposure, noise pollution and possible danger from a chemical spill will reduce the desirability of living in these fine old suburbs.

I strongly encourage those in charge of this disastrous plan to reconsider.

Sincerely,  
Susan Grimberg



September 13, 1997

SERVICE TRANSPORTATION BOARD  
1925 K Street N.W.  
Washington, D.C. 20423

Re: 33388

Gentlemen:

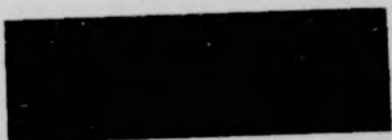
As a resident of an apartment building which is adjacent to the Norfolk Southern Railroad tracks, I protest the proposal to increase the train traffic on this road.

1. From my apartment window I often see emergency vehicles crossing these tracks. There are times when I have seen one of these vehicles held up by a passing train. This can be a matter of life or death.
2. The shrieking whistles of these trains can be heard from 15-20 blocks away. As they approach it is impossible to carry on a conversation or listen to the radio or TV. Even my son in Alaska, or sister in Phoenix have heard these trains during a long distance call.
3. Our apartm. — constantly have a heavy infiltration of a grit like dust from the trains.
4. In spite of only one set of tracks we still have occasional train-car accidents. How many more will we have with an increase of 20 or more trains a day.
5. Lakewood and the adjoining suburbs are very desirable areas to live in. This increased traffic will deter many from purchasing homes in the area, or from renting apartments. This will decrease property values and tax revenues.

Please think much more than twice about the disastrous results of increasing train traffic.

Sincerely,

*Patricia E. Moore*

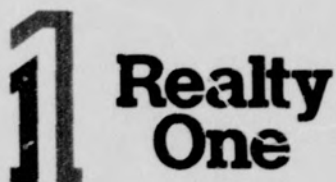


STB FD

33388

9-18-97

K PUBLIC



BAY VILLAGE OFFICE  
662 DOVER CENTER ROAD  
BAY VILLAGE, OHIO 44140-2376  
(216) 835-6500 (CLEVELAND)  
(216) 323-7525 (ELYRIA)  
(216) 933-6550 (AVON LAKE)  
FAX: (216) 835-1780

ENVIRONMENTAL  
DOCUMENT

September 10, 1997

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

Dear Sir:

Re: No. FD 33388

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

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

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

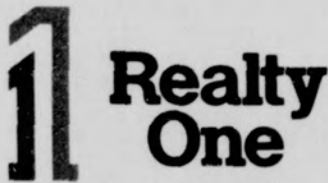
I thank you for reading my letter and I hope that an alternate solution will be forthcoming in the future.

Sincerely,

*Jack Eagleeye*

Address:

*385 Appleblossom Ln  
Bay Village, OH 44140*



BAY VILLAGE OFFICE  
662 DOVER CENTER ROAD  
BAY VILLAGE, OHIO 44140-2376  
(216) 835-6500 (CLEVELAND)  
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## ENVIRONMENTAL DOCUMENT

September 10, 1997

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

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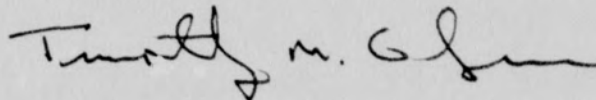
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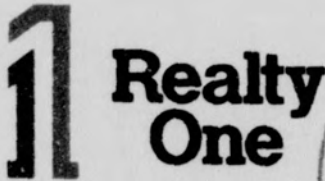
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Sincerely, 

Address: 534 UPLAND RD  
BAY VILLAGE, OH  
44140



BAY VILLAGE OFFICE  
662 DOVER CENTER ROAD  
BAY VILLAGE, OHIO 44140-2376  
(216) 835-6500 (CLEVELAND)  
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**ENVIRONMENTAL  
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September 10, 1997

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1925 K Street N.W.  
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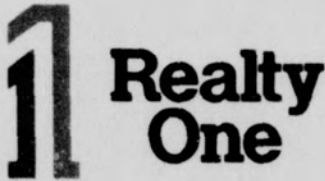
I thank you for reading my letter and I hope that an alternate solution will be forthcoming in the future.

Sincerely,

*Jacques B Miller*

Address: 551 Capron

Bay Village, OH 44140



BAY VILLAGE OFFICE  
662 DOVER CENTER ROAD  
BAY VILLAGE, OHIO 44140-2376  
(216) 835-6500 (CLEVELAND)  
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ENVIRONMENTAL  
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September 10, 1997

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

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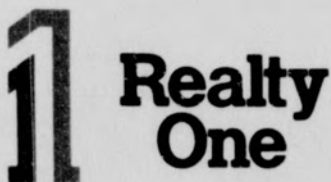
Sincerely,

*Ellen Johnson*

Address:

24783 Millington Ln.

D. Olmsted, Ohio



BAY VILLAGE OFFICE  
662 DOVER CENTER ROAD  
BAY VILLAGE, OHIO 44140-2376  
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September 10, 1997

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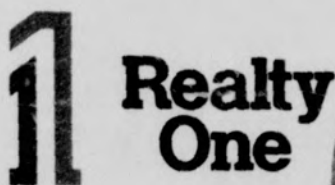
Sincerely,

*Edward C. Miller*

Address:

551 CAHON ROAD

BAY VILLAGE, OHIO 44140



BAY VILLAGE OFFICE  
662 DOVER CENTER ROAD  
BAY VILLAGE, OHIO 44140-2376  
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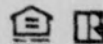
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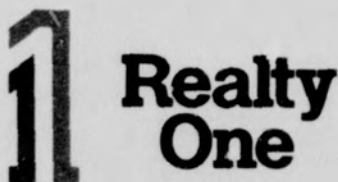
Sincerely,

*Margaret Atkinson*

Address: 28025 W. Oakland  
Bay Village, OH 44140







BAY VILLAGE OFFICE  
662 DOVER CENTER ROAD  
BAY VILLAGE, OHIO 44140-2376  
(216) 835-6500 (CLEVELAND)  
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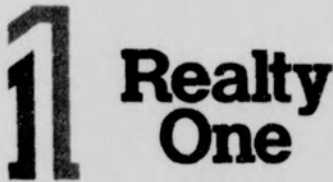
I thank you for reading my letter and I hope that an alternate solution will be forthcoming in the future.

Sincerely,

*Janis S. Garner*

Address: 31863 Bayview Dr.  
Avon Lake, Ohio 44012





BAY VILLAGE OFFICE  
662 DOVER CENTER ROAD  
BAY VILLAGE, OHIO 44140-2376  
(216) 835-6500 (CLEVELAND)  
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Sincerely,

*Paul R. Kemp*

Address: 2347 Wintonfield  
Rocky River, Ohio 44116

**ENVIRONMENTAL  
DOCUMENT**

September 15th, 1997



Federal Surface Transportation Board  
Section of Environment Analysis  
Document "FD33388"  
1925 K Street, N.W.  
Washington, D.C. 20423

Ref.: Document FD33388,  
Norfolk Southern Corporation,  
Cleveland-Vermilion Line.

Dear Sir/Madam:

I'm writing again to demonstrate my concern over the proposed rerouting of Norfolk Southern freight trains on the Cleveland-Vermilion line.

Now, my family and my neighbors have to endure approximately fourteen trains a day over the Cleveland-Vermilion road bed.

Norfolk Southern Corporation proposes, by way of rerouting, to run upwards of forty trains a day.

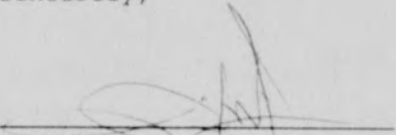
My home occupies land about seven-hundred fifty feet from Norfolk Southern's line. We've lived here twenty years. Certainly, we were aware of the railroad when we purchased the property. And, we were aware of modest traffic on the line. Now, this Company purposes to nearly triple the traffic over this route.

My wife and I are concerned about the additional NOISE. We're concerned about the disruption of automobile, emergency vehicle and pedestrian TRAFFIC FLOW. We're concerned over the increased potential for ENVIRONMENTAL DISASTER due to a derailment. And, we're concerned over the potential of increased accidents and the possibility of INJURY & DEATH to citizens of the community.

Lakewood, Ohio, is a residential community of approximately sixty thousand inhabitants. We've put-up with train traffic for years. But, Norfolk-Southern's proposal goes far beyond what the citizens of Lakewood should have to accept.

We're demanding a thorough and exhaustive review of Norfolk-Southern's proposal. Forty trains a day through our town is too much to bear.

Sincerely,

  
\_\_\_\_\_  
David W. Jones

1373 Granger Avenue  
Lakewood, OH. 44107



BAY VILLAGE OFFICE  
662 DOVER CENTER ROAD  
BAY VILLAGE, OHIO 44140-2376  
(216) 835-6500 (CLEVELAND)  
(216) 323-7525 (ELYRIA)  
(216) 933-6550 (AVON LAKE)  
FAX (216) 835-1780

ENVIRONMENTAL  
DOCUMENT

September 10, 1997

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

Dear Sir:

Re: No. FD 33388

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

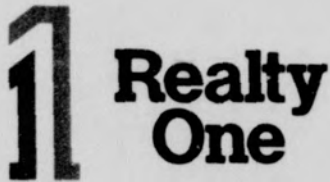
As a westshore resident, I sincerely believe that the safety, health and economic impact that this proposal would have on virtually all of us in such a densely populated area could be devastating.

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

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

Sincerely, *Margaret Artin*

Address: 27917 Asborn Rd.  
Bay Village, OH 44140



BAY VILLAGE OFFICE  
612 DOVER CENTER ROAD  
BAY VILLAGE, OHIO 44140-2376  
(216) 835-6500 (CLEVELAND)  
(216) 323-7525 (ELYRIA)  
(216) 933-6550 (AVON LAKE)  
FAX: (216) 835-1780

ENVIRONMENTAL  
DOCUMENT

September 10, 1997



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

Dear Sir:

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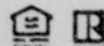
In closing, while railroads play a vital role in our country, common sense has to exist when the safety and welfare of literally thousands of individuals and families are at stake.

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

Sincerely,

*Lynn Ladouceur*

Address: 385 Apple Blossom Ln  
Bay Village, OH 44140



Nancy A. Chopp  
23918 Russell Road  
Bay Village, Ohio 44140



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

ENVIRONMENTAL  
DOCUMENT

Re: Docket No. FD33388

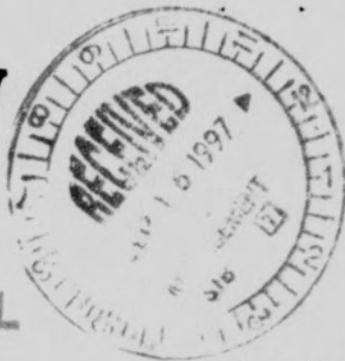
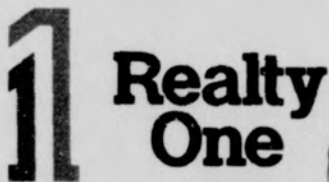
I am writing to express concern over the Norfolk and Southern Railroad's plan to purchase Conrail track through the suburbs of Lakewood, Rocky River, Bay Village, and Westlake, Ohio, with the intention of increasing travel over this track from 12 to over 30 trains a day.

There are several reasons why this would create a real and severe hardship on the communities involved. These are very heavily populated areas with homes built directly adjacent to the right of way. There would be five or more hours of noise and vibration daily causing stress to both inhabitants and dwellings. This also could result in a lowering of property values for these homes which would impact on the entire community. Since there is only one nongrade crossing in each city, the lengthy barring of grade crossings required while these trains traveled through the area would prevent both safety and medical services from traveling quickly north and south to aid citizens in distress. This would be especially difficult in the city of Lakewood. Traffic in these cities would be disrupted constantly by the closing of the grade crossings while the one street with a nongrade crossing would be over traveled and jammed.

I urge to you to consider all of these factors when making your decision on this very serious matter.

Sincerely,

Nancy A. Chopp



BAY VILLAGE OFFICE  
662 DOVER CENTER ROAD  
BAY VILLAGE, OHIO 44140-2376  
(216) 835-6500 (CLEVELAND)  
(216) 323-7525 (ELYRIA)  
(216) 933-6550 (AVON LAKE)  
FAX: (216) 835-1780

**ENVIRONMENTAL  
DOCUMENT**

September 10, 1997

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

Dear Sir:

Re: No. FD 33388

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

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

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

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

Sincerely, *Marie McDonald*

*Phillip + Marie McDonald*  
Address: *60 Collier Rd*  
*Rocky River, Ohio 44116*

STB FD

33388

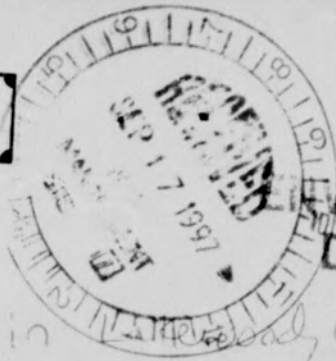
9-17-97

K PUBLIC



9/14/97

Joy Wilson  
1317 Saint Charles Ave  
Lakewood, OH 44107-2534



Fed. Docket #

FD33388

ENVIRONMENTAL  
DOCUMENT

Dear Sirs,

I live in Lakewood, Ohio, right next to the railroad tracks.

I am protesting the proposed increased rail traffic through the West Shore Suburbs.

This will bring my property value down on my house, and cause myself and others unsafe and a noisy, dirty home environment.

Three years ago, I tried to sell my house and no one was interested then, being next to the tracks. If the train traffic increases, forget it! Emergency equipment is blocked by trains, also.

Thanks for any help.

Sincerely,  
Joy Wilson

STB

FD

33388

9-17-97

K

STBSEA

# ENVIRONMENTAL DOCUMENT



*SURFACE TRANSPORTATION BOARD*  
*Washington, DC 20423*

*Section of Environmental Analysis*

September 17, 1997

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

Re: Finance Docket: 33388: CSX and NS -- Control and Acquisition --  
Conrail: Environmental Data/Coordination

Dear Mr. Shudtz:

I take this opportunity to note your recent efforts to assign a point of contact for CSX coordination with the Section of Environmental Analysis (SEA). I hope that Carl Gerhardstein's participation in the meetings with SEA will facilitate CSX's responsiveness to SEA information requests during our environmental analysis of the proposed Conrail acquisition. As an applicant, CSX, as you know, has the burden of providing critical environmental information, and I hope you will take appropriate steps to ensure that Mr. Gerhardstein has the necessary support of appropriate CSX technical staff, managers, and contractors to ensure that we have prompt and complete responses to our data requests.

While we have recently made substantial progress in gathering needed environmental data, I am quite concerned about the time SEA has lost in the environmental review process. By this time, SEA had expected to have sufficient data from the applicants to complete our data verification process. By September 12, 1997, SEA also had expected to complete certain environmental analyses based on applicant data for inclusion in the Draft Environmental Impact Statement (DEIS). However, as you may know, the applicants' Environmental Report (ER), which was filed June 23, 1997, did not have all the data SEA needed for this project, even though SEA's letter of May 28<sup>th</sup>, written in response to the Preliminary Environmental Report, had advised you of the types of information that should be provided in the ER.

On July 3<sup>rd</sup>, following our review of the ER, the application, and the operating plan, SEA sent letters to your counsel requesting clarification and completion of ER data and certain additional information. We received some of the requested data informally. However, SEA did not receive the Errata to the ER until August 28, 1997, approximately eight weeks after the ER's

filing. Moreover, we are still waiting for certain information requested from you in the May 28<sup>th</sup> and July 3<sup>rd</sup> letters.

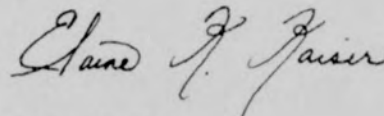
I realize that occasionally there is a need to clarify our written data requests. Accordingly, I urge you to call Michael Dalton at (202) 565-1530 promptly whenever you need clarification about exactly what we need. We will do everything we can to provide further direction to assist you, and we will do so expeditiously.

It should also be noted that, as our environmental analysis progresses or new issues arise, SEA may need additional data, or more specific data related to a prior information request. These requests, and a complete detailed response by you, are critical to our ability to conduct a comprehensive and defensible environmental review in this case.

I reiterate that it is imperative that CSX fulfill SEA's data needs quickly and completely if we are to meet the schedule imposed by the Board for this project. Delays in obtaining necessary information slow down the environmental review, and require that SEA's analysis be reworked or revised when the supplemental information is obtained. In short, the applicants' responsiveness will determine whether we will be able to meet the current schedule for issuing the DEIS and Final Environmental Impact Statement.

If we have the data we need from you in a timely manner, SEA and its contractors will be able to maintain the procedural deadlines that have been set for us in this case. For your information, I am communicating these same needs and concerns by letter today to NS.

Sincerely,



Elaine K. Kaiser  
Chief  
Section of Environmental Analysis

cc: Winn Frank, De Leuw, Cather & Company  
Carl Gerhardstein, CSX Corporation  
Bill Novak, De Leuw, Cather & Company

bcc: Mary Gabrielle Sprague, Arnold & Porter

ENVIRONMENTAL  
DOCUMENT



*SURFACE TRANSPORTATION BOARD*  
*Washington, DC 20423*

*Section of Environmental Analysis*

September 17, 1997

James McClellan  
Vice President  
Strategic Planning  
Norfolk Southern Corporation  
Strategic Planning Department  
Three Commercial Place  
Norfolk, VA 23510-9207

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

Dear Mr. McClellan:

I take this opportunity to note your recent efforts to facilitate the Section of Environmental Analysis' (SEA) information requests for conducting our environmental analysis of the proposed Conrail acquisition. Mr. Bruno Maestri is now working with us as the point of contact between SEA and NS, and has been accessible, helpful, and responsive to SEA staff and our third-party contractors. As an applicant, NS, as you know, has the burden of providing critical environmental information, and I hope that you will take appropriate steps to ensure that Mr. Maestri has the necessary support of appropriate NS technical staff, managers, and contractors to ensure that we have prompt and complete responses to our data requests.

While we have recently made substantial progress in gathering needed environmental data, I am quite concerned about the time SEA has lost in the environmental review process. By this time, SEA had expected to have sufficient data from the applicants to complete our data verification process. By September 12, 1997, SEA also had expected to complete certain environmental analyses based on applicant data for inclusion in the Draft Environmental Impact Statement (DEIS). However, as you may know, the applicants' Environmental Report (ER), which was filed June 23, 1997, did not have all the data SEA needed for this project, even though SEA's letter of May 28<sup>th</sup>, written in response to the Preliminary Environmental Report, had advised you of the types of information that should be provided in the ER.

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additional information. We received some of the requested data informally. However, SEA did not receive the Errata to the ER and NS's Supplemental Environmental Report until August 28, 1997, approximately eight weeks after the ER filing. Moreover, we are still waiting for certain information requested from you in the May 28<sup>th</sup> and July 3<sup>rd</sup> letters.

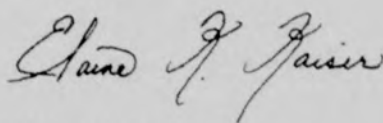
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I reiterate that it is imperative that NS fulfill SEA's data needs quickly and completely if we are to meet the schedule imposed by the Board for this project. Delays in obtaining necessary information slow down the environmental review, and require that SEA's analysis be reworked or revised when the supplemental information is obtained. In short, the applicants' responsiveness will determine whether we will be able to meet the current schedule for issuing the DEIS and Final Environmental Impact Statement.

If we have the data we need from you in a timely manner, SEA and its contractors will be able to maintain the procedural deadline<sup>s</sup> that have been set for us in this case. For your information, I am communicating these same needs and concerns by letter today to CSX.

Sincerely,



Elaine K. Kaiser  
Chief  
Section of Environmental Analysis

cc: Jay Campbell, HDR Engineering  
Bruno Maestri, Norfolk Southern  
John Morton, HDR Engineering

bcc: Andrew Plump, Zuckert, Scoutt & Rasenberger  
Constance Sadler, Sidley & Austin

STB

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9-17-97

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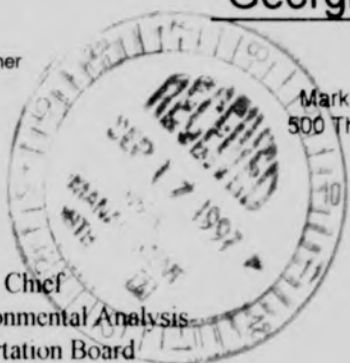
GOV

# Georgia Department of Natural Resources

Lonice C. Barrett, Commissioner

## Historic Preservation Division

Mark R. Edwards, Division Director and State Historic Preservation Officer  
500 The Healey Building, 57 Forsyth Street, N. W., Atlanta, Georgia 30303  
Telephone (404) 656-2840 Fax (404) 657-1040



September 9, 1997

ENVIRONMENTAL  
DOCUMENT

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

RE: Proposed Acquisition of Conrail by Norfolk-Southern and CSX, Inc.  
STB Docket No. 33388  
HP970707-005

Dear Ms. Kaiser:

The Historic Preservation Division (HPD) has received your correspondence dated August 7, 1997 concerning the proposed acquisition of Conrail by Norfolk-Southern and CSX, Inc. (the "Acquisition"). According to this letter, Acquisition-related activities in Georgia are limited to increased railroad traffic along various rail corridors, and "would not require any rail line abandonments or construction within STB's jurisdiction." In this letter, you also requested that HPD provide "concurrence that the Acquisition would have no effect on historic resources in Georgia and that Section 106 consultation is complete."

In previous letters to the Surface Transportation Board, as well as to consultants representing both Norfolk-Southern and CSX, HPD stated its opinion that the Acquisition, in itself, does not constitute an undertaking which would require review under Section 106 of the National Historic Preservation Act. Because this action does not require review under Section 106, HPD cannot issue a finding of "no effect" to historic resources, as you have requested. Rather, we restate our opinion that, based on the information provided to date, the Acquisition does not require review by our office under Section 106, and no further coordination is necessary at this time.

However, HPD also noted in previous correspondence that any proposed construction or abandonment of rail lines or other structures or facilities associated with rail lines does have the potential to affect historic resources which are listed in or eligible for listing in the National Register of Historic Places, and would be subject to review by our office in accordance with Advisory Council on Historic Preservation regulations 36 CFR Part 800. If it is determined at any future date that the Acquisition will require such activities, then STB should provide appropriate documentation, including Determinations of Eligibility for historic resources and an assessment of effect, to HPD for review and comment.

If we may be of further assistance, please contact David R. Bennett, Environmental Review Associate Planner, at (404) 651-6624.

Sincerely,

Jeffrey L. Durbin  
Environmental Review Coordinator

JLD:drb



STB

FD

33388

9-16-97

K

CITIES



# City of Bowie

2614 Kenhill Drive  
Bowie, Maryland 20715

ENVIRONMENTAL  
DOCUMENT

September 12, 1997

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

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

Dear Ms. Kaiser:

This letter is in response to your solicitation of comments on the proposed acquisition of the Conrail system by CSX Transportation, Inc., and Norfolk Southern Corporation. First, I would like to thank Mr. John Wisner of your office for responding to my staff in a very timely manner.

The proposed acquisition will result in an increase in traffic on two lines which directly impact residents of the City. The first line is located in the northern section of the City, and is referenced as the Northeast Corridor line. Traffic on this line will increase by approximately 8 trips per day within the City, and by approximately 9 trips per day west of the City. The second line, which is known as the Pope's Creek line, will also experience an increase in daily trips. However, as Mr. Wisner indicated, the increase was not sufficient to warrant an analysis under the guidelines of an Environmental Review. While the Pope's Creek line trip increase did not technically fall within the parameters of an environmental review, Mr. Wisner did recommend we contact your office to express our concerns over the increase on that line. There are hundreds of residences in and near the City which are within 300 to 500 feet of this line.

While the Northeast Corridor line will have an analysis performed to determine the impacts of increased traffic, due to the criteria of the Environmental Review, the Pope's Creek line will not. Therefore, I am asking that you expand the scope of your analysis to include the impacts of increased traffic on the Pope's Creek line. The number of homes impacted by this line appear to warrant additional consideration. This line also has at grade crossings with several roads, including MD Route 214, a major commuter route into Washington DC. As a suggested starting point, we would recommend you consider taking such steps as regulating the times of day which traffic on the Pope's Creek line operates to limit nighttime impacts. If it is necessary to permit train traffic during normal sleeping hours, it may still be possible to concentrate train traffic so most occurs during regular daytime hours which coincide with the off-peak traffic periods (9-11:30 a.m. and 1-3:30 p.m.). Roads are less traveled in and around the City during these periods, and a large percentage of the residents of homes near the tracks are at work. This could reduce the number of trains which must operate in the evening or night time.

MAYOR Gary G. Allen    MAYOR PRO TEM Dennis Brady

COUNCIL William A. Meslitz ♦ Florence E. Burton ♦ Leo E. Green, Jr. ♦ Jack D. Jenkins ♦ Richard D. Padgett    CITY MANAGER David J. Deutsch  
City Hall    (301) 262-6200    FAX (301) 262-1191    TDD (301) 262-5013    WEB [www.cityofbowie.org](http://www.cityofbowie.org)    Public Works (301) 805-7975

Again, I would like to thank you for the attention which you and your staff are giving this matter. Any added consideration you may be able to give to the impacts of the increase in traffic on not only the Northeast Corridor, but also the Pope's Creek line would be greatly appreciated. If you have any questions, or if you would like to discuss this matter further, please contact Dave Nearing of the City's Department of Planning & Economic Development at (301) 262-6200, Ext. 3047.

Sincerely,

*David J. Deutsch*

David J. Deutsch  
City Manager

STB

FD

33388

9-16-97

K

PUBLIC

Rev & Mrs William Armstrong  
27930 W Oviatt Road  
Bay Village, OH 44140 2143

ENVIRONMENTAL  
DOCUMENT

Sept. 9, 1997

Federal Surface  
Transportation Board  
Section of Environ-  
mental Analyses  
1925 K Street N.W.  
W/DC 20423  
No. FD 33388

Dear Sir,

We have been home  
owners in Bay Village  
for just 15 months. We  
are very happy

and enjoy the  
"hometown  
feeling" that  
Bay Village is



famous for. Even to the  
sound of trains and train  
whistles, thru out day and  
night. However, approxi-  
mately 13 trains per 24 hours  
is fine, but 38 trains  
per 24 hours is Not!

We are concerned about  
the safety, health and econo-  
mic input to our area as  
well as our nearby commu-  
nities.

We sincerely hope a  
peaceful and advantageous  
ending to everyone can  
be secured.

Remember, 13 trains per  
day is fine but we object  
to 38 trains per day.

Sincerely,  
Gloria Armstrong

(or Madams)

FD 33388

Dear Sirs:

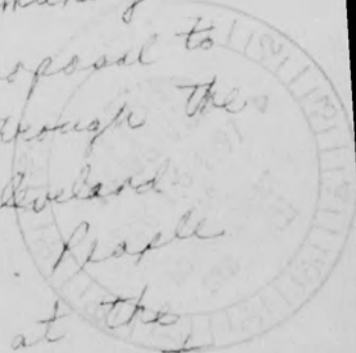
I am writing to express my unhappiness at what I understand may happen to my community.

Norfolk Southern's proposal to triple rail traffic through the western suburbs of Cleveland would be disastrous. People are already dying at the crossings. It would just get worse. I have visions of one of my aging parents dying in an ambulance waiting to cross the tracks to the hospital while a long freight train makes its way through my town.

ENVIRONMENTAL DOCUMENT

If you looked at our crossings you would see that building overpasses would be impossible. You might as well take a full day to our picturesque, peaceful little town.

Sincerely,  
Carol S. Cole  
Bay Village



ENVIRONMENTAL  
DOCUMENT

NO. FD33388

9-10-97

Federal Surface  
Transportation Board  
1925 K. Street NW  
Washington, DC 20423

SEP 16 1997

To Whom It may Concern:

The proposal for the N&D Railroad  
to increase train traffic through Bay  
Village, Ohio, and surrounding communities  
must be stopped!

We live mid way between the tracks  
and the lake, and also mid way  
between Darv Centre and Columbia roads.  
The train horns are very loud now;  
but, can be tolerated because there  
aren't that many. However, to be aw-  
akened two or three as many times  
during the night will be very  
disturbing and create some very  
crabby people in these communities.  
(over please)



Joking aside, we're concerned  
for the safety (emergency vehicles  
that must get through) our  
children needing to cross the  
tracks. The lowering of property  
values in these lovely communit-  
ies is serious, should this  
be allowed.

Hopefully, Norfolk and Southern  
will find less populated routes.  
Please consider our concerns.  
They are serious!

Mr. & Mrs. Robert Coady  
460 Canterbury Rd.  
Bay Village, Ohio  
44140

Resident here for 32 years.

9-10-97

ENVIRONMENTAL DOCUMENT  
Dear Sir +/or Madam,  
Re: NO.FD 33388

I am greatly opposed to the increase of trains to my community, Bay Village.

Our 3 year old daughter does not need her environment impacted in such a negative manner nor do we her parents.

Please reconsider an alternate method to this challenge.

P.S. you know we're all going to fight this!

Sincerely,  
Laura Wallace  
499 Lennox  
Bay Village Oh  
44140

**ENVIRONMENTAL  
DOCUMENT**

No. FD 33388

558 Welshire Drive  
Sage Village, Ohio 44140  
September 12, 1997

Federal Surface Transportation Board  
Section of Environmental Analysis

1925 K Street NW

Washington, DC 20423



To Whom it may concern,

My opinion to Norfolk and Southern Railroad's proposed increase in rail traffic through the Westshore communities is that the safety, health, and economic impact in such a densely populated area could be devastating.

I propose that alternate routes be considered so that densely populated Westshore communities are not the only communities to have the drastic increase in railroad traffic. I appreciate your continuing to study alternate routes for the railroad traffic.

Sincerely,

Patricia Dondan

9-8-97

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

ENVIRONMENTAL  
DOCUMENT

Gentlemen:

Re: No. FD 33388

I'm writing at this time because of my concern regarding the possible changes to railroad traffic through the Bay Village area. Our family has resided in Bay since 1973 at 630 Revere Drive which is directly adjacent to the N & S right of way. We have lived with the railroad all these years with a minimal amount of disturbance.

This proposed change will drastically affect our home value and the pleasant surroundings of our back yard. My wife and I are approaching retirement and the equity in our home

represents a significant portion of our assets. In addition, as we approach an age where quick and convenient access to our local medical facilities is a necessity, the thought of such a drastic increase in rail traffic is not acceptable.

We have already noticed a marked increase in the number of trains using these tracks. Although we don't have daily counts, I believe they have already increased usage significantly. With only one grade separation at the extreme east end of Bay, delays for train traffic are becoming a major headache. I wonder why this increase has been permitted without any input from the affected communities.

If this merger does go through, I will immediately apply for a twenty percent reduction in my property evaluation. If others who are impacted follow suit, a significant tax reduction will occur directly affecting the quality of the Bay School System. I will still pursue this reduction as I believe the County will be unable to substantiate the current evaluation.

In summary let me conclude with an appeal to consider the significant impact of this change on the communities along the route and to reject the proposed acquisition. Thank you for your consideration of this request.

Christian J. Schell  
630 Levee Drive  
Bay Village Ohio 44140

# ENVIRONMENTAL DOCUMENT



1 Nottingham Road  
Newark DE 19711  
Sept. 9, 1997

To: the Surface Transportation Board -

The certainty of steadily increasing freight traffic through the Newark area poses serious planning questions for your Board. The easy way out - that of parallel tracks through the down-town district - is too simplistic in this day of sweeping "impact" studies, and ignores the public's deep concern with grade crossings.

These planning questions should be probed by a competent committee invited to represent the uniquely diverse interests and knowledge of our private and University citizens, and of local and State governments, as well as both the narrowly focussed interests of corporate management and the broad interests of the nation.

Because there are so few basic options available, we believe that each should be clearly described and evaluated, with considerations extending beyond today to at least the middle of the next century. The first and of course the cheapest option would be to return the one-time B&O roadbed to the multi-track scheme of years gone by. However, it is critical that we understand and wrestle with the problems of where this approach might lead in years to come.

A second option might be to bridge the tracks to carry vehicular traffic over the present grade crossings of West Main Street and North College Avenue. Although almost incredibly difficult and expensive, perhaps it's not enough to conclude, without even descriptive consideration, that this would be impossible.

And this leaves what some may think the most attractive alternative. Could not yet more trackage be laid for a short distance along the "Pennsy" artery? Such might branch from the "B&O" line somewhere between Elkton and Newark, to be rejoined as the lines extend towards Wilmington.

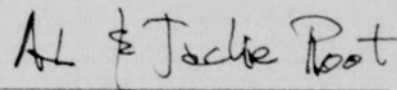
Others may suggest yet other major alternatives and/or peripheral changes. For a realistic analysis the bare bones of all potential alternatives should be fleshed out with consideration of possibly important peripheral opportunities. For example it's particularly challenging that the third

example above just might at the same time help resolve the long-lived dilemma of highway traffic through Newark. Once free of the tracks, the roadbed might carry a new highway through town, elevated as needed to bridge local arteries, with access and exit points located to suit overall traffic needs, and with modern sound barriers for noise control.

Of course any such arrangement would in turn face our other major problem of traffic through western Newark - but no one has ever suggested that this is an easy problem. Quite to the contrary, numerous troublesome obstacles would have to be addressed in sequence.

But we believe that the community at large would soon regret, and bitterly condemn, any decision to proceed without careful consideration and thorough reporting of this truly major "impact" problem, including its safety aspects. While we could accept a difficult solution if it were demonstrated that no remotely feasible alternate could be developed, we simply could not forgive any neglect of such a study.

Very truly yours -



Mr. & Mrs. Albert B. Root 3rd

Copies of this letter to

Governor Tom Carper  
Senators Joe Biden and Bill Roth  
U.S. Representative Mike Castle  
Del. Senator Steve Amick  
Del. Representative Tim Bolder  
Mayor Ron Gardner and Planning Manager Roy Lopata  
and


The News-Journal and the Newark Post, not as "letters to the editor" but as thought regarding editorial interests.



Jan Thomson  
17459 Shaw Ave.  
Lakewood, Ohio 44107-2200

## ENVIRONMENTAL DOCUMENT

Survey of trains going through  
Lakewood, Ohio September 4, 1997



6:45 AM did not time  
7:45 AM Train was going slow - took 10 minutes  
8:05 AM did not time  
9:45 AM Train was going slow - took 8 minutes  
10:25 AM Train was going slow - took 9 minutes  
10:50 AM Train was going slow - took 7 minutes  
1:40 PM did not time  
2:40 PM Train was going slow - took 10 minutes  
3:45 PM Train was going slow - took 14 minutes  
6:45 PM did not time  
7:30 PM did not time  
11:00 PM did not time  
11:32 PM did not time

I was not at home between 11:00 AM and 1:30 PM  
and 4:00 PM and 6:30 PM so I don't know if  
there were any trains during those time periods.  
There are at least two trains that pass  
through during the night - one about 3:00 AM  
and one about 5:00 AM. We do not need  
any more trains - in fact there are too many  
now and through Lakewood, Ohio there is only  
one track.

Jean A. Thomson  
17459 Shaw Ave  
Lakewood, Ohio  
44107-2216

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

ATTENTION: Document Number FD33388

Gentlemen:

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

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

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

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

Sincerely,

Jean A. Thomson  
17459 Shaw Ave  
Lakewood, Ohio 44107-2216

ENVIRONMENTAL  
DOCUMENT

September 9, 1997

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



Dear Sir or Madam:

Re: No. FD 33388

I have been proud to live in Bay Village over the last year. Proud because all the residents really care about the community. Proud because we have such wonderful parks and other recreational facilities. Proud because the school systems are always ranked amongst the best in the state. Anyone who comes to visit me thinks Bay is terrific and can't say enough good about it.

I am very concerned about the quality of life should there be an increase in rail traffic from 13 to approximately 38 trains per day. Not only would there be the inconvenience and waste of time in trying to get back and forth to Bay and the surrounding areas when you are bound to hit at least 1-2 trains per day. Traffic congestion would increase tremendously and accidents are bound to increase as well. And the increase in noise level would be horrendous, particularly for residents living close to the tracks. I'm sure those people would experience a drop in the value of their homes, thereby affecting all the home values in Bay.

I ask that you consider the Norfolk & Southern proposal very carefully. The result will have a significant impact on the quality of life for thousands of people. Is the increase in profits for Norfolk & Southern worth it?

Thank you for your time.

A handwritten signature in cursive script that reads "Gary Young".

Gary Young  
26915 Russell Road  
Bay Village, OH 44140

# ENVIRONMENTAL DOCUMENT



J. Lee & Lois I. McCormick  
29445 Lake Road  
Bay Village, OH 44140

September 10, 1997

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

Re: No. FD33388

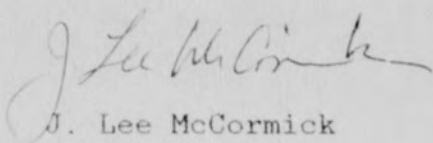
Dear Madam or Sir:

As you know, Norfolk & Southern Railroad has proposed an increase in rail traffic through our community from 13 to 38 trains per day. In arguing against this proposal, I am presenting what may seem to be a selfish reason, but one which may be shared by many residents.

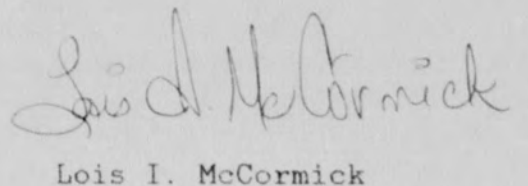
I have experienced several transient ischemic attacks (TIAs) and one stroke in the last ten years, with the latest TIA having occurred about a month ago. According to my neurologist, current medical technology offers treatment to prevent permanent damage, but it must be administered as soon as possible after onset of the stroke and TIA.

Therefore, in the event of another incident of this nature, it is imperative for my wife to drive me across the tracks to St. John West Shore Hospital right away. Any delay at a rail crossing would be very risky.

Sincerely,



J. Lee McCormick



Lois I. McCormick

cc: Congressman Dennis Kucinich  
14400 Detroit Avenue  
Lakewood, OH 44107

cc: Mayor Thomas L. Jelep  
City of Bay Village

ENVIRONMENTAL  
DOCUMENT



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

Dear Sir:

Re: No. FD 33388

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

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

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

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

Sincerely,

*Cheryl Greenberger*

Address: 26902 Osborn Rd  
Bay Village Oh 44140

ENVIRONMENTAL  
DOCUMENT



17825 Shaw Ave.  
Lakewood, Ohio 44107  
Sept. 11, 1997

United States Surface  
Transportation Board  
Att: S.E.A./Finance Docket 33388  
1925 K Street, NW  
Washington, D.C. 20423

Dear Sir:

In support of Mayor Madeline Cain of Lakewood, Ohio, Rep. Dennis Kucinich and the mayors of other cities dealing with the triple increase in train traffic threatened by Norfolk-Southern Railroad, we are writing in the hope that you will not allow this to happen.

The interference with traffic in general and fire and safety forces in particular, and increased danger to our children are all frightening prospects.

Our property is adjacent to the tracks and though it is possible to ignore some of the train traffic, some of the warning whistles and the screeching wheels against the tracks are nerve-wracking. Three times the current traffic would be a constant irritant and would certainly amount to noise pollution. With property values bound to go down, it could change for the worse the whole atmosphere of a very successful city.

Please keep this from happening.

Sincerely,

Handwritten signature of Claire Bean in cursive.

Claire Bean

Handwritten signature of Richard P. Bean in cursive.

Richard P. Bean

Copy to: Mayor Madeline Cain

ENVIRONMENTAL  
DOCUMENT

Edna Pickersgill  
13452 Merl Ave  
Lakewood, Ohio 44107-2708

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

ATTENTION: Document Number FD33388

Gentlemen:

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

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

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

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

Sincerely,

Edna Pickersgill  
13452 Merl Ave  
Lakewood, Ohio 44107-2708

**ENVIRONMENTAL  
DOCUMENT**

September 9, 1997

Susannah Minard  
30300 Lake Rd.  
Bay Village, Oh. 44140

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

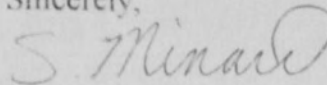
Re: No. FD 33388

Dear Sirs/Ms.

As a citizen of Bay Village with two small children I am extremely concerned with the proposal of the Norfolk and Southern Railroad to increase rail traffic through the westshore area. My family and I feel it is absolutely imperative that this traffic be rerouted as these communities are already congested with car and rail traffic.

Please help these companies come up with a safe alternatives for their problems with out involving traffic increases in our area.

Sincerely,



Susannah Minard





STB

FD

33388

1-20-98

K

GOV

George Allen  
Governor

Becky Norton Dunlop  
Secretary of Natural  
Resources



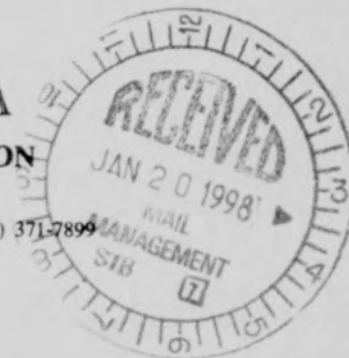
Kathleen W. Lawrence  
Director

COMMONWEALTH of VIRGINIA  
DEPARTMENT OF CONSERVATION AND RECREATION

203 Governor Street, Suite 326

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

January 15, 1998



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

ENVIRONMENTAL  
DOCUMENT

Re: Proposed Conrail Acquisition

Dear Ms. Kaiser:

The Department of Conservation and Recreation (DCR) has searched its Biological and Conservation Data System (BCD) for occurrences of natural heritage resources from the project area. Natural heritage resources are defined as the habitat of rare, threatened, or endangered plant and animal species, unique or exemplary natural communities, and significant geologic formations.

DCR has reviewed the Draft Environmental Impact Statement (DEIS) for the acquisition of Conrail by Norfolk and Southern and CSX. Based on the information contained in the DEIS it appears that the Virginia portion of this project involves increased traffic on several existing lines. We do not anticipate that the increase in traffic along existing lines will adversely affect natural heritage resources.

We understand that no new connections or intermodal facilities are currently proposed in Virginia. However, DCR would appreciate the opportunity to review any site-specific expansions or new rail lines that are proposed in the future.

Thank you for the opportunity to comment on this project.

Sincerely yours,

A handwritten signature in cursive script, appearing to read "John R. Davy, Jr.".

John R. Davy, Jr.  
Planning Bureau Manager

/jeg

STB

FD

33388

1-20-98

K

STATES

Office (614) 466-1374  
Fax (614) 644-9494  
Home (419) 355-1022  
e-mail  
rep89@mail.house.state.oh.us

# Ohio House of Representatives



COMMITTEES:  
\*Finance and Appropriations  
\*Agriculture and Development  
Subcommittee, Vice Chairman  
\*Agriculture and Natural  
Resources, Vice Chairman  
\*Transportation and Public Safety

REX DAMSCHRODER  
STATE REPRESENTATIVE  
89TH DISTRICT

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

ENVIRONMENTAL  
DOCUMENT



Dear Surface Transportation Board:

After reviewing the Draft Environmental Impact Statement issued in December, we have several concerns that persist regarding the possible negative impact the CSXT/NS/Conrail acquisition could have on the city of Fostoria, Ohio, particularly in the realm of public safety.

Fostoria is adamant about needing over/underpasses built by the railroads involved to ensure that emergency vehicles can reach their citizens without being stranded on the opposite side of the tracks by a train. What good is an ambulance to a dying person if it can't get to them? If there was a fire on one side of town and a train was passing through, the house and anyone inside of it could be burnt to ashes before the fire truck stuck on the opposite of the tracks could reach them.

The major concern that Fostoria has expressed throughout this process is that without over/under passes, the emergency vehicles of the community will not have access to significant portions of the community for a substantially increased period of time. All three major rail lines that serve Fostoria will have increased traffic.

This problem can be easily solved with the building of under/over passes in the city; however, Fostoria hasn't been given that simple insurance yet. The city of Fostoria isn't against the acquisition, but it shouldn't be asked to sacrifice the safety and security of its' residents because of it.

Their request is not unreasonable and Fostoria officials have indicated that they are discouraged by the lack of comments in regards to their city's unique situation. Fostoria doesn't have the funds to build these over/underpasses nor should they be expected to in this situation. City officials realize that the under/overpasses are expensive, but both CSXT and NS are spending huge sums of money in other areas of this acquisition and the situation they are planning to create in Fostoria is life-threatening. If the two railroads are responsible businesses, it would be expected that they'd look for ways to preserve the safety and well being of the communities they serve and attempt to accomodate their reasonable requests.

77 South High Street Columbus, OH 43266-0603

Printed on recycled paper.



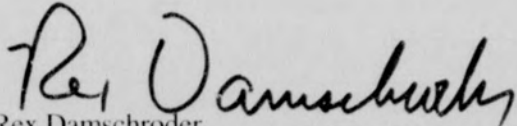
The City of Fostoria officials also disagreed with the indicator maps (Figures 5-OH-1a & 1b) enclosed, depicting CSX and NS facilities separately do not clearly indicate the systems intersecting in Fostoria, therefore, diminishing or misleading the community concerns.

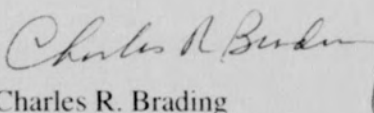
Submitted in the Preliminary Safety and Environmental Comment period were other concerns of the city about the acquisition's effects on Fostoria. Safety Force Ingress/Egress issues were highlighted particularly in the "Iron Triangles", which were expected to see increased train traffic. Increased blockage at grade crossings would significantly increase vehicle traffic loads on existing highway/underpass systems. Grade separations were again mentioned as the most effective resolution to the increased risk of injury and delay for emergency forces.

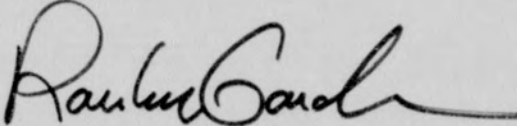
We ask that the Board consider Fostoria's critical situation and refuse to grant CSXT and NS the acquisition of Conrail unless they provide the city with over/underpasses sufficient to allow emergency vehicles to adequately serve the people of Fostoria when a train is passing through the area.

Thank you for your attention.

Sincerely,











  
Rex Damschroder  
State Representative  
89th District

  
Charles R. Brading  
State Representative  
86th District

  
Randall Gardner  
State Representative  
4th District

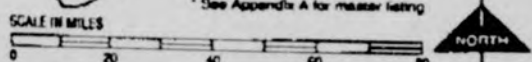
Attention: Elaine K. Kaiser  
Environmental Project Director  
Environmental Filing

**LEGEND**

- |   |                             |   |   |
|---|-----------------------------|---|---|
|  | RAIL LINE SEGMENTS          |  | RAIL LINE SEGMENTS NOT REQUIRING ENVIRONMENTAL ANALYSIS |
|  | NEW CONNECTIONS             |  | AIR QUALITY   |
|  | NEW CONSTRUCTIONS           |  | NON ATTAINMENT  |
| NONE  | INTERMODAL OR TCS FACILITY  |  | MAINTENANCE   |
|  | RAIL YARD                   |  | ATTAINMENT  |
| NONE  | ABANDONMENTS                |   |   |
|  | EARLY CONSTRUCTION PROJECTS |   |   |



\* See Appendix A for master listing













**Proposed Conrail Acquisition**

**Draft Environmental Impact Statement**

FIGURE 5-OH-1a

**RAIL LINE SEGMENTS, NEW CONNECTIONS, INTERMODAL FACILITIES, RAIL YARDS AND ABANDONMENTS REQUIRING ENVIRONMENTAL ANALYSIS**  
OHIO - CSX

**LEGEND**

- |   |   |   |   |
|---|---|---|---|
|  | RAIL LINE SEGMENTS                      |  | RAIL LINE SEGMENTS NOT REQUIRING ENVIRONMENTAL ANALYSIS |
|  | NEW CONNECTIONS                         |  | NON-ATTAINMENT  |
|  | INTERMODAL OR TCS FACILITY              |  | MAINTENANCE   |
|  | RAIL YARD                               |  | ATTAINMENT  |
|  | ABANDONMENTS                            |   |   |
|  | BOARD APPROVED EARLY CONNECTION PROJECT |   |   |



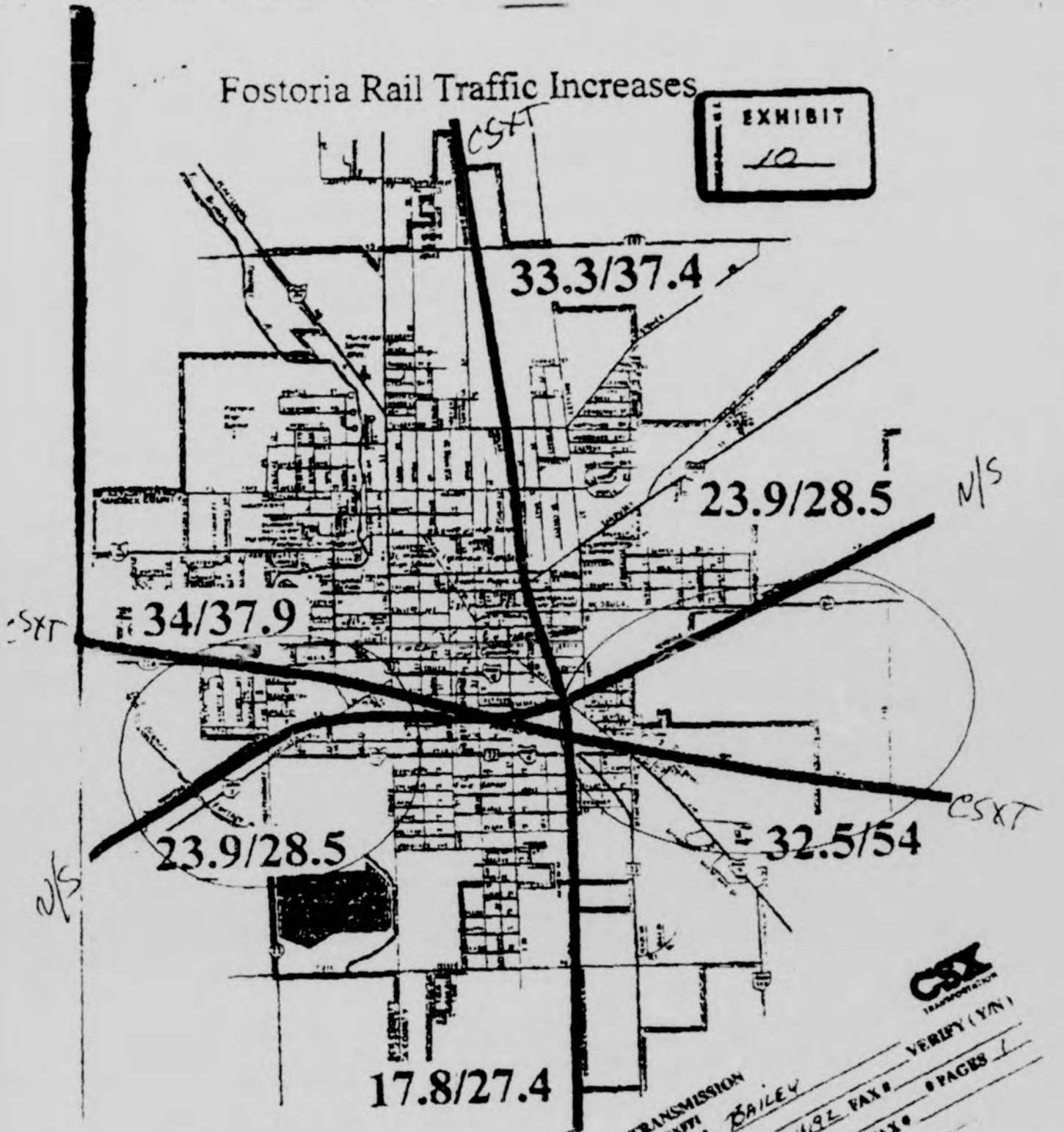
*Proposed Conrail Acquisition* *Draft Environmental Impact Statement*

FIGURE 5-OH-1b

**RAIL LINE SEGMENTS, NEW CONNECTIONS, INTERMODAL FACILITIES, RAIL YARDS AND ABANDONMENTS REQUIRING ENVIRONMENTAL ANALYSIS**  
OHIO - NORFOLK SOUTHERN

# Fostoria Rail Traffic Increases

EXHIBIT  
10



CSXT Line  
 NS Line  
 33/37      Trains/Day Before Acquisition  
             Trains/Day After Acquisition

**CSX**  
 TRANSPORTATION  
 FAX TRANSMISSION  
 TO COMPANY *CSXT*  
 FROM *BAILEY*  
 PHONE # *719-455-4192* FAX #  
 FROM *BOB GARDNER* FAX #  
 VERIFY (Y/N)  
 PAGES *1*



STB

FD

33388

1-16-98

K

CITIES



**ENVIRONMENTAL  
DOCUMENT**

**Rensselaer County  
Economic Development and Planning**

1600 SEVENTH AVENUE, TROY, NEW YORK 12180

PHONE (518) 270-2914; FAX (518) 270-2981

Henry F. Zwack, County Executive

Robert L. Pasinella, Jr., Director



January 13, 1998

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

Re: Proposed Conrail Acquisition

Dear Ms. Kaiser:

After review of the Draft EIS of the proposed acquisition of Conrail by Norfolk Southern Railroad and CSX Railroad, it appears that a small piece of track running between the city of Rensselaer and the city of Troy in New York State is not listed in the Master Table of All Rail Line Segments. This track, presently owned by Conrail, is approximately 4 miles long and serves several businesses in South Troy.

As owner of the South Troy Industrial Park, the Rensselaer County Industrial Development Agency is interested in seeing this track maintained and continued. The South Troy Industrial Park is located along the track and openly seeks firms which require rail to fill the park. A loss of this rail line would mean the loss of possible businesses as well as a loss of necessary service to many of the businesses surrounding the South Troy Industrial Park.

We assume that, since CSX Railroad will acquire the tracks leading to this portion of track, that this portion of track would also be taken over by CSX Railroad. If not, please inform me of the intentions for this portion of track.

Sincerely,

Robert L. Pasinella, Jr.  
Director

STB

FD

• 33388

1-9-98

K •

CITIES

# City of Olmsted Falls

FOUNDED IN 1814  
9722 COLUMBIA ROAD  
OLMSTED FALLS, OHIO 44138

ADMINISTRATION BUILDING  
(216) 235-5550



## ENVIRONMENTAL DOCUMENT

January 6, 1998

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

Dear Sir or Madame:

Enclosed is a copy of a resolution urging Congress and the Federal Surface Transportation Board to deny Norfolk Southern (NS) and CSX Transportation's proposal for joint acquisition of Conrail, Inc. which was unanimously passed by the Olmsted Falls City Council at their special Council meeting held on December 22, 1997.

Thank you for your attention to this matter.

Very truly yours,

A handwritten signature in cursive script that reads "Barbara A. Walker".

Barbara A. Walker  
Clerk of Council

Enclosure

RESOLUTION NO. 100-97 (AMENDED)

INTRODUCED BY: Mayor Tom Jones and Council As A Whole

A RESOLUTION URGING CONGRESS AND THE FEDERAL SURFACE TRANSPORTATION BOARD TO DENY NORFOLK SOUTHERN (NS) AND CSX TRANSPORTATION'S PROPOSAL FOR JOINT ACQUISITION OF CONRAIL, INC., AND DECLARING AN EMERGENCY.

WHEREAS, Norfolk Southern (NS) and CSX Transportation are proposing joint acquisition of Conrail, Inc. and plan to increase the number of freight trains through the City of Olmsted Falls; and

WHEREAS, the rail traffic through the City of Olmsted Falls is now between 80 and 100 crossings per day and the current track system supplies no overpass or underpass to relieve automobile or truck traffic; and

WHEREAS, the proposal will be brought before the Federal Surface Transportation Board before June, 1998 for approval; and

WHEREAS, any increase in daily freight train use would create additional Health and Safety concerns for the City of Olmsted Falls due to the fact that response time for emergency paramedic and fire runs are increased due to stopped or slow moving trains blocking all crossings in the City which does not have an overpass or underpass available for use by emergency vehicles, whereby minutes in response time can often mean the difference between life and death. Further, should our emergency vehicles be forced to turn around due to a blocked crossing and be diverted to another hospital further away than Southwest General Health Center, additional precious minutes would be lost; and

WHEREAS, an increase in daily freight train use would adversely impact the ability of all types of coordinated mutual aid responses between the City of Olmsted Falls and the surrounding communities to best utilize each other's paramedics, fire and police forces and equipment in a predictable and timely fashion; and

WHEREAS, there are numerous safety concerns at all rail crossings due to increased rail traffic which would increase the risk of collisions between trains and cars, trucks and pedestrians; and

WHEREAS, there are concerns over health and safety due to potential increase in the transporting of hazardous materials which in case of derailment would necessitate the evacuation of many residents of Olmsted Falls as well as an elementary school with a student body of our 700 pupils near the tracks; and

WHEREAS, an increase in daily freight train use would add to environmental concerns with regard to noise and air pollution that are already bad due to the nearness of the City to Cleveland Hopkins Airport; and

WHEREAS, total isolation of our community from the north and south during heavily traveled time on the tracks would impact both the City's and adjacent communities residential and business districts; and

WHEREAS, the stopping of traffic on State Route 252 for long periods of time adds to the air pollution in Cuyahoga County that is forced to have "Ozone Alert Days"; and

WHEREAS, an increase in rail traffic would have a negative impact on property values which directly impacts both the City and School budgets; and

WHEREAS, the City of Olmsted Falls has filed a Notice of Intent to Participate with the Federal Surface Transportation Board so that they may become "Parties of Record".

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF OLMSTED FALLS, COUNTY OF CUYAHOGA AND STATE OHIO:

SECTION 1. That the Council of the City of Olmsted Falls, Ohio opposes the acquisition of Conrail, Inc. by Norfolk Southern and CSX Transportation, which as a result of this acquisition would increase rail traffic on the route connecting Vermilion, Ohio to Cleveland, Ohio, thereby creating health and safety concerns to the residents of this City.

SECTION 2. That Council urges all citizens of the City of Olmsted Falls to support their efforts in this opposition by forwarding letters of concern to the Federal Surface Transportation Board, Section of Environmental Analysis (SEA), 1925 K Street N.W., Washington, D.C. 20423, in an effort to have these concerns incorporated into the final version of the Environmental Impact Statement which will be considered by the Federal Surface Transportation Board prior to its final decision.

SECTION 3. That the Clerk of Council is hereby directed to submit a copy of this Resolution to the Federal Surface Transportation Board, Senator Michael DeWine, Senator John Glenn, Congressman Dennis J. Kucinich, Governor George V. Voinovich, State Senator Gary C. Suhadolnik, State Representative Edward F. Kasputis, State Representative Rocco Colonna, the Olmsted Township Trustees, Cuyahoga County Commissioners, NOACA, RTA, the Regional

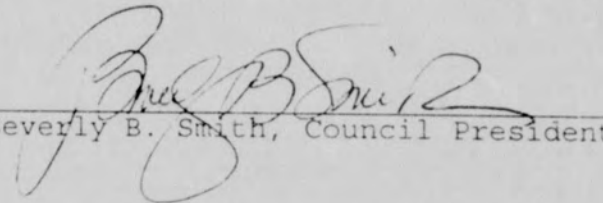
Resolution No. 100-97 (AMENDED)

Page Three

Planning Commission, the Mayors of the Cities of Berea, Rocky River, Lakewood, Bay Village and Westlake and to Conrail Inc., Attn. Ms. Marcia F. Ward, Community Relations Liaison, 17301 Michigan Ave., Suite 230, Dearborn, Michigan 48126, and all newspapers.

SECTION 4. That it is found and determined that all formal actions of this Council concerning and relating to this legislation was adopted in an open meeting of this Council and that all deliberations of this Council and of any of its committees that resulted in such formal action were in meetings open to the public in compliance with all legal requirements.

SECTION 5. That this legislation is hereby declared to be an emergency measure necessary for the preservation of the public health, safety and welfare, and for the further reason stated in the preamble hereof, and further provided it receives the affirmative vote of two-thirds of all members elected to Council, it shall take effect and be in force immediately upon its passage and approval by the Mayor.

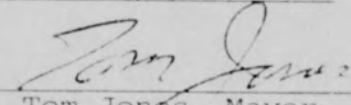
  
Beverly B. Smith, Council President

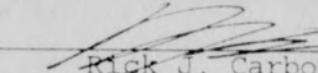
First Reading: 12-9-97

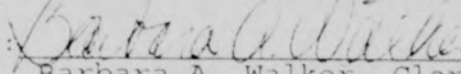
Second Reading: Tabled 12-9-97

Third Reading: \_\_\_\_\_

PASSED: 12-22-97

APPROVED:  12-24-97  
Tom Jones, Mayor Date

APPROVED AS TO FORM:   
Rick J. Carbone, Director of Law

ATTEST:   
Barbara A. Walker, Clerk of Council

cc. Ms  
0087  
RES 100-97

POSTING CERTIFICATE CITY OF CLEVELAND FALLS  
Barbara A. Walker Clerk of Council of the City of  
Cleveland Falls hereby certifies that RES 100-97  
was duly passed on 12-22-97 at 5:15 PM  
and will be in effect for a period of 15 days  
after its date of passage as required by the charter of  
the City of Cleveland Falls Clerk of Council

STB

FD

33388

1-6-98

K

GOV



EO 12372  
WEEKLY LOG  
PGM=N150

STATE OF MISSISSIPPI  
STATE CLEARINGHOUSE FOR FEDERAL PROGRAMS

DATE 12/19/97  
12/29/97

MS APPLICANT NO.: MS971219-004  
IMPACT AREA(S):

APPLICANT:  
SURFACE TRANSPORTATION BOARD  
SECTION/ENVIRONMENTAL ANALYSIS  
1925 K STREET, NW  
WASHINGTON DC 20423-0001

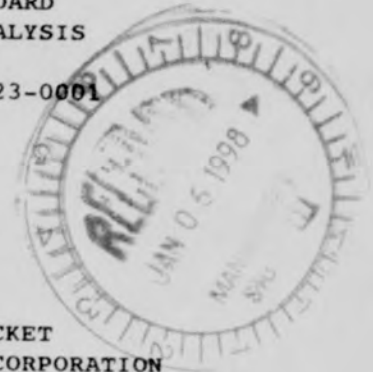
CONTACT: MICHAEL J. DALTON  
PHONE: (888) 869-1997

FEDERAL AGENCY: DEPT. OF TRANSPORTATION

FUNDING: FEDERAL  
LOCAL  
TOTAL

APPLICANT  
OTHER

STATE  
PROGRAM



DESCRIPTION: DRAFT ENVIRONMENTAL IMPACT STATEMENT - FINANCE DOCKET  
NO. 33388. "PROPOSED CONRAIL ACQUISITION" CSX CORPORATION  
AND CSX TRANSPORTATION, INC. NORFOLK SOUTHERN CORPORATION  
AND NORFOLK SOUTHERN RAILWAY COMPANY. CONTROL & OPERATING  
LEASES/AGREEMENTS CONRAIL INC. & CONSOLIDATED RAIL CORP.  
CATALOG OF FEDERAL DOMESTIC ASSISTANCE NUMBER

-----  
303 WALTER SILLERS BLDG. - JACKSON, MS 39201 (601) 359-6762

- THIS IS AN ACKNOWLEDGEMENT ONLY -

STATE AGENCIES MUST REVIEW CERTAIN PROPOSALS PRIOR TO RECEIVING MISSISSIPPI INTERGOVERNMENTAL REVIEW PROCESS CLEARANCE. THE MISSISSIPPI DEPARTMENT OF ARCHIVES AND HISTORY REVIEWS ANY PROPOSALS INVOLVING CONSTRUCTION, SUCH AS A HIGHWAY OR AN APARTMENT COMPLEX FOR COMPLIANCE WITH CULTURAL RESOURCES AND HISTORIC PRESERVATION. MISSISSIPPI DEPARTMENT OF ENVIRONMENTAL QUALITY, OFFICE OF POLLUTION CONTROL, REVIEWS APPLICATIONS IN ACCORDANCE WITH THE FEDERAL WATER POLLUTION CONTROL ACT. THE MISSISSIPPI DEPARTMENT OF MARINE RESOURCES REVIEWS APPLICATIONS FOR CONSISTENCY WITH THE COASTAL PROGRAM.

IF APPLICATIONS ARE FOR PROJECTS OF LOCAL IMPACT, THEY SHOULD BE SENT TO THE APPROPRIATE PLANNING AND DEVELOPMENT DISTRICT AT THE SAME TIME. PLEASE NOTE THAT ONE OF OUR REQUIREMENTS IS THE USE OF STANDARD FORM 424. THE DEPARTMENT OF FINANCE AND ADMINISTRATION PREPARES AND DISTRIBUTES A WEEKLY LOG LISTING PERTINENT INFORMATION CONTAINED ON THIS FORM. OUR ADDRESS IS 303 WALTER SILLERS BLDG. 39201 AND OUR PHONE NUMBER IS (601) 359-6762.

ENVIRONMENTAL  
DOCUMENT