Decision ID No. 28629

Service Date: December 12,1997
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DRAFT ENVIRONMENTAL IMPACT STATEMENT

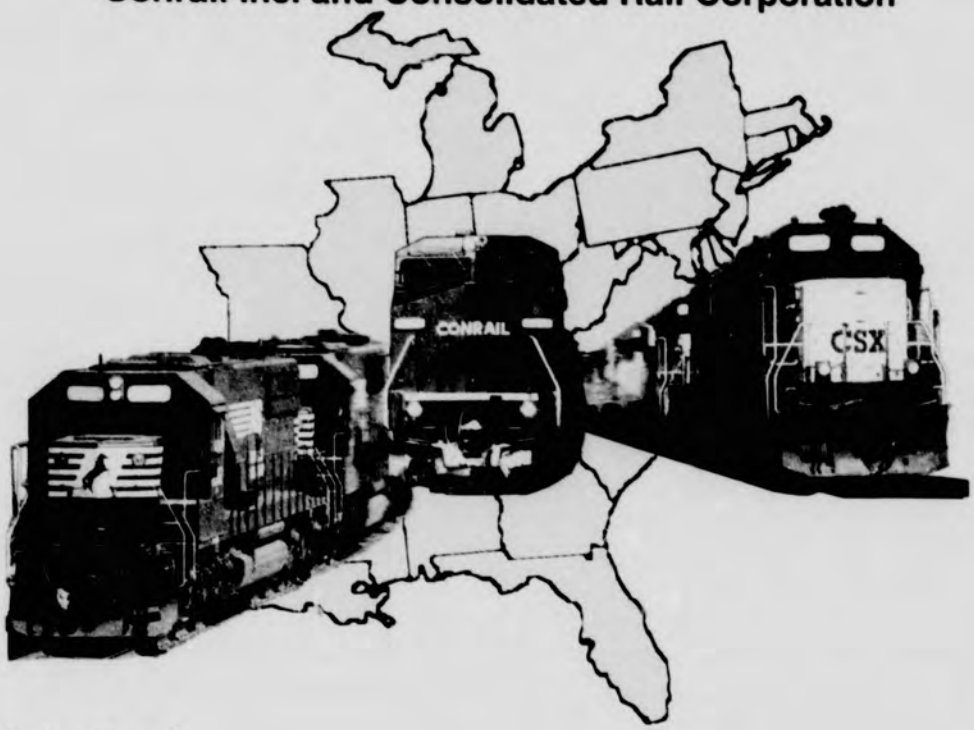
Finance Docket No. 33388

"PROPOSED CONRAIL ACQUISITION"

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

Control and Operating Leases/Agreements

Conrail Inc. and Consolidated Rail Corporation



Volume 4

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NPL	National Priorities List
NPS	National Park Service
NRCS	Natural Resources Conservation Service
NRHP	National Register of Historic Places
NS	Norfolk Southern Railway Company
NWI	National Wetlands Inventory
O_3	Ozone
OSHA	Occupational Safety and Health Administration
OTR	Ozone Transport Region
Pb	Lead
PDEA	Preliminary Draft Environmental Assessment
PM_{10}	Particulate Matter (under 10 microns in diameter)
PSD	Prevention of Significant Deterioration
RCRA	Resource Conservation and Recovery Act
RCRIS	Resource Conservation and Recovery Information System
ROW	Right-of-Way
SEA	Section of Environmental Analysis
SEPTA	Southeast Pennsylvania Transit Authority
SCS	Soil Conservation Service (currently named Natural Resources Conservation Service, Division of United States Department of Agriculture)
SEL	Source sound exposure level at 100 feet, dBA
SHPO	State Historic Preservation Officer
SIP	State Implementation Plan (for air quality)
SO_2	Sulfur dioxide
SO_X	Sulfur oxides
SPL	State Priority List
STATSGO	State Soil Geographic Database

STB	Surface Transportation Board
SWLF	State Inventory of Solid Waste Facilities
TRAA	Terminal Railroad Association of St. Louis
TSD	Treatment, Storage, or Disposal Sites
TSP	Total Suspended Particulates (particulate matter)
UP/SP	Union Pacific and Southern Pacific Railroad
USC	United States Code
USDA	United States Department of Agriculture
USFWS	United States Fish and Wildlife Service
USGS	United States Geological Survey
VISTA	VISTA Environmental Information, Inc.
VOC	Volatile organic compounds
VRE	Virginia Rail Express

LIST OF ACRONYMS AND ABBREVIATIONS

ACHP	Advisory Council on Historic Preservation
ADT	Average Daily Traffic
AQCR(s)	Air Quality Control Region(s)
BIA	Bureau of Indian Affairs
BMPs	Best Management Practices
BN	Burlington Northern & Santa Fe Railroad Company
CAAA	Clean Air Act and Amendments
CERCLIS	Comprehensive Environmental Response, Compensation, and Liability Information System
CFR	Code of Federal Regulations
CN	Canadian National
CO	Carbon Monoxide
COE	United States Army Corps of Engineers
CSX	CSX Transportation, Inc.
CTC	Centralized Traffic Control
CWA	Clean Water Act
CZMA	Coastal Zone Management Act
db	Decibel
dBA	Decibels (of sound) A range
DOT	United States Department of Transportation
EA	Environmental Assessment
EPA	Environmental Protection Agency
ERNS	Emergency Response Notification System
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FIRM	Flood Insurance Rate Maps

FMEA	Failure Mode and Effects Analysis
FRA	Federal Railroad Administration
HC	Hydrocarbons (in air)
IC	Illinois Central
ICC	Interstate Commerce Commission (former licensing agency for the proposed Acquisition; Acquisition approval authority now with the Surface Transportation Board)
ISTEA	Intermodal Surface Transportation Efficiency Act
L_{dn}	Day-night equivalent sound level
L_{max}	Maximum sound level during train passby, dBA
LIRR	Long Island Rail Road
LOS	Level of Service
LUST	Leaking Underground Storage Tank
MARC	Maryland Rail Commuter
MNR	Metro North Railroad
MOU	Memorandum of Understanding
MP	Mile Post
MPH	Miles per Hour
NAAQS	National Ambient Air Quality Standards
NEC	Northeast Corridor
NEPA	National Environmental Policy Act of 1969
NHPA	National Historic Preservation Act of 1966
NJT	New Jersey Transit
NO_2	Nitrogen dioxide
NO_X	Nitrogen oxides
NOAA	National Oceanic and Atmospheric Administration
NMFS	National Marine Fisheries Service
NPDES	National Pollution Discharge Elimination System

wetland	As defined by 40 CFR Part 230.3, wetlands are "those areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions." Wetlands generally include swamps, marshes, bogs, and similar areas.
wye track	A principal track and two connecting tracks arranged like the letter "Y" on which locomotives, cars and trains may be turned.
yard truck	Any truck that has delivery into a rail yard.

rail spur	A track that diverges from a main line, also known as a spur track or rail siding, which typically serves one or more industries.
rail yard	A location where rail cars are switched and stored.
railbanking	A set-aside of abandoned rail corridor for recreational and/or transportation uses, including reuse for rail.
receptor/receiver	A land use or facility where sensitivity to noise or vibration is considered.
right-of-way	The strip of land for which an entity (e.g., a railroad) has a property right to build, operate, and maintain a linear structure, such as a road, railroad or pipeline.
riparian	Relating to, living, or located on, or having access to, the bank of a natural water course, sometimes also a lake or tidewater.
riprap	A loose pile or layer of broken stones erected in water or on soft ground as a guard against erosion.
riverine wetland	All wetlands and deepwater habitats contained within a channel, either naturally or artificially created.
route miles	Distance calculated along a railroad's main and branch lines.
ruderal	An introduced plant community dominated by weed species, typically adapted to disturbed areas.
scrub-shrub	Areas dominated by woody vegetation less than 6 meters (20 feet) tall, which includes shrubs and young trees.
set out	To remove one or more cars from a train at an intermediate (non-yard) location such as a siding, interchange track, spur track, or other track designated for the storage of cars.
Section 106	Refers to Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended through 1992 (16 U.S.C. 470). Section 106 requires a Federal agency head performing a Federal undertaking to take into account the undertaking's effects on historic properties.

sound	A physical disturbance in a medium (e.g., air) that is capable of being detected by the human ear.
Sound Exposure Level (SEL)	A quantitative measure of the noise exposure produced by a given noise event. The sound exposure level (SEL) is equivalent in magnitude to a reference signal with a duration of one second. The SEL accounts for both the magnitude and duration of the noise event and can be used to calculate the contribution of specific events to the overall noise environment. The SEL is representative of the total sound energy produced by the event at an observation point; it indicates the constant sound level with one second duration that corresponds to the same total sound energy as the given event.
take or taking	Refers to a removal of property, an acquisition of right-of-way, or a loss and/or degradation of species' habitat.
threatened	A species that is likely to become an endangered species within the foreseeable future throughout all or part of its range, and is protected by state and/or federal law.
trackage rights	The right or combination of rights of one railroad to operate over the designated trackage of another railroad including, in some cases, the right to operate trains over the designated trackage; the right to interchange with all carriers at all junctions; the right to build connections or additional tracks in order to access other shippers or carriers.
turnout	A track arrangement consisting of a switch and frog with connecting and operating parts, extending from the point of the switch to the frog, which enables engines and cars to pass from one track to another.
unit train	A train consisting of cars carrying a single commodity, e.g., a coal train (see also bulk train).
water resources	An all inclusive term that refers to many types of permanent and seasonally wet/dry surface water features including springs, creeks, streams, rivers, ponds, lakes, wetlands, canals, harbors, bays, sloughs, mudflats, and sewage-treatment and industrial waste ponds.

key routes

As defined by the Association of American Railroads (AAR), a key route is a track that carries an annual volume of 10,000 car loads or intermodal tank loads of any hazardous material. AAR has developed voluntary industry key route maintenance and equipment guidelines designed to address safety concerns in the rail transport of hazardous materials. For analysis purposes, SEA has used the term "major key route" to identify routes where the volume of hazardous materials carried on a route would double and exceed a volume of 20,000 carloads as a result of the proposed Conrail Acquisition.

key train

The Association of American Railroads (AAR) defines a key train as any train handling five or more carloads of poison inhalation hazard (PIH) materials or a combination of 20 or more carloads containing hazardous materials. Under AAR voluntary industry guidelines, railroads impose operating restrictions on key trains to ensure safe rail transport of these materials. These restrictions include maximum speeds, and meeting and passing procedures.

L_{dn}

Nighttime noise level (L_n) adjusted to account for the perception that a noise level at night is more bothersome than the same noise level would be during the day.

Level of Service (LOS)

Level of Service (rating A through F). A measure of the functionality of a highway or intersection that factors in vehicle delay, intersection capacity and effects to the street/highway network.

lift

A lift is defined as an intermodal trailer or container lifted onto or off of a rail car. For calculations, lifts are used to determine the number of trucks using intermodal facilities.

locomotive, road

One or more locomotives (or engines) designed to move trains between yards or other designated points.

locomotive, switching

A locomotive (or engine) used to switch cars in a yard, between industries, or in other areas where cars are sorted, spotted (placed at a shipper's facility), pulled (removed from a shipper's facility), and moved within a local area.

main line	The principle line or lines of a railway.
merchandise train	A train consisting of single and/or multiple car shipments of various commodities.
mitigation	Actions to prevent or lessen negative effects.
mobile source	A term used in reference to air quality meaning a source of air emissions that are not in a fixed location, such as a locomotive or automobile.
National Register	A listing of historic places maintained by the Secretary of the Interior.
National Wetlands Inventory	An inventory of wetland types in the United States compiled by the U.S. Fish and Wildlife Service.
noise	Any undesired sound or unwanted sound.
nonattainment	An area that does not meet standards specified under the Clean Air Act.
Non-point source discharge	Pollution not associated with a specific, fixed outfall location (e.g., sewer pipe), such as runoff from a construction site.
palustrine wetland	Non-tidal wetland dominated by trees, shrubs or persistent emergent vegetation. Includes wetlands traditionally classified as marshes, swamps, or bogs.
passby	The passing of a train past a specific reference point.
pick up	To add one or more cars to a train from an intermediate (non-yard) track designated for the storage of cars.
precursor	A term used in reference to air quality, meaning an initial ingredient contributing to a subsequent air quality pollutant.
prime farmland	Land defined by the Natural Resource Conservation Service (NRCS) as having the best combination of physical and chemical characteristics for producing food, feed, forage, fiber, and oilseed crops.
point source	A distinct stationary source of air or water pollution such as a factory or sewer pipes.

dray	A local move of a trailer, truck, or container.
emergent species	An aquatic plant with vegetative growth mostly above the water.
endangered species	A species of plant or animal that is in danger of extinction throughout all or a significant portion of its range and is protected by state and/or federal laws.
failure mode and effects analysis (FMEA)	This analysis is a method of analyzing the causes and consequences of potential spills of stored and transported hazardous materials. This procedure helps reduce the risk of such spills by eliminating known causes.
fill	The term used by the United States Army Corps of Engineers that refers to the placement of suitable materials (e.g., soils, aggregates, concrete structures, etc.) within water resources under Corps jurisdiction.
flat yard	A system of relatively level tracks within defined limits for making up trains, storing cars, and other purposes which requires a locomotive to move cars (switch cars) from one track to another.
Flood Insurance Rate Maps	Maps available from the Federal Emergency Management Agency that delineate the land surface area of 100-year and 500-year flooding events.
floodplain	The lowlands adjoining inland and coastal waters and relatively flat areas and flood prone areas of offshore islands, including, at a minimum, that area inundated by a one percent (also known as a 100-year or Zone A floodplain) or greater chance of flood in any given year.
frog	A track structure used where two running rails intersect that permits wheels and wheel flanges on either rail to cross the other rail.
habitat	The place(s) where plant or animal species generally occur(s) including specific vegetation types, geologic features, and hydrologic features. The continued survival of that species depends upon the intrinsic resources of the habitat. Wildlife habitats are often further defined as places where species derive sustenance (foraging habitat) and reproduce (breeding habitat).

haulage right	The limited right of one railroad to operate trains over the designated lines of another railroad.
hazardous materials	Any material that poses a threat to human health and/or the environment. Typical hazardous substances are toxic, corrosive, ignitable, explosive, or chemically reactive.
highway/rail at-grade crossing	The location where a local street or highway crosses railroad tracks at the same level or elevation.
historic property	Any prehistoric or historic district, site, building, structure, or object that warrants consideration for inclusion in the National Register of Historic Places (NRHP). The term "eligible for inclusion in the NRHP" includes both properties formally determined as such by the Secretary of the Interior and all other properties that meet NRHP listing criteria.
hump yard	A railroad classification yard in which the classification of cars is accomplished by pushing them over a summit, known as a "hump," beyond which they run by gravity.
interlocking	An arrangement of switch, lock, and signal appliances interconnected so that their movements succeed each other in a predetermined order, enabling a moving train to switch onto adjacent rails. It may be operated manually or automatically.
intermodal facility	A site or hub consisting of tracks, lifting equipment, paved areas, and a control point for the transfer (receiving, loading, unloading, and dispatching) of intermodal trailers and containers between rail and highway or rail and marine modes of transportation.
intermodal train	A train consisting or partially consisting of highway trailers and containers or marine containers being transported for the rail portion of a multimodal movement on a time-sensitive schedule; also referred to as a piggyback, TOFC (Trailer on Flat Car), COFC (Container on Flat Car), and double stacks (for containers only).

GLOSSARY

at-grade roadway crossing	The location where a local street or highway crosses railroad tracks at the same level or elevation.
attainment area	An area that meets National Ambient Air Quality Standards (NAAQS) specified under the Clean Air Act.
A-weighted Sound Level (dBA)	The most commonly used measure of noise, expressed in "A-weighted" decibels (dBA), is a single-number measure of sound severity that accounts for the various frequency components in a way that corresponds to human hearing.
ballast	Top surface of rail bed, usually composed of aggregate (i.e., small rocks and gravel).
Best Management Practices (BMPs)	Techniques recognized as very effective in providing environmental protection.
Board	Surface Transportation Board, the licensing agency for the proposed Conrail Acquisition.
borrow material	Earthen material used to fill depressions to create a level right-of-way.
branch line	A secondary line of railroad usually handling light volumes of traffic.
bulk train	Also known as a unit train. A complete train consisting of a single non-breakable commodity (such as coal, grain, semi-finished steel, sulfur, potash, or orange juice) with a single point of origin and destination.
consist	The make-up of a train, usually referring to the number of cars.
construction footprint	The area at a construction site subject to both permanent and temporary disturbances by equipment and personnel.
Class I Railroad	Railroads that exceed annual gross revenues of $250 million, in 1991 dollars. The amount is indexed annually to reflect inflation. For 1996, the annual gross revenue was $255 million.

Criteria of Effect

The Advisory Council on Historic Preservation's (ACHP) Criteria of Effect and Adverse Effect (35 CFR Part 800.9) provide the basis for determining potential effects on historic properties.

criteria pollutant

Any of six air emissions (lead, carbon dioxide, sulfur dioxide, nitrogen dioxide, ozone and particulate mater) regulated under the Clean Air Act, for which areas must meet national air quality standards.

cultural resource

Any prehistoric or historic district, site, building, structure, or object that warrants consideration for inclusion in the National Register of Historic Places (NRHP). For the purposes of this document, the term applies to any resource more than 50 years of age for which SEA gathered information to evaluate its significance.

Day-Night Sound (L_{dn})

One of the most widely accepted measures of cumulative noise exposure in residential areas. The Day-Night Sound Level (L_{dn}) is the A-weighted sound level, averaged over a 24-hour period, but with levels observed during the nighttime hours between 10 p.m. and 7 a.m., increased by 10 dBA to account for increased sensitivity at night.

dBA

Adjusted decibel level. A sound measurement that adjusts noise by filtering out certain frequencies to make it analogous to that perceived by the human ear. It applies what is known as an "A-weighting" scale to acoustical measurements.

decibel (dB)

A logarithmic scale that compresses the range of sound pressures audible to the human ear over a range from 0 to 140, where 0 decibels represents sound pressure corresponding to the threshold of human hearing, and 140 decibels corresponds to a sound pressure at which pain occurs. Sound pressure levels that people hear are measured in decibels, much like distances are measured in feet or yards.

deciduous

Any plant whose leaves are shed or fall off during certain seasons; usually used in reference to tree types.

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SURFACE TRANSPORTATION BOARD
Finance Docket No. 33388

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

GUIDE TO THE DRAFT ENVIRONMENTAL IMPACT STATEMENT

This Draft Environmental Impact Statement (Draft EIS) evaluates the potential environmental effects that could result from the proposed Acquisition of Conrail Inc. and Consolidated Rail Corporation (Conrail) by CSX Corporation and CSX Transportation, Inc. (CSX) and Norfolk Southern Corporation and Norfolk Southern Railway Company (NS). The Surface Transportation Board's Section of Environmental Analysis (SEA) has prepared this document in accordance with the requirements of National Environmental Policy Act (NEPA), as amended (42 U.S.C. 4321), Council on Environmental Quality (CEQ) implementing NEPA, the Board's environmental rules (49 CFR Part 1105) and other applicable environmental statutes and regulations.

The Draft Environmental Impact Statement includes the following:

An **Executive Summary** which provides an overview and summary of the Draft EIS including and proposed mitigation.

Volume 1: Chapters 1 through 4

- Chapter 1 discusses the purpose and need for the project and sets forth the jurisdiction of the Surface Transportation Board (Board) and reviewing agencies. It also presents the parties to the proposed Acquisition, SEA's environmental review process and the agency coordination and public participation process.
- Chapter 2 describes the three railroads' existing network, the proposed Acquisition, alternatives considered, and related actions.
- Chapter 3 contains a description of the analysis methods and potential mitigation strategies.
- Chapter 4 presents system-wide and regional settings, potential effects of the proposed action, and measures to mitigate adverse effects. It also summarizes the No-Action alternative and discusses cumulative effects; the relationship between short-term uses of the environment and enhancement of long-term productivity; and irreversible and irretrievable commitments of resources.

Volume 2 (A through C): Safety Integration Plans

These volumes (2A through 2C) consist of the Applicants' Safety Integration Plans, Board Decision requiring these plans, and U.S. Department of Transportation comments on rail safety.

Volume 3: State Setting, Impacts, and Proposed Mitigation

- These two volumes (3A and 3B) consist of a series of sections which discuss the setting, impacts, and proposed mitigation by state. The potential impacts of individual segments, intermodal facilities, rail yards, new constructions, abandonments, and other types of action are part of this discussion.
- Volume 3A contains the states Alabama through Missouri.
- Volume 3B contains the states New Jersey through Washington, D.C.

Volume 4: Chapter 6 through 8 and References

- Chapters 6 describes SEA's agency coordination and public outreach efforts including the scoping process and document distribution.
- Chapter 7 presents SEA's preliminary mitigation recommendations to the Board.
- Chapter 8 contains a list of document preparers.

Volume 5: Appendices

- These three volumes (5A through 5C) contain the methods, extensive tables, and other pertinent data by discipline as well as public outreach and agency coordination documents and verified statements.
- Volume 5A contains the technical appendices.
- Volume 5B contains the public and agency correspondence, public outreach materials, and responses from other railroads.
- Volume 5C contains verified statements, relevant Board Decisions, Federal regulations, site visit summaries, and other pertinent information.

Volume 6: Proposed Abandonments

This volume provides detailed analysis and mitigation of the potential environmental impacts associated with the proposed abandonment of line segments and related salvage activities.

To assist the reader in the review of this document, a Glossary and List of Acronyms are included in front of each volume.

Volume 4

Table of Contents

CHAPTER 6

Agency Coordination and Public Outreach

This chapter describes the process that the Section on Environmental Analysis (SEA) implemented to determine the scope of this Environmental Impact Statement (EIS), as well as its ongoing agency coordination and public outreach.

SEA implemented an extensive agency coordination and public outreach effort to ensure that it informed potentially affected organizations and individuals about the proposed Conrail Acquisition and the potential environmental impacts. This effort also ensured that potentially affected parties had ample opportunity to comment on the scope of the EIS, potential environmental impacts of the proposed Acquisition and SEA's preliminary recommended mitigation for potentially significant impacts.

6.1 SCOPING PROCESS

According to the National Environmental Policy Act (NEPA), agencies undertaking major Federal actions must consult with other government agencies and the public before preparing environmental documents. As discussed in Chapter 1, Surface Transportation Board (Board) approval of the proposed Conrail Acquisition is considered a major Federal action. The lead Federal agency in this case. Through early consultation, the lead agency can notify agencies and the public of the proposed action at the beginning of the environmental impact review process. Coordination is important because it provides an early opportunity for agencies with review and permitting responsibilities, as well as the public, to comment on the range and depth of the issues to be studied. The range of issues examined in the EIS is called the scope of the EIS. "Scoping" is the process of requesting and reviewing comments on these issues. During scoping, the lead agency for an EIS develops a formal draft scope for the EIS and provides the opportunity for agencies and the public to comment on it. The lead agency considers all comments received during the scoping process, and modifies the proposed scope as appropriate.

SEA developed a draft scope of the EIS of the proposed Conrail Acquisition which was mailed to 1,964 Federal, state, local agencies, and other interested parties on July 3, 1997. The draft scope of the EIS was subsequently published in the Federal Register on July 7, 1997, as part of

the Notice of Intent to prepare an EIS and EIS scoping notice. Comments on the draft scope were due by August 6, 1997. Additionally, press releases detailing the scope were distributed to 198 newspapers in metropolitan areas potentially affected by the proposed Conrail Acquisition. SEA also published legal notices in more than 800 newspapers with the highest circulation for each of the potentially affected counties. SEA received more than 170 comments concerning the draft scope of the EIS including:

- 21 comments from Federal agencies including the U.S. Departments of Agriculture, Commerce, Housing and Urban Development, Interior, and Transportation; the U.S. Army Corps of Engineers; the U.S. Coast Guard; and the Environmental Protection Agency.

- 48 comments from state agencies in 24 states (AL, DE, FL, GA, IL, IN, KY, LA, MD, MA, MI, MS, MO, NC, NJ, NY, OH, PA, RI, SC, TN, VT, VA, and WV).

- 78 comments were from local, county, and regional agencies in 18 states and Washington, D.C. (AL, DE, FL, GA, IL, IN, KY, LA, MD, MA, MI, NC, NJ, NY, OH, PA, TN, and VA).

- Nine comments from citizens in DE, GA, and OH. Five businesses, including Interstate Commodities, Inc., Johnson Environmental Consulting Group, Inc., Newark (DE) Center for Creative Learning, Newark (DE) Day Nursery, and Port Richmond Community Council, Inc., provided comment, as did a rail carrier, National Railroad Passenger Corporation (Amtrak).

- Eight comments from other interested parties, including the League of Women Voters of New Castle County, DE; the American Public Transit Association; The Waterfront Historic Area League, New Bedford, MA; Indianapolis Power & Light Company, IN; Downtown Newark, DE; University of Delaware, DE; Women Like Use, D.C., and Rutgers, The State University of NewJ Jersey School of Law on behalf of the Tri-State Transportation Campaign, NY.

The comments covered a broad range of topics, including air quality, water resources, noise, at-grade highway safety, rail accidents, emergency vehicle response times, hazardous materials transportation and spills, environmental justice, and current and future commuter rail service.

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

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

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

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

SEA clarified the Energy Section in the final scope to address estimated system-wide changes in energy efficiency (fuel use) including the impact of truck-to-rail diversions. The Energy Section also addresses the overall estimated changes in energy efficiency resulting from rail-to-truck diversions subject to the Board's regulatory thresholds in 49 CFR 1105.7 (e)(4)(iv).

SEA expanded the Air Quality Section to include the calculation of net increases of emissions from the proposed transaction for counties where SEA projected increases in locomotive emissions to be one hundred tons or more per year. SEA modified the Noise Section, to reflect the actual data that are available to analyze noise impacts. SEA will develop estimates of receptors where they predict noise levels to rise to 65 decibels L_{dn} or greater as a result of rail traffic increases related to the proposed Acquisition.

SEA expanded the Environmental Justice Section in the final scope to include a report on the demographics within the vicinity of rail line segments meeting the Board's thresholds for environmental analysis. SEA has and is continuing to conduct an analysis of potential environmental impacts which could have a disproportionately high and adverse health effect on minority or low-income populations.

The portion of the final scope of the EIS involving Land Use/Socioeconomic Issues includes a consideration of socioeconomic impacts to the extent that they result directly from changes to the physical environment due to the proposed Acquisition. That approach is consistent with the U.S. Supreme Court decision in *Metropolitan Edison Co. V. People Against Nuclear Energy*, 460 U.S. 766 (1982). The labor protection afforded by the Board in considering the merits of the proposed transaction will cover those most directly and immediately affected by the proposed transaction, the employees of the consolidating carriers. Therefore, the EIS does not address these impacts. SEA expanded the Land Use/Socioeconomic Issues Section to specifically state that the EIS will address the potential environmental impacts of proposed rail line construction and abandonment activities on Native American reservations and sacred sites.

Several comments on the draft scope of the EIS suggested there be an analysis of the cumulative impacts of certain environmental effects related to the proposed transaction. This Draft EIS has addressed cumulative effects where such effects could have regional or system-wide impacts. Specific cumulative effects which SEA analyzed include air quality and energy. SEA analyzed cumulative effects for other projects or activities related to the proposed transaction where information was provided in a timely fashion to the Board describing those projects, their interrelationship to the proposed transaction, and the type and severity of the potential environmental impacts, and SEA determined that there was the likelihood of significant environmental impacts. Finally, as part of its Environmental Justice analysis, SEA has and is continuing to conduct an expanded public outreach effort to identify potential cumulative environmental impacts in minority or low-income communities where there is potential for significant environmental impacts.

SEA has prepared this Draft EIS in accordance with the final scope as published in the Federal Register on October 1, 1997 (Federal Register, Vol. 62, No. 190, p. 51,500).

6.2 ONGOING AGENCY AND PUBLIC COORDINATION

SEA's ongoing agency and public coordination effort provides information about the proposed Conrail Acquisition and about the opportunity for any interested party to comment on the Draft EIS. After considering agency and public comments on the Draft EIS, SEA will issue a Final EIS. The Final EIS will address the comments on the Draft EIS and will include SEA's final recommendations on appropriate environmental mitigation. SEA will serve the Final EIS in April 1998, prior to the Board's voting conference, scheduled for April 14, 1998.

6.2.1 Agency Coordination Process

In addition to the scoping activities, SEA set the following goals for agency coordination:

- Comply with pertinent Federal statutes and Executive Orders.
- Facilitate communication among agencies.
- Respond to technical comments and issues.
- Access data and information about the study area and any related projects.

SEA contacted several hundred Federal, state, and regional agencies when the railroads filed the Application for the proposed Conrail Acquisition. SEA prepared and distributed an agency consultation letter, along with a draft scope, advising the agencies that the railroads had filed the Application and that the Board intended to prepare an EIS. The agency consultation letter described the proposed Conrail Acquisition, SEA's role in the environmental review process, the environmental review and public comment process, and included a copy of the draft scope of the EIS. SEA also sent the consultation letter and draft scope to potentially affected counties and more than 150 incorporated cities and towns to inform them of rail traffic increases (if any) on

rail line segments or other types of actions meeting or exceeding Board thresholds. The agency consultation list and EIS scope distribution is included in the following Table 6-1.

Table 6-1
EIS Scope Distribution

Entity Type	Number
Federal Agencies	136
Local Elected Officials - County/City Level	667
Local Government Agencies - County/City Level	580
Environmental Organization and Citizen's Group	6
Rail Unions	20
Railroads	11
Regional Groups and Agencies[a]	335
Special Interest Groups	16
State Agencies	157

[a] Have more than one jurisdiction (e.g. metropolitan planning organizations)

SEA contacted many agencies, either by letter or telephone, to collect data, coordinate agency issues, or provide information about the environmental review process. SEA also met with Federal and state agencies to discuss issues and concerns provided to SEA during the comment period on the draft Scope of the EIS. A table appears in Appendix M listing many of the agency coordination contacts SEA conducted during the development of the Draft EIS. The table presents highlights of the topics discussed. A copy of the agency consultation letter is included in Appendix O. Appendix M also displays correspondence received from agencies.

6.2.2 Applicants' Agency Coordination

Prior to the filing of the Notice of Intent to file a Joint Application in April 1997, CSX and NS each intended to separately and exclusively acquire Conrail. As part of their required agency coordination in preparation of an application to the Board, each railroad, through its environmental contractors contacted numerous Federal, state, and local agencies. During this early agency coordination, if the railroads modified their operating plans, their respective contractors sent some agencies additional notices. As a result, many agencies received similar conflicting requests for agency coordination regarding the acquisition of Conrail.

When CSX and NS filed the notice for a single and joint acquisition, SEA directed the Applicants to minimize further contacts with agencies. SEA intended this direction as a measure

to reduce confusion among agencies and focus agency consultation on the Federal environmental review process.

In June 1997, the Applicants distributed an Environmental Report and Operating Plans, prepared in accordance with Board requirements. Applicants provided SEA with copies of all communication reports and agency correspondence. To provide consistent distribution, SEA provided its agency mailing list to the Applicants for distributing the Environmental Report. The Applicants included text at the beginning of each of the three volumes of their Environmental Report advising recipients that SEA would be preparing an EIS and would be initiating the Federal scoping process. The Applicants subsequently distributed an Errata and Supplemental Environmental Report (correcting and adding to information in the original Environmental Report) using the same distribution list.

SEA reviewed the Environmental Report and all of the agency consultation materials and incorporated appropriate information into the Draft EIS analysis.

6.2.3 Public Outreach Process

SEA implemented an extensive public outreach program, which included a variety of methods to inform the public of the EIS preparation process, and to encourage public participation throughout the environmental review process. Actions SEA took to encourage public awareness include:

- Distributing press releases.
- Publishing legal notices in major newspapers.
- Distributing a fact sheet, in both English and Spanish, describing the proposed Acquisition.
- Establishing a toll-free telephone hotline with messages recorded in both English and Spanish at (888) 869-1997.
- Creating an Internet Web site (www.conrailmerger.com) containing information on the Acquisition.

More specifically, SEA distributed information about the proposed Conrail Acquisition and the intent to prepare an Environmental Impact Statement. SEA prepared a press release summarizing the information provided to agencies and distributed it to the media in 24 states and Washington, D.C. SEA arranged for legal notices to be placed in the newspapers with the highest circulation for each of the potentially affected counties. SEA also prepared and distributed a fact sheet describing the proposed Conrail Acquisition to more than 7,000 elected officials, agencies, and organizations for the cities and counties potentially affected by the proposed Conrail Acquisition (See Appendix O for these materials.) The Internet Web site received over 3,900 logged user sessions.

SEA has conducted expanded outreach to the following communities with potential Environmental Justice impacts (copies of the detailed public outreach plans can be found in Appendix K):

Chicago, IL
Blue Island, IL
Gary, IN
Fort Wayne, IN
Lafayette, IN
Baltimore, MD
Cheverly, MD (and surrounding area in Prince Georges County)
Cleveland, OH
Ashtabula, OH
Youngstown, OH
Toledo, OH
Marion, OH
West Newton, PA
Harrisburg, PA
Nashville, TN
Washington, DC

6.2.4 Summary of Comments Received

As of November 1, 1997, SEA received 1,600 separate comments related to environmental concerns on the proposed Conrail Acquisition, the procedural schedule, the draft Scope of the EIS, and the Seven Connections. SEA established a comprehensive database to record and maintain all comments received in writing or via the telephone hotline and the Website. Most of the environmental concerns were provided to SEA by mail, but a small number of comments were submitted to SEA by telephone and via the Internet.

Elected officials and agencies in Federal, state, regional and local government; railroads; civic and advocacy organizations; businesses; and individuals submitted comments. A total of approximately 794 documents containing the approximately 1,600 environmental comments were submitted to SEA. (See Table 6-2.) The specific number of documents each group filed include:

- Federal Officials and Agencies (42).
- State Officials and Agencies (85).
- Regional and Local Officials and Agencies (148).
- Railroad (1).
- Organizations and other (16).
- Businesses (9).
- Individuals (493)

Table 6-2
Environmental Comments by State as of November 1, 1997[a]

State	Comments
Alabama	3
Connecticut	3
Delaware	31
Florida	13
Georgia	11
Illinois	19
Indiana	22
Kentucky	5
Louisiana	3
Maryland	18
Massachusetts	6
Michigan	14
Mississippi	3
Missouri	4
New Jersey	11
New York	16
North Carolina	7
Ohio	531
Pennsylvania	17
Rhode Island	2
South Carolina	1
Tennessee	6
Vermont	1
Virginia	12
West Virginia	1
Washington, D.C.	7

[a] This table indicates the geographic scope of the comments, not the geographic origin of the comments. For instance, comments were assigned to more than one state such as the comments from the Ohio, Kentucky, Indiana (OKI) Regional Council of Governments. Further, comments were not assigned to any state if the comment was regional or national in it geographic scope. For instance, Federal agency comments were not assigned to states unless their comments were specific to a state.

Environmental Comments

The comments addressed a range of issues related to the potential environmental impacts of the rail operations, the abandonment of rail line segments, and the construction of new rail line connections and rail facilities such as intermodal yards and rail yards associated with the proposed Conrail Acquisition. (See Table 6-3). The specific environmental issues included noise, air quality, emergency response, highway congestion, rail accidents, vehicle delay at grade crossings, pedestrian safety at grade crossings, transportation of hazardous commodities, and commuter operations. In some instances, a commentor raised more than one environmental issue.

Table 6-3
Number of Issues Raised in the Environmental Comments Received

Environmental Impact Category	Topic	Number
Safety	Rail Accidents	126
	Grade Crossing/Pedestrians	121
	Grade Crossing/Vehicle	57
	Intercity Passenger Service[a]	26
	Commuter Operations[a]	62
	Hazardous Materials Transport	187
Transportation Systems	Emergency Response	250
	Rail Operations	27
	Commuter Operations[a]	(62)
	Intercity Passenger Service[a]	(26)
	Transportation: Other	3
	Traffic Congestion	76
Energy	Energy	7
Air Quality	Air Quality	177
Noise	Noise	208
Cultural Resources	Cultural and Historic Resources	36
Hazardous Material	Hazardous Waste Site	7

Environmental Impact Category	Topic	Number
Natural Resources	Threatened & Endangered Species	9
	Wildlife Habitat	2
	Wetlands	10
	Water Resources	30
	Natural Resources: General	6
Land Use/Socioeconomics	Land Use	62
	Planning	18
	Prime Farm Land	25
	Coastal Zone Management	26
Environmental Justice	Environmental Justice	11
Cumulative Effects	Cumulative Effects	3
Others	General Environmental	17
	Maintenance	12
Total Comments on Topics[a]		1,600

[a] Commuter operations and intercity passenger service topics are applicable to and appear in two different environmental impact categories. However, these two topics are counted only once in figuring the total number of comments on topics.

6.3 DRAFT EIS DISTRIBUTION

The Board regulations identify types of agencies and officials to receive environmental documentation (49 CFR Part 1105.7). Additionally, NEPA regulations identify appropriate distribution (40 CFR Part 1500 to 1508). This section lists the agencies, officials, and other interested parties receiving the Draft EIS on the proposed Conrail Acquisition. SEA also provided those on the notification list with specific information about how to comment on this Draft EIS.

SEA published in the Federal Register a Notice of Availability of the Draft EIS to maximize public awareness of the availability of the document and to provide instructions on how to comment on the Draft EIS. The Environmental Protection Agency also published a notice of availability of the Draft EIS in the Federal Register in accordance with the National Environmental Policy Act. In addition to the Federal Register notice, SEA concurrently mailed the Draft EIS to more than 2,000 Federal, state, and local elected officials, agencies, and other

interested parties. SEA will also send press releases and update the Web site with information about the availability of the Draft EIS and how to comment on the Draft EIS.

Concurrent with issuing the Draft EIS, SEA will also mail notification packets to all counties which have Conrail, CSX, or NS lines within their boundaries and all cities which have been identified on rail line segments as meeting Board thresholds for environmental analysis.

6.3.1 Recipient List: Draft EIS

SEA served a copy of the Draft EIS to the following organizations:

Federal Agencies

- Advisory Council on Historic Preservation.
- U.S. Army Corps of Engineers.
  - Headquarters.
  - 22 District Offices in the affected states.
- U.S. Department of Agriculture.
  - Forest Service.
  - Natural Resources Conservation Service.
- U.S. Department of Commerce.
  - National Oceanic and Atmospheric Administration.
  - National Geodetic Survey.
  - National Marine Fisheries Service.
- U.S. Department of the Interior.
  - Bureau of Indian Affairs.
  - Bureau of Land Management.
  - National Park Service.
  - Office of Environmental Project Review.
  - U.S. Fish and Wildlife Service.
- U.S. Department of Transportation.
  - Secretary's Office.
  - Federal Railroad Administration
  - Federal Transit Administration.
  - Federal Highway Administration.
  - U.S. Coast Guard.
- U.S. Environmental Protection Agency.
  - Office of Federal Activities.
  - Regions 1-7.

Regional Agencies (in potentially affected counties)

- Port Authorities (including inland ports).
- Planning Organizations - each area representing an affected county, or groups of counties.

State Agencies (in the 24 state areas affected and Washington, D.C.)

- Coastal Zone Management offices.
- Departments of Transportation.
- Departments of Environmental Protection.
- Departments of Natural Resources.
- State Historic Preservation Offices.
- State Public Service/Utility Commissions.
- State Clearinghouses.

County/Local Governments (of the potentially affected counties)

- County Executive (or Administrator or Manager).
- City Manager (or Mayor).

Passenger Rail Agencies

- Amtrak.
- Commuter Rail Transit Agencies.

Freight Railroads - Class I

- BC Rail Ltd.
- Burlington Northern & Santa Fe Railway Company.
- CP Rail System - Soo Line.
- CSX Transportation, Inc.
- Canadian National Railroad.
- Canadian Pacific Railway.
- Consolidated Rail Corporation.
- Illinois Central Railroad.
- Kansas City Southern Railway.
- Norfolk Southern Railroad.
- Union Pacific Railroad.

Organizations

- American Public Transit Association.
- American Trucking Association.
- Association of American Railroads.
- American Short Line Railroad Association.
- American Railway and Airway Supervisors Association.
- National Railway Historical Society.
- National Association of Railroad and Environmental Testing.
- National Trust for Historic Preservation.
- The Nature Conservancy.
- National Rails-to-Trails Conservancy.
- Women Like Us.
- Sierra Club.

Unions

- Brotherhood of Locomotive Engineers.
- Brotherhood of Boilermakers and Blacksmiths.
- Brotherhood of Railway Carmen.
- Brotherhood of Maintenance of Way Employees.
- Brotherhood of Railroad Signalmen.
- International Association of Machinists and Aerospace Workers.
- International Brotherhood of Firemen and Oilers.
- International Brotherhood of Electrical Workers.
- International Brotherhood of Locomotive Engineers.
- International Longshoremen's Union.
- International Association of Bridge, Structural & Ornamental Iron Workers.
- Hotel and Restaurant Employees International.
- Railroad and Shipyard Workers.
- Transportation Communications Union.
- United Transportation Union.
- AFL-CIO.

Other

- Individuals and organizations that specifically request a copy of the Draft EIS.

Parties of Record

- More than 250 Parties of Record (as identified in Board Decision No. 21).

6.3.2 Recipient List: Notice of Availability of the Draft EIS

In addition to distributing the Draft EIS, SEA distributed the Notice of Availability of the Draft EIS to the following individuals and organizations:

Federal (in all 24 potentially affected states)

- U.S. Senators.
- U.S. House of Representatives.

State (in all 24 potentially affected states)

- Governors.
- State Senators.
- State Representatives.

County (in all counties that have Conrail, CSX or NS rail lines)

- Chief County Elected Officials (Commission Chair or Chief Commissioner, except in counties where the chief elected official is receiving Draft EIS as listed above).
- Public Information Officers.
- County Planning Directors.
- County Public Works Directors.
- County Engineers.

City (all cities which have been identified on rail line segments as meeting the Board's thresholds for environmental analysis)

- City or Town Managers or Administrators.
- Mayors.

Media

- Key individuals and interested parties identified through media monitoring.

6.3.3 Draft EIS Comment Period

SEA will accept comments on the Draft EIS during a 45-day comment period. All comment must be received in writing, Government agencies and business must submit 1 original and 10 copies, citizens may submit only one original, to be considered in the preparation of the Final EIS. All agencies, organizations, and individuals should submit their written comments by 45 days from the date of EPA's Federal Register Notice of Availability of this Draft EIS:

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

In the lower left-hand corner of the envelope, include:

Attention: Elaine K. Kaiser
Environmental Project Director
Section of Environmental Analysis

CHAPTER 7

SEA's Preliminary Recommended Environmental Mitigation

This chapter is divided into two sections. Section 7.1 provides background information to assist the public in responding to the mitigation measures recommended by SEA at this time. Section 7.2 lists the specific preliminary mitigation measures that SEA is currently recommending based on its independent environmental analysis, review of information available to date, and consideration of public comments received. These preliminary mitigation measures are grouped into six categories to facilitate public review. The six categories are:

1. System-Wide Mitigation.

2. Regional Mitigation.

3. Local or Site-Specific Mitigation.

4. Mitigation for Specific Communities with Unique Circumstances.[1]

5. General Mitigation for Proposed Constructions and Abandonments.

6. Site-Specific Mitigation for Proposed Constructions and Abandonments.

7.1 OVERVIEW OF SEA'S APPROACH TO MITIGATION

7.1.1 Background

The Environmental Impact Statement (EIS) process for the proposed Conrail Acquisition will allow the Board to take the "hard look" at environmental consequences required for this complex and geographically far-reaching project. This environmental review process will assist the Board in making a decision to: (1) approve, (2) disapprove, or (3) approve the proposed Acquisition

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[1] This category includes communities that did not trigger any SEA environmental thresholds for significant environmental impacts, but nevertheless, appear to warrant mitigation because of their unique circumstances.

with conditions. The Board will make its decision only after it has considered all the public comments, the Draft EIS, and the Final EIS which will include SEA's final environmental recommendations.

This Draft EIS describes the proposed 44,000 mile Conrail Acquisition, explains how SEA identified and analyzed potential environmental impacts of the proposed project, discusses the actual environmental impacts identified by SEA thus far, and presents possible ways to mitigate project-related environmental impacts. More specifically, Chapters 1 through 3 describe the proposed project, SEA's methodology for analyzing environmental impacts, and the types of mitigation measures that SEA considered. Chapters 4 and 5 discuss the potential system-wide, regional, and site-specific environmental impacts identified to date. Chapter 6 describes SEA's extensive public outreach and agency consultation process. The Appendices contain more detailed technical information and background materials.

The preliminary mitigation measures that SEA recommends in this Chapter are based on the results of SEA's extensive analysis as described in Chapters 1 through 6. In developing the proposed mitigation measures, SEA considered the proposed Acquisition on system-wide, regional, and local levels. The summary preliminary recommended mitigation table is presented in the text in the next section, while other tables appear at the end of this chapter.

On a system-wide basis, SEA's environmental analysis identified no significant system-wide environmental impacts as a result of the proposed Conrail Acquisition, assuming that the CSX, NS and Conrail systems can be safely integrated, as discussed below. Indeed, there would be some positive impacts on a system-wide basis such as reduced fuel use, reduced system-wide air emissions, reduced highway congestion, and a more efficient rail transportation system. Nevertheless, SEA has recommended a broad based system-wide mitigation measure to further enhance safety.

On the regional and local levels, SEA identified significant impacts that could result from the proposed Acquisition and could warrant mitigation. As a result, most of the recommended mitigation in this Draft EIS applies to regional and local environmental impacts.

7.1.2 Project Activities and Impacts

As previously explained, the proposed transaction covers over 44,000 miles of rail lines and related railroad facilities, covering the eastern part of the United States. As a result, the scope of this project is substantial. In reviewing this Draft EIS, it is important to understand the types of railroad activities associated with the project that could result in environmental impacts and, therefore, were analyzed by SEA in this document. These activities are changes in train traffic on rail lines, changes in activity at rail yards and intermodal facilities, and rail line abandonment

and construction projects[2], all of which would result from the proposed Acquisition. Potential environmental impacts associated with these types of activities can include safety, transportation including passenger service, air quality, noise, natural resources, land use including Native American concerns, historic and cultural resources, socioeconomic effects directly related to physical changes in the environment, and environmental justice.

SEA used the Board's thresholds for environmental analysis to determine which Acquisition-related activities to analyze for environmental impacts. These thresholds have proven during prior railroad merger and acquisition environmental reviews to be a conservative and practical means to focus on those activities and areas with potential for significant environmental impacts.

Surface Transportation Board's Thresholds for Environmental Analysis

Activity/Site	Air Quality Attainment Areas[a]	Air Quality Nonattainment Areas[a]	Noise
Rail Line Segments	Increase of 8 trains per day or 100% increase in annual gross ton miles.	Increase of 3 trains per day or 50% increase in annual gross ton miles.	Increase of 8 trains per day or 100% increase in annual gross ton miles.
Rail Yards	Increase of 100% in carload activity per day.	Increase of 20% in carload activity per day.	Increase of 100% in carload activity per day.
Intermodal Facilities	Increase of 50 trucks per day or 10% increase in average daily traffic volume on any affected road segment.	Increase of 50 trucks per day or 10% increase in average daily traffic volume on any affected road segment.	Increase of 50 trucks per day or 10% increase in average daily traffic volume on any affected road segment.

[a] Attainment areas and non-attainment areas as defined by the Clean Air Act.

7.1.3 Scope of the Board's Conditioning Power

In assessing SEA's recommended mitigation, it is important to understand that the Board does not have unlimited authority to impose conditions. As a government agency, the Board can only impose conditions that are consistent with its statutory authority. Accordingly, any conditions

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[2] Potential environmental impacts of the physical construction of the Seven Separate Connections at issue in STB Finance Docket No. 33388 (Sub Nos. 1-7) were covered in separate Environmental Assessments that were prepared by SEA prior to and separate from this Draft EIS. By a decision issued November 25, 1997, the Board approved, subject to certain environmental conditions, the physical construction of the seven connections totaling approximately four miles in the States of Indiana and Ohio. Proposed mitigation for the operational impacts associated with these projects is covered in Recommended Mitigation Nos. 47-49. Therefore, this Draft EIS only addresses proposed operations over these connections. For more details see Decision No. 9 and Decision (in Sub Nos. 1-7) dated November 25, 1997, included in Appendix T.

the Board imposes must be directly related to the transaction it is licensing, must be reasonable, and must be supported by the record before the Board. Thus, the Board's practice consistently has been to mitigate only those impacts that result directly from the proposed action. The Board does not have authority to require mitigation of preexisting conditions, such as existing railroad operations or land development in the vicinity of the railroads.

As an alternative to the mitigation that the Board would unilaterally impose on CSX and NS, SEA strongly encourages the railroads and affected parties to negotiate mutually-acceptable agreements. The Board could then impose compliance with the terms of any mutually-acceptable binding agreement as an environmental condition in any decision approving the proposed Acquisition.

7.1.4 Safety

Safety is of paramount importance to the Board. Accordingly, much of the recommended mitigation in this Draft EIS addresses the safety impacts associated with the proposed railroad operations. Additionally, in response to a request by the Federal Railroad Administration (FRA), on November 3, 1997 the Board directed CSX, NS, and Conrail to submit detailed "Safety Integration Plans" explaining how they propose to ensure the safe integration of their separate systems. Because these plans were not due until December 3, 1997, the Draft EIS does not contain an analysis of these plans. To facilitate public review of this important issue, the complete Safety Integration Plans are included in Volume 2 of this Draft EIS. We encourage FRA and the public to review these plans carefully and comment on their sufficiency. Like all comments on the Draft EIS, any comments on the Safety Integration Plans must be submitted to SEA no later than the end of the 45-day comment period. SEA will fully consider these comments in preparing the Final EIS, which will contain SEA's final safety recommendations.

With respect to safety of hazardous materials transportation, CSX formally advised SEA by a letter dated November 24, 1997, that the data they previously provided regarding hazardous materials transportation may have overstated the amount of this traffic by 20 percent or more. (See Appendix B.) CSX plans to provide SEA with corrected data during the comment period for this Draft EIS. SEA will verify this data and conduct further analysis, as appropriate. Therefore, the mitigation recommendations here that address hazardous materials transportation may be modified in the Final EIS.

7.1.5 Traffic Delay at Highway/Rail At-Grade Crossings

One of SEA's major concerns in this Draft EIS is the potential delay of vehicular traffic at highway/rail at-grade crossings. This delay relates to general type vehicles such as autos, trucks and buses as well as emergency response vehicles. SEA established criteria for assessing potentially significant impacts on traffic delay at highway/rail at-grade crossings based on (1) the increase in average delay per stopped vehicle or (2) the increase in average delay on a daily

basis for all vehicles. For average delay per stopped vehicle at highway/rail at-grade crossings, SEA considered the environmental impact significant if the post-Acquisition increase in delay would be 30 seconds or more. For daily average delay for all vehicles, SEA considered the impact significant if the post-Acquisition traffic level of service at a highway/rail at-grade crossing would be at Level of Service[3] (LOS) "E" or "F" regardless of the pre-Acquisition LOS, or would decline from a pre-Acquisition LOS of "C" or better to a post-Acquisition LOS of "D." SEA has preliminarily identified 38 crossings in the States of Illinois, Indiana, Kentucky, Maryland, Ohio, and Pennsylvania that would meet or exceed this level of significance. (See Table 7-7, "Preliminary Highway/Rail At-Grade Crossings That May Warrant Traffic Delay Mitigation.")

SEA has considered four mitigation strategies to address significant highway/rail at-grade crossing traffic delay impacts at these 38 highway/rail at-grade crossings: (1) increased train speeds consistent with safe operating practices, (2) possible diversion of train traffic to an alternate route, (3) separated grade crossings (constructing overpasses or underpasses), and (4) consultation to develop alternative mitigation.

(1) Increased Train Speed

Where local operating conditions allow for increased train speeds without compromising safety, increasing train speed generally reduces the time that a highway/rail at-grade crossing is blocked when a train passes. Where there is an ability to safely increase train speeds, this type of mitigation could offset any Acquisition-related increase in total traffic delay resulting from additional trains. Accordingly, for those crossings where potential traffic delay impacts would be significant, SEA first evaluated if increased train speed would be a feasible option for reducing or eliminating the traffic delay impacts. There are eight highway/rail at-grade crossings in the States of Indiana, Maryland, and Ohio where train track and signal conditions would permit safe operations at increased train speeds. (See Table 7-7.) At this time, SEA recommends that the Board impose on any decision approving the proposed Conrail Acquisition a condition requiring the acquiring railroad to implement the necessary physical and operating improvements to increase the operating train speeds in the vicinity of these eight highway/rail at-grade crossings. (See Recommended Mitigation No. 9.)

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[3] Level of Service (LOS) is a standard measure of traffic delay measured on a scale of "A" to "F." The LOS is defined by the Transportation Research Board's Highway Capacity Manual, Special Report 209, Third Edition, Updated 1994. The letter grades represent traffic flow ranging from "A" (free flowing) to "F" (severely congested) as measured by the average delay experienced by all vehicles at the highway/rail at-grade crossing.

(2) Possible Diversion of Train Traffic to an Alternate Route

There are two locations where there are on-going relocation plans to divert train traffic to alternative routes. These communities are Erie, Pennsylvania and Lafayette, Indiana.

In Erie, Pennsylvania, SEA believes that existing plans developed by CSX and NS to reroute NS train traffic would effectively eliminate traffic delay impacts for five highway/rail at-grade crossings in downtown Erie that would otherwise be candidates for separated grade crossings. (See Table 7-7.) Specifically, SEA is reviewing the NS and CSX plan for NS to construct new tracks and reroute its operations to the CSX right-of-way through Erie, which has mostly separated grade crossings. (See Appendix S.) This rerouting would remove train traffic from the center of 19th Street in downtown Erie and eliminate highway/rail at-grade crossing traffic delay impacts at the five crossings. SEA's preliminary view is that this rerouting would be appropriate mitigation for the Acquisition-related traffic delay and safety impacts at these crossings as well as along the center of 19th Street. At this time, SEA requests that CSX and NS report to the Board by the close of the public comment period on this Draft EIS on the progress of plans to reroute this traffic and the schedule for implementing the plan.

In Lafayette, Indiana, SEA notes that CSX, NS, and the City of Lafayette are in the process of implementing a comprehensive program to relocate and consolidate rail lines through the City into a single rail corridor with separated grade crossings. This project, which has been planned for several years, would eliminate significant Acquisition-related traffic delay impacts at the ten highway/rail at-grade crossings in Tippecanoe County (Lafayette), Indiana. (See Table 7-7.) Therefore, at this time SEA requests that the State of Indiana, the City of Lafayette, and the Applicants jointly develop an "interim" plan to mitigate these Acquisition-related traffic delay impacts until the track relocation program can be fully implemented. SEA welcomes public comments from affected parties on possible "interim" measures to mitigate these traffic delay impacts.

(3) Separated Grade Crossings

Separated grade crossings generally improve safety and traffic flow at highway/rail at-grade crossings by eliminating traffic delay and any potential for train/vehicle accidents. SEA developed three criteria to identify the highway/rail at-grade crossings where a separated grade crossing appears warranted. SEA's preliminary determination is that a separated grade crossing may be warranted if each of the following criteria is met:

1. Acquisition-related train traffic would increase by at least eight trains per day.

2. Estimated post-Acquisition roadway traffic LOS would fall to an "E" or "F" because of increased post-Acquisition train traffic.

3. Sufficient increase in train speeds needed to mitigate Acquisition-related traffic delay impacts would not be feasible.

SEA believes these criteria identify the highway/rail at-grade crossings where there would be a significant increase in traffic delay resulting from the proposed Conrail Acquisition. At each of these highway/rail at-grade crossings, the projected Acquisition-related increase in train traffic would be at least eight trains per day, increased train speeds would not be feasible, and the resulting traffic LOS would be unacceptable ("E" or "F"). As a result, a separated grade crossing would appear to be warranted.

SEA originally identified ten highway/rail at-grade crossings in the States of Illinois, Indiana, Kentucky and Pennsylvania where it appears that Acquisition-related changes in train traffic would meet these criteria for separated grade crossings. (See Table 7-7.) However, because of plans to reroute train traffic in Erie, Pennsylvania, as discussed above, there are five remaining candidates for separated grade crossings in SEA's preliminary listing.

SEA notes that the Board generally does not determine where to locate a separated grade crossing and how the separated grade crossing is to be funded. These matters are typically determined through a comprehensive state or local highway planning process involving the state department of transportation (if the roadway is a state highway), the affected communities, and the railroad. The states have developed priority lists for separated grade crossings, based on traffic delay and safety factors. Each state has also established a percentage share of the construction cost for a separated grade crossing that is to be borne by the railroad. This percentage varies by state, but is typically five to ten percent. In some cases the railroads voluntarily agree to bear a higher share of the cost.

Based on the information available, however, SEA believes that a more far-reaching approach may be warranted for the five highway/rail at-grade crossings identified above. SEA believes it would be appropriate for the Applicants to provide more funding than railroads would ordinarily provide for these five preliminary candidates for separated grade crossings. It appears that the best possible way to reach agreement on a separated grade crossing and determine how to share costs would be to require the railroad to negotiate with the affected communities and the appropriate state or local agencies to determine what is appropriate, given the facts and circumstances of each particular highway/rail at-grade crossing.[4] Therefore, SEA is proposing and inviting comments on a mediation and binding arbitration process to determine the funding allocation, which is described below.

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[4] SEA understands that constructing a separated grade crossing requires coordination with local traffic planning departments, local approval and permitting agencies, and possible property acquisition. Therefore, it is not SEA's intent at this time to recommend that the Board require a separated grade crossing where the local community finds this approach undesirable or is unwilling to fund an appropriate share.

SEA recommends that the Applicants consult with parties in the affected communities of (1) Calumet Park, Illinois (2 crossings); (2) Garrett, Indiana; (3) Hopkinsville, Kentucky; and (4) Madisonville, Kentucky regarding these five highway/rail at-grade crossings and the appropriate state and local agencies, beginning as soon as possible after the issuance of this Draft EIS. If these communities are interested in exploring options for separated grade crossings, SEA further recommends that the Applicants and communities pursue mediation, if needed, to facilitate a mutually-acceptable binding agreement on respective shares of funding for separated grade crossings. If the parties reach a mutually-acceptable agreement by the time SEA issues the Final EIS, SEA will recommend that the Board impose a condition in any decision approving this project requiring the Applicants to implement the terms of any such agreement.

In the event that a mutually-acceptable binding agreement is not reached by the time the Final EIS is issued, SEA's intent at this time is to recommend that the Board impose a binding arbitration condition in any decision approving the proposed Acquisition. This condition would require the Applicants to submit to binding arbitration, and assume the costs of such arbitration, with respect to the funding of separated grade crossings. In the Final EIS, SEA will provide a final list of locations where separated grade crossings would be warranted. As noted above, if any agreements are reached, SEA will recommend the Board require that the Applicants comply with the terms of any such agreement. For the communities on the final list where parties have not reached a negotiated agreement, SEA intends to recommend that the Board require the Applicants to participate in a binding arbitration process to determine the funding allocation for those communities on the final list.

SEA invites public comments on this mediation and binding arbitration process to ensure construction of separated grade crossings at appropriate locations where the communities want these crossings. Also, SEA welcomes public comments on SEA's preliminary list of locations where a separated grade crossing appears to be warranted.

(4) Consultation to Develop Alternative Mitigation

Based on the available information, SEA originally identified 20 highway/rail at-grade crossings in the States of Illinois, Indiana, Ohio, and Pennsylvania which appear to require mitigation but would not meet SEA's criteria for a separated grade crossing. In addition, local agreements or ordinances may preclude recommending increased train speeds without consultation with the affected communities. The traffic delays at ten of these highway/rail at-grade crossings would be mitigated by the implementation of the City of Lafayette's railroad relocation project discussed above.

Accordingly, for the remaining ten highway/rail at-grade crossings (see Table 7-7), SEA encourages the Applicants to meet with local officials and appropriate departments of transportation as soon as possible to negotiate traditional separated grade crossing agreements or identify other mutually-acceptable approaches to addressing Acquisition-related traffic delay

impacts. SEA requests that the Applicants report to SEA on the results of these consultations by the close of the public comment period for this Draft EIS. SEA also welcomes comments from the affected communities on appropriate measures to address these traffic delay impacts. The highway/rail at-grade crossings where this consultation is recommended are shown in Table 7-7.

Public Comments — SEA's Approach to Traffic Delay Impacts

SEA emphasizes that these traffic delay mitigation recommendations are preliminary. SEA invites comments on the criteria for determining where a separated grade crossing would be warranted. Communities that SEA has identified in this Draft EIS as appropriate candidates for consultation with the Applicants also can explain, in their comments to this Draft EIS, whether they favor construction of a separated grade crossing in the area and why they believe they meet the criteria for inclusion on this list. At the same time, the Applicants can submit comments. Based on its review of the comments and independent investigation, SEA will adopt final recommendations in the Final EIS to address potential traffic delay impacts.

7.1.6 Preliminary Nature of Mitigation

SEA emphasizes that the recommended mitigation measures in this Draft EIS are **preliminary**. SEA invites public comment on these proposed mitigation measures as well as alternative mitigation. In order for SEA to effectively assess the comments, it is critical that the public be specific regarding desired mitigation and provide specific reasons why the suggested mitigation would be appropriate. In addition, SEA requests that the railroads, communities, and other interested parties advise SEA of the status of any negotiations to address environmental concerns. If the parties execute a mutually-acceptable binding agreement, they should immediately advise SEA in writing.

Several of the preliminary mitigation measures that follow direct the Applicants to consult with local communities to develop mutually-acceptable mitigation before the Board issues a decision on the proposed Acquisition. Based on the results of these consultations, for the Final EIS SEA will modify these preliminary mitigation measures and the final list of communities as appropriate.

SEA will make its final recommendations for mitigation in the Final EIS after having the opportunity to consider all public comments on the Draft EIS, conduct further environmental analysis and agency consultations, and conduct additional site visits as appropriate. The Board will make its decision regarding this project and any conditions, including environmental conditions it might impose, based on its consideration of the public comments, the Draft EIS, and the Final EIS. In considering whether to approve the proposed Acquisition, the Board must weigh and balance the anticipated public benefits to the national transportation system, interstate commerce, and affected regions and communities against potential adverse effects. As part of

that analysis, the Board considers the potential environmental effects, including both beneficial and adverse impacts.

7.2 RECOMMENDED PRELIMINARY MITIGATION MEASURES

Based on independent environmental analysis, consideration of the information available to date, and review of public comments, SEA's preliminary recommendation is that the Board impose, as conditions to any decision approving the proposed Conrail Acquisition, the following environmental mitigation measures. SEA has designed these preliminary measures to address potential Acquisition-related environmental impacts. They are presented below in six categories: (1) System-Wide Mitigation; (2) Regional Mitigation; (3) Local or Site-Specific Mitigation; (4) Mitigation for Specific Communities with Unique Circumstances; (5) General Mitigation for Proposed Constructions and Abandonments; and (6) Site-Specific Mitigation for Proposed Constructions and Abandonments. The tables included at the end of these recommended preliminary mitigation measures list the specific rail line segments and highway/rail at-grade crossings to which some of the local or site-specific recommended mitigation measures apply. Table 7-1 below identifies the recommended mitigation measures for each state.

Table 7-1
Preliminary Recommended Mitigation by State

State	Preliminary Recommended Mitigation
Alabama	Recommendations 3 (A, B & C), 4 (A & B), and 5.
Connecticut	No significant impacts identified, and no mitigation recommended at this time with the exception of the System-Wide and General Mitigation Recommendations.
Delaware	Recommendations 13 and 25.
Florida	Recommendations 3 (A, B & C) and 5.
Georgia	Recommendations 2A, 3 (A, B & C), 4 (A & B), and 5.
Illinois	Recommendations 2B, 4 (A & B), 5, 8, 10, 11, 14, 16, 19, 24, 44, 45, 47, and 48.
Indiana	Recommendations 2A, 2B, 3 (A, B & C), 4 (A & B), 5, 7 (A & B), 8, 9, 10, 11, 19, 23, 26, 27, 46, 47, 48, and 49.
Kentucky	Recommendations 3 (A, B & C), 4 (A & B), 5, 8, and 10.
Louisiana	Recommendations 4 (A & B) and 5.
Maryland	Recommendations 2A, 3 (A, B & C), 4 (A & B), 5, 8, 9, and 19.
Massachusetts	No significant impacts identified, and no mitigation recommended at this time with the exception of the System-Wide and General Mitigation Recommendations.
Michigan	Recommendations 2A, 3 (A, B & C), 4 (A & B), 5, 8, and 12.
Mississippi	Recommendations 4 (A & B) and 5.

Table 7-1
Preliminary Recommended Mitigation by State

State	Preliminary Recommended Mitigation
Missouri	Recommendations 3 (A, B & C) and 5.
New Jersey	Recommendations 3 (A, B & C), 4 (A & B), and 5.
New York	Recommendations 2A, 3 (A, B & C), 4 (A & B), 5, and 8.
North Carolina	Recommendations 2A, 3 (A, B & C), 4 (A & B), and 5.
Ohio	Recommendations 3 (A, B & C), 4 (A & B), 5, 7 (A & B), 8, 9, 11, 12, 15, 17, 18, 19, 20, 21, 42, 43 (A & B), 46, 47, 48, and 49.
Pennsylvania	Recommendations 3 (A, B & C), 4 (A & B), 5, 7 (A & B), 8, 11, 19, and 22 (A, B & C).
Rhode Island	No significant impacts identified, and no mitigation recommended at this time with the exception of the System-Wide and General Mitigation Recommendations.
South Carolina	Recommendations 3 (A, B & C), 4 (A & B), and 5.
Tennessee	Recommendations 3 (A, B & C), 4 (A & B), and 5.
Virginia	Recommendations 2A, 3 (A, B & C), 5, and 8.
Washington, DC	Recommendations 2A, 3 (A, B & C), and 19.
West Virginia	No significant impacts identified, and no mitigation recommended at this time with the exception of the System-Wide and General Mitigation Recommendations.
System-wide or General Recommendations	Recommendations 1, 6, and 28-41.

Note that the site identification numbers that appear in the Tables 7-2 through 7-9 were developed to facilitate identification of specific rail line segments and railroad facilities such as rail yards, throughout the Draft EIS. In these segment identification numbers, "C" represents CSX, "N" represents Norfolk Southern, and "S" represents proposed Shared Assets Areas of CSX, NS, and Conrail as well as Amtrak's Northeast Corridor (NEC) that would also be shared by CSX and NS. For example, the Washington, D.C. to Point of Rocks, Maryland rail line segment belongs to CSX and is designated as "C-003."

7.2.1 Recommended System-wide Mitigation

Safety: Highway/Rail At-Grade Crossings

1. For all highway/rail at-grade crossings with active warning device signals, including those in the Shared Assets Areas, CSX and NS shall provide prominently displayed instructions designating a toll-free telephone number and a unique highway/rail at-grade crossing

identification number to report warning device malfunctions. NS and CSX shall provide 24-hour, seven-day-a-week staffing to respond to calls to the toll-free telephone number.

7.2.2 Recommended Regional Mitigation

Safety: Passenger Rail Operations

2(A). To enhance passenger rail safety, CSX and NS shall establish passenger trains as "superior" trains on passenger rail line segments as listed in Table 7-3, and as listed below:

1. Washington, D.C. to Point of Rocks, Maryland (C-003).
2. Savannah, Georgia to Jesup, Georgia (C-346).
3. Weldon, North Carolina to Rocky Mount, North Carolina (C-334).
4. Fredericksburg, Virginia to Potomac Yard, Virginia (C-101).
5. South Richmond, Virginia to Weldon, North Carolina (C-103).
6. Jackson, Michigan to Kalamazoo, Michigan (N-120).
7. West Detroit, Michigan to Jackson, Michigan (N-121).
8. Campbell Hall, New York to Port Jervis, New York (N-063).
9. Kalamazoo, Michigan to Porter, Indiana (N-497), should NS become responsible for train dispatching over this rail line segment.

By establishing these passenger trains as "superior," trains moving in the same or opposite direction on the same track would be clear of the track at least 15 minutes before and 15 minutes after the expected arrival of a passenger train at any point. This requirement would not apply when any train is moving in the opposite direction away from a passenger train.

2(B). SEA's preliminary recommendation is that this mitigation would also apply to the NS Chicago, Illinois to Porter, Indiana rail corridor if Canadian Pacific obtains trackage or haulage rights over these rail line segments.

Safety: Hazardous Materials Transportation

CSX recently advised SEA in a letter dated November 24, 1997 (see Appendix B) that the hazardous materials data that CSX provided SEA may overstate the post-Acquisition volume of

hazardous materials transported along the rail line segments listed in Table 7-5. Accordingly, the number of rail line segments discussed in Recommended Mitigation Nos. 3 (A-C), 4 (A-B), and 5 below may change in the Final EIS.

3(A). Before increasing the number of rail cars carrying hazardous materials on 65 rail line segments that would become "Key Routes" as a result of the proposed Acquisition, CSX and NS shall comply with the Association of American Railroads (AAR) "Key Route" guidelines ("Recommended Railroad Operating Practices for Transportation of Hazardous Materials," AAR Circular No. OT-55-B). In addition, NS and CSX shall prepare a Hazardous Materials Emergency Response Plan for each local emergency response organization along these rail line segments. Some of these rail line segments cross state lines. These rail line segments are listed in Table 7-5, and are located in the States of Alabama, Florida, Georgia, Indiana, Kentucky, Maryland, Michigan, Missouri, New Jersey, New York, North Carolina, Ohio, Pennsylvania, South Carolina, Tennessee, Virginia, and the District of Columbia.

"Key Routes" are those routes that carry more than 10,000 hazardous materials rail cars per year. The AAR "Key Route" guidelines include measures for visual rail defect inspections at least twice per week, annual employee training in hazardous materials handling and equipment inspection, defective wheel bearing detectors at least every 40 miles of track, and other preventive measures.

3(B). Before increasing the number of rail cars carrying hazardous materials on any train, CSX and NS shall comply with the Association of American Railroads (AAR) "Key Train" guidelines ("Recommended Railroad Operating Practices for Transportation of Hazardous Materials," AAR Circular No. OT-55-B).

"Key Trains" are any trains with five or more tank car loads of chemicals classified as a Poison Inhalation Hazard (PIH) or a total of 20 rail cars with any combination of PIH, flammable gas, explosives, or environmentally sensitive chemicals. The AAR "Key Train" guidelines include measures for a maximum operating speed of 50 mph and full train inspections by the train crew whenever a train is stopped by an emergency application of the train air brake, or a reported defect by a trackside defective bearing detector.

3(C). If CSX or NS have more stringent requirements than the provisions of the AAR "Key Route" and "Key Train" guidelines, CSX and NS shall comply with their own requirements.

4(A). Before increasing the number of rail cars carrying hazardous materials on the 52 rail line segments that would be "Major Key Routes" as a result of the proposed Acquisition, CSX and NS shall prepare Hazardous Materials Emergency Response Plans for each local emergency response organization along these rail line segments, which were

identified in Table 7-6. A "Major Key Route" is defined by SEA as a route on which the hazardous materials rail car traffic would double and exceed a volume of 20,000 rail cars per year as a result of the proposed Acquisition. Some of these 52 rail line segments cross state lines. These rail line segments and corridors are located in the States of Alabama, Georgia, Illinois, Indiana, Kentucky, Louisiana, Maryland, Michigan, Mississippi, New Jersey, New York, North Carolina, Ohio, Pennsylvania, South Carolina, and Tennessee.

4(B). CSX and NS shall implement a real time or desktop simulation emergency response drill with voluntary participation of local emergency response teams at least once every two years on each "Major Key Route."

5. CSX and NS shall provide toll-free telephone numbers to all emergency response organizations for each community located along the 65 rail line segments identified in Recommended Mitigation No. 3 (A-C) and the 52 rail line segments identified in Recommended Mitigation No. 4 (A-B). These telephone numbers shall provide 24-hour access to CSX and NS dispatch centers where local emergency response personnel could quickly obtain information regarding the transport of hazardous materials on a given train and appropriate emergency response procedures in the event of a train accident or hazardous materials release. This telephone number shall not be provided to the general public.

6. CSX and NS shall establish a formal Failure Mode and Effects Analysis (FMEA) program at CSX, NS, and Shared Assets Areas rail yards and intermodal facilities to address the sources and consequences of spills of both stored hazardous materials and hazardous materials in transportation. The purpose of the FMEA program is to reduce the risk of spills of hazardous materials by identifying potential causes for such spills and eliminating them prior to any possible incident.

7.2.3 Recommended Local or Site-Specific Mitigation

Safety: Freight Rail Operations

7(A). To reduce the risk of train accidents and derailments, CSX and NS shall comply with the proposed requirement in FRA's proposed rule for "ton-mile based" inspections on the seven rail line segments that are listed below and in Table 7-2 in the States of Indiana, Ohio, and Pennsylvania. (See 49 CFR Part 213.237, Docket No. RST-90-1.) CSX and NS shall follow this standard until FRA promulgates a final rule on track defect inspection. Specifically, this proposed rule calls for railroads to conduct track inspections to detect rail flaws on a rail line segment at least once every 40 million gross ton-miles of rail traffic, or to inspect annually, whichever is more frequent. If FRA's final rule requires a different standard, then CSX and NS shall comply with the standard in the final rule.

7(B). CSX and NS shall train their mechanical inspectors annually at those locations (e.g., rail yards and initial terminals) that dispatch trains over these seven rail line segments. Also, CSX and NS shall train annually those track inspectors who are responsible for inspecting these seven rail line segments. These preliminary mitigation measures apply to the following rail line segments:

1. CP 501 to Indiana Harbor, Indiana (N-042).
2. Berea to Greenwich, Ohio (C-061).
3. Greenwich to Willard, Ohio (C-068).
4. Willard to Fostoria, Ohio (C-075).
5. Oak Harbor to Miami, Ohio (N-077).
6. Miami to Airline, Ohio (N-086).
7. Rutherford to Harrisburg, Pennsylvania (N-090).

Safety: Highway/Rail At-Grade Crossings

8. CSX and NS shall upgrade warning devices at 118 highway/rail at-grade crossings in the States of Illinois, Indiana, Kentucky, Maryland, Michigan, New York, Ohio, Pennsylvania, and Virginia as listed and specified in Table 7-4.

Transportation: Highway/Rail At-Grade Crossing Delay

9. CSX and NS shall implement track improvements, train signals, and operating procedures that are necessary to increase train timetable speeds, consistent with safe operating practices, at a total of eight highway/rail at-grade crossings located in the States of Indiana, Maryland, and Ohio. Table 7-7 lists these crossings as well as SEA's proposed train speed increases.

10. CSX shall consult with appropriate authorities in the States of Illinois, Indiana, and Kentucky where five separated grade crossings may be warranted to mitigate Acquisition-relatedtraffic delay impacts. Specifically, CSX shall consult with the following:

    a. Cook County, the City of Calumet Park, the Illinois Department of Transportation, and other appropriate authorities and communities to address traffic delay at the Dixie Highway and Broadway-135th Street highway/rail at-grade crossings in Calumet Park, Illinois.

b. Dekalb County, the City of Garrett, the Indiana Department of Transportation, and other appropriate parties to address traffic delay at the Randolph Street highway/rail at-grade crossing in Garrett, Indiana.

c. Christian County, the City of Hopkinsville, the Kentucky Department of Transportation, and other appropriate parties to address traffic delay at the East 9th Street highway/rail at-grade crossing in Hopkinsville, Kentucky.

d. Hopkins County, the City of Madisonville, the Kentucky Department of Transportation, and other appropriate parties to address traffic delay at the West Noel Avenue highway/rail at-grade crossing in Madisonville, Kentucky.

CSX shall meet as soon as possible after the issuance of this Draft EIS with these agencies and other appropriate parties to negotiate a mutually-acceptable binding agreement on the construction and funding allocation of separated grade crossing(s) at or near these locations, or other traffic delay improvements. SEA encourages the parties to negotiate a mutually-acceptable binding agreement that addresses all relevant matters related to implementing acceptable traffic delay mitigation. If a mutually-acceptable binding agreement has not been reached on the funding allocation of separated grade crossings or other improvements prior to issuing the Final EIS and the communities would like separated grade crossings constructed at these locations, SEA may recommend that the Board, as a condition of the approval of the Application, direct CSX to participate in and assume the cost of binding arbitration to determine the funding allocation for separated grade crossings, or other appropriate mitigation at or near these locations.

11. CSX and NS shall consult with appropriate state and local agencies as well as other appropriate parties to address potential traffic delay at the ten highway/rail at-grade crossing locations in the States of Illinois, Indiana, Ohio, and Pennsylvania, where SEA's preliminary determination is that increased train speed may not be feasible to mitigate Acquisition-related traffic delay impacts, and the location does not meet SEA's criteria for a separated grade crossing. These locations are listed in Table 7-7 with the proposed mitigation listed as "Consultation." Specifically, CSX and NS shall meet with these agencies and other appropriate parties as soon as possible to negotiate traditional separated grade crossing agreements or identify other mutually-acceptable approaches to address Acquisition-related traffic delay impacts. If a mutually-acceptable binding agreement has not been reached on the construction and funding of a separated grade crossing or other improvements prior to issuing the Final EIS, SEA may recommend that the Board, as a condition of the approval of the Application, direct CSX and NS to participate in the implementation of appropriate traffic delay mitigation.

The highway/rail at-grade crossings in Erie, Pennsylvania, and those in Lafayette, Indiana, listed in Table 7-7 meet SEA's criteria for mitigation. However, SEA's specific

Recommended Mitigation Nos. 22 and 23, respectively for these communities, are outlined below in the "Proposed Mitigation for Specific Communities with Unique Circumstances" section.

Noise

12. CSX and NS shall consult with affected local communities to address Acquisition-related train engine and wheel noise impacts on six rail line segments in Ohio, and one rail line segment in Michigan listed below and in Table 7-8:

    a. Berea to Greenwich, Ohio (C-061).

    b. Deshler to Toledo, Ohio (C-065).

    c. Mayfield to Marcy, Ohio (C-072).

    d. Quaker to Mayfield, Ohio (C-073).

    e. Short to Berea, Ohio (C-074).

    f. Oak Harbor to Bellevue, Ohio (N-079).

    g. Carleton to Ecorse, Michigan (S-020).

    Specifically, CSX and NS shall meet with the communities along these rail line segments to negotiate a mutually-acceptable binding agreement to implement measures to reduce the effects of engine and wheel noise for sensitive receptors experiencing noise levels above 70 decibels (dBA L_{dn}) and with an increase of 5 dBA or more. Appropriate measures could include noise barriers, sound insulation for buildings, or rail lubrication. If a mutually-acceptable binding agreement has not been reached prior to issuing the Final EIS, SEA may recommend that the Board, as a condition of the approval of the Application, direct CSX and NS to implement noise control measures on these rail line segments.

Cultural and Historic Resources

13. NS shall undertake no construction or modification of the Shellpot Bridge near Wilmington, Delaware, until completion of the Section 106 process of the National Historic Preservation Act (16 U.S.C. 470f, as amended).

14. CSX shall undertake no construction or modification of a new rail line connection in Exermont, Illinois, until completion of the Section 106 process of the National Historic Preservation Act (16 U.S.C. 470f, as amended).

15. NS shall complete cultural and historic resource documentation (Historic American Building Survey/Historic American Engineering Record Level II) for the Toledo Pivot Bridge before initiating any construction or removal activities at that site.

16. CSX shall maintain its interest in and take no steps to alter the historic integrity of the 75th Street Interlocking Tower in Chicago, Illinois, until completion of the Section 106 process of the National Historic Preservation Act (16 U.S.C. 470f, as amended).

17. CSX shall complete cultural and historic resource documentation (Historic American Building Survey/Historic American Engineering Record) for the Lake Shore & Michigan Southern (New York Central) Shops District at the Collinwood rail yard in Cleveland, Ohio no later than 180 days following the effective date of any Board final written decision in this proceeding.

Natural Resources

18. Before initiating any construction of the proposed rail line connection in Vermilion, Ohio, NS, in consultation with the U.S. Fish & Wildlife Service and the Ohio Department of Natural Resources, shall conduct a survey to determine the potential presence of the endangered Indiana bat. If this species is found to be present and potentially adversely impacted, NS shall proceed with applicable measures to comply with Section 7 of the Endangered Species Act.

Environmental Justice

19. CSX and NS shall consult with elected officials, appropriate local agencies, and community representatives to address Acquisition-related environmental impacts in the affected communities that SEA has identified in the States of Illinois, Indiana, Maryland, Ohio, Pennsylvania, and the District of Columbia. Table 7-9 lists these communities and the potential environmental impacts SEA has identified at this time.

    SEA's Recommended Mitigation Nos. 1-18, and 28-41 would address potential significant environmental impacts for these communities, which may experience disproportionately high adverse effects as a result of the proposed Conrail Acquisition. Nevertheless, CSX and NS shall meet with these communities to identify and agree on any further appropriate measures to address the specific environmental impacts that may disproportionately impact these communities, or to develop other mitigation measures that might offset these disproportionate impacts. If the parties have not reached a mutually-acceptable binding agreement on the implementation of appropriate mitigation measures to address environmental impacts resulting from the proposed Acquisition prior to issuing the Final EIS, SEA may recommend that the Board, as a condition of the approval of the Application, direct CSX and NS to implement appropriate mitigation measures.

7.2.4 Recommended Mitigation For Specific Communities With Unique Circumstances

Cleveland - Western Suburbs, Ohio

20. NS shall continue to consult with local and county government agencies, the Ohio Department of Transportation, elected representatives from the west Cleveland suburbs and the City of Cleveland, and other appropriate parties to address concerns about train traffic increases on the Cleveland to Vermilion rail line segment (Nickel Plate Line). Specifically, NS shall meet with these parties to negotiate a mutually-acceptable binding agreement on the construction and funding allocation of NS's preliminary alternative routing plan to balance train traffic on the Cleveland to Vermilion rail line segment and the Lakeshore Line through Berea, and associated improvements that include new rail line connections, possible grade separations, upgrading warning devices at some highway/rail at-grade crossings, and highway/rail at-grade crossing closures. The preliminary mitigation plan developed by NS was recently submitted to SEA. SEA invites public comments on appropriate alternative mitigation that the Board could require in the event that the parties cannot reach a mutually-acceptable binding agreement prior to issuing the Final EIS.

Cleveland, Ohio

21. CSX and NS shall jointly and/or separately continue to consult with the City of Cleveland, the City of East Cleveland, the Ohio Department of Transportation, and elected representatives for Cleveland and other appropriate parties to address concerns about train traffic increases on the CSX's Quaker to Mayfield and Mayfield to Marcy rail line segments and NS's Cleveland to White and Cleveland to Ashtabula rail line segments. Specifically, CSX and NS shall meet with these parties to negotiate a mutually-acceptable binding agreement on train routing through Cleveland and mitigation measures for those routes that could experience potential significant environmental impacts. Such an agreement should address all relevant matters related to the implementation of a rerouting plan and/or environmental mitigation measures. SEA invites public comments on appropriate mitigation that the Board could require in the event that the parties cannot reach a mutually-acceptable binding agreement prior to issuing the Final EIS.

Erie, Pennsylvania

22(A). Pursuant to the CSX proposed plan in the Primary Application of June 23, 1997, CSX shall permit NS to operate on the proposed CSX right-of-way (currently owned by Conrail) through Erie, Pennsylvania.

22(B). As discussed in the proposed mitigation plan recently provided by NS to SEA, NS shall reroute its train traffic through Erie, Pennsylvania, from the 19th Street right-of-way to the CSX right-of-way, which has mostly separated grade crossings.

22(C). NS shall not increase train traffic by more than two trains per day on the NS right-of-way through Erie, Pennsylvania, until it completes the necessary agreements and physical improvements to reroute this NS traffic.

Also, CSX and NS shall negotiate a mutually-acceptable binding agreement with appropriate parties that addresses all relevant matters related to the construction and rail operations necessary to accomplish this alternate routing plan. If the parties cannot reach a mutually-acceptable binding agreement on the construction and funding of this plan prior to issuing the Final EIS, SEA may recommend that the Board, as a condition of the approval of the Application, direct CSX and NS to construct and/or operate an alternate route for this area, or to develop other appropriate mitigation. SEA invites public comments on appropriate mitigation in the event an agreement cannot be reached.

Lafayette, Indiana

23. NS shall meet with the City of Lafayette, the Indiana Department of Transportation, and other appropriate parties to develop an interim agreement on a mitigation plan to address potential traffic delay at the ten highway/rail at-grade crossings listed in Table 7-7 until the City of Lafayette's planned comprehensive rail consolidation program can be implemented. This consolidation plan would relocate and consolidate rail lines into a single rail corridor with separated grade crossings. When completed, the consolidation project would eliminate traffic delay and safety issues at these ten highway/rail at-grade crossings. At this time, SEA invites public comments from the State of Indiana, the City of Lafayette, CSX and NS, and other appropriate parties on acceptable interim mitigation measures to address Acquisition-related traffic delay and safety impacts until implementation of the City of Lafayette's planned long-term track relocation project.

Chicago, Illinois

24. As described in CSX's permit applications to the City of Chicago, CSX shall implement the noise, traffic, and community mitigation measures for the proposed intermodal facility at 59th Street. CSX recently provided SEA with information on the proposed mitigation plan for this site that includes plans for CSX to construct a noise barrier and implement the community enhancement program described in the CSX permit applications for the 59th Street facility. CSX shall meet with the community to reach a mutually-acceptable binding agreement on the implementation of appropriate mitigation measures prior to issuing the Final EIS. SEA invites public comments on appropriate alternative mitigation that the Board could require in the event the parties cannot reach a mutually-acceptable binding agreement. SEA may recommend that the Board, as a condition of the approval of the Application, direct CSX to implement appropriate mitigation measures for these potential environmental impacts.

Newark, Delaware

25. CSX shall consult with local agencies, the University of Delaware, the Delaware Department of Transportation, and other appropriate parties to address potential safety concerns at the highway/rail at-grade crossings in Newark, Delaware. Specifically, CSX shall meet with these parties to negotiate a mutually-acceptable binding agreement on the implementation and funding allocation for measures to address safety concerns at these highway/rail at-grade crossings. Appropriate measures could include four-quadrant gates, pedestrian gates, pedestrian overpasses or underpasses, safety education, or other measures to address pedestrian safety. SEA invites public comments on appropriate mitigation that the Board could require in the event that a mutually-acceptable binding agreement cannot be reached prior to issuing the Final EIS.

Muncie, Indiana

26. NS shall consult with the City of Muncie, the Indiana Department of Transportation, and other appropriate parties to address potential safety and traffic concerns at seven highway/rail at-grade crossings on the Alexandria to Muncie rail line segment (Kilgore, Nichols, Goodman, Hutchinson, Jackson, Celia, and Manning). NS recently provided SEA with a proposed plan to mitigate the potential environmental impacts that includes a plan to upgrade highway/rail at-grade crossing warning devices and to use current train traffic holding practices to avoid blocking highway/rail at-grade crossings. Specifically, NS shall meet with these parties to negotiate a mutually-acceptable binding agreement on the implementation of and funding allocation for measures to address safety and traffic concerns at these highway/rail at-grade crossings. SEA invites public comments on appropriate mitigation that the Board could require in the event a mutually-acceptable binding agreement cannot be reached prior to issuing the Final EIS.

East Chicago, Hammond, Gary, and Whiting, Indiana (Four City Consortium)

27. CSX and NS shall consult with representatives of the Four City Consortium, the Indiana Department of Transportation, and other appropriate parties to address potential traffic delay and safety concerns at the nine highway/rail at-grade crossings in these communities. Specifically, CSX and NS shall meet with these parties to negotiate a mutually-acceptable binding agreement on the implementation and funding allocation for measures to address traffic delay and safety concerns at these highway/rail at-grade crossings. SEA invites public comments on appropriate mitigation that the Board could require in the event that a mutually-acceptable binding agreement cannot be reached prior to issuing the Final EIS.

7.2.5 Recommended General Mitigation For Proposed Constructions and Abandonments

The following preliminary mitigation measures apply to all proposed construction and abandonment activities as appropriate in order to reduce or avoid potential environmental impacts.

28. CSX and NS shall observe all applicable Federal, state, and local regulations regarding handling and disposal of any waste materials, including hazardous waste, encountered or generated during proposed construction or abandonment-related activities. In the case of a spill, CSX and NS shall implement appropriate emergency response procedures and remediation measures.

29. CSX and NS shall transport all hazardous materials generated by any construction or abandonment-related activities in compliance with the U.S. Department of Transportation Hazardous Materials Regulations (49 CFR Parts 171 to 179).

30. CSX and NS shall dispose of all materials that cannot be reused in accordance with state and local solid waste management regulations.

31. CSX and NS shall restore any adjacent properties that are disturbed during right-of-way construction or abandonment-related activities to pre-construction or pre-abandonment conditions.

32. CSX and NS shall use Best Management Practices to encourage regrowth in disturbed areas and to stabilize disturbed soils.

33. CSX and NS shall use appropriate signs and barricades to control traffic disruptions during construction and abandonment-related activities at or near any grade crossings.

34. CSX and NS shall restore roads disturbed during construction or abandonment-related activities to conditions as required by state and local jurisdictions.

35. CSX and NS shall comply with all applicable Federal, state, and local regulations to control and minimize fugitive dust emissions created during construction or abandonment-related activities through the use of such control methods as water spraying, installation of wind barriers, and chemical treatment.

36. CSX and NS shall control temporary noise from construction or abandonment-related equipment through the use of work-hour controls and maintenance of muffler systems on machinery.

37. If previously unknown archaeological remains are found during construction or abandonment-related activities, CSX and NS shall cease work in the area, and

immediately contact and coordinate activities with the appropriate State Historic Preservation Office.

38. CSX and NS shall use appropriate technologies and Best Management Practices, such as silt screens and straw bale dikes, to minimize soil erosion, sedimentation, runoff, and surface instability during construction or abandonment-related activities. CSX and NS shall disturb the smallest area possible around any streams and tributaries and shall revegetate disturbed areas immediately following construction or abandonment-related activities.

39. CSX and NS shall assure that all culverts are clear from debris to avoid potential flooding and stream flow alteration, in accordance with Federal, state, and local regulations.

40. CSX and NS shall obtain all necessary Federal, state and local permits for alteration of wetlands, ponds, lakes, streams or rivers, or if construction of abandonment-related activities would cause soil or other materials to wash into these water resources. Also, CSX and NS shall use appropriate techniques to minimize impacts to water bodies wetlands, and navigation.

41. CSX and NS shall obtain all necessary Federal, state and local permits for storm water discharge, including National Pollution Discharge Elimination System (NPDES) permits, during construction or abandonment-related activities.

7.2.6 Recommended Mitigation For Proposed Constructions and Abandonments at Specific Locations

Vermilion, Ohio

42. NS shall consult with appropriate local authorities and fully fund the cost of raising the elevation of Coen Road to minimize the adverse safety impacts that would be caused by the proposed construction of the Vermilion connection near the Village of Vermilion in Erie County, Ohio. If the proposed connection is constructed, the roadway should be elevated to create a level highway/rail crossing.

Oak Harbor, Ohio

43(A). NS shall consult with appropriate local authorities and fully fund the cost of raising the elevation of Toussaint-Portage Road to minimize the adverse safety impacts that would be caused by the proposed construction of the Oak Harbor rail line connection near the Village of Oak Harbor in Ottowa County, Ohio. If the proposed rail line connection is constructed, the roadway should be elevated to create level highway/rail crossings.

43(B). NS shall install a two-quadrant gate at their existing highway/rail at-grade crossing at Toussaint-Portage Road.

Tolono, Illinois: Tolono Construction

44. NS shall not disturb Daggy Street or the residential properties at this location during the construction at the Tolono Connection.

Paris to Danville Rail Line Segment, Illinois

45. CSX shall retain its interest in and take no steps to alter the historic integrity of the proposed abandonment of the rail line segment until completion of the Section 106 process of the National Historic Preservation Act (16 U.S.C. 470f, as amended) has been completed. In the event that potentially significant archaeological resources are discovered during the course of salvage activities, CSX shall cease work in the area and immediately contact and coordinate activities with the Illinois SHPO.

South Bend-Dillon Junction Rail Line Segment, Indiana

46. NS shall retain its interest in and take no steps to alter the historic integrity of the two bridges located at milepost SK 12.08 and SK 17.73 or archaeological site 12SJ8 until the Section 106 process of the National Historic Preservation Act (16 U.S.C. 470f, as amended) has been completed. In the event that potentially significant archaeological resources are discovered during salvage activities, NS shall cease work in the area, and immediately contact and coordinate activities with the Indiana SHPO.

Seven Separate Connections [5]

SEA recommends the following mitigation measures to address rail operations over these seven separate rail line connections:

[5] Potential environmental impacts of the physical construction of the Seven Separate Connections at issue in STB Finance Docket No. 33388 (Sub Nos. 1-7) were covered in separate Environmental Assessments that were prepared by SEA prior to and separate from this Draft EIS. By a decision issued November 25, 1997, the Board approved, subject to certain environmental conditions, the physical construction of the seven connections totaling approximately four miles in the States of Indiana and Ohio. Proposed mitigation for the operational impacts associated with these projects is covered in Recommended Mitigation Nos. 47-49. Therefore, this Draft EIS only addresses proposed operations over these connections. For more details see Decision No. 9 and Decision (in Sub Nos. 1-7) dated November 25, 1997, included in Appendix T.

Crestline, Ohio (Sub No. 1); Willow Creek, Indiana (Sub No. 2); Greenwich, Ohio (Sub No. 3); Sidney, Ohio (Sub No. 4); Sidney, Illinois (Sub No. 5); Alexandria, Indiana (Sub No. 6); and Bucyrus, Ohio (Sub No. 7)

47. CSX and NS shall provide, upon request, local emergency management organizations with copies of all applicable Emergency Response Plans and participate in the training of local emergency staff (upon request) for coordinated responses to potential incidents.

48. CSX and NS shall use only Environmental Protection Agency-approved herbicides and qualified contractors for application of right-of-way maintenance herbicides, and shall limit such applications to the extent necessary for rail operations.

Willow Creek, Indiana (Sub No. 2) and Greenwich, Ohio (Sub No. 3)

49. If wheel squeal occurs during rail operations over these connections, CSX shall use appropriate rail lubrication to minimize noise levels.

Table 7-2
Preliminary Rail Line Segments That May Warrant Freight Safety Mitigation

State	Site ID	Proposed Owner	Description	Counties
IN	N-042	NS	CP 501 to Indiana Harbor, IN	Lake
OH	C-061	CSX	Berea to Greenwich, OH	Cuyahoga, Lorain, and Huron
	C-068	CSX	Greenwich to Willard, OH	Huron
	C-075	CSX	Willard to Fostoria, OH	Huron, Seneca
	N-077	NS	Oak Harbor to Miami, OH	Ottawa, Wood, and Lucas
	N-086	NS	Miami to Airline, OH	Lucas
PA	N-090	NS	Rutherford to Harrisburg, PA	Dauphin

Table 7-3
Preliminary Rail Line Segments That May Warrant Passenger Safety Mitigation

State	Site ID	Proposed Owner	Description	Passenger Service
DC MD	C-003	CSX	Washington, D.C. to Pt of Rocks, MD	MARC Amtrak
GA	C-346	CSX	Savannah to Jesup, GA	Amtrak
MI	N-120	NS	Jackson to Kalamazoo, MI	Amtrak
	N-121	NS	West Detroit to Jackson, MI	Amtrak
MI IN	N-497	Amtrak	Kalamazoo, MI to Porter, IN	Amtrak
NY	N-063	NS	Campbell Hall to Port Jervis, NY	NJ Transit Metro North Commuter Rail
NC	C-334	CSX	Weldon to Rocky Mount, NC	Amtrak
VA	C-101	CSX	Fredericksburg to Potomac Yard, VA	Amtrak VRE
VA NC	C-103	CSX	S. Richmond, VA to Weldon, NC	Amtrak

Table 7-4
Preliminary Recommended Highway/Rail
At-Grade Crossings That May Warrant Safety Improvements

State	FRA ID	Railroad Segment	Crossing Name, County, and City	Current Warning Device	Recommended Mitigation
IL	479848P	N-045	Campbell Crossing TR 450, Vermilion, Danville	Passive	Flashing Lights
IN	478188C	N-041	Notestine Rd., Allen, Graybill	Passive	Flashing Lights
	478216D	N-041	Estella Ave., Allen, Ft. Wayne	Flashing Lights	Gates
	478226J	N-041	Anthony Blvd., Allen, Ft. Wayne	Gates	4-Quadrant Gates or Median Barriers
	478240E	N-044	Engle Rd., Allen, Ft. Wayne	Flashing Lights	Gates
	484246J	N-046	Washington St./CR 100 E., Carroll, Lockport	Passive	Flashing Lights

Table 7-4
Preliminary Recommended Highway/Rail
At-Grade Crossings That May Warrant Safety Improvements

State	FRA ID	Railroad Segment	Crossing Name, County, and City	Current Warning Device	Recommended Mitigation
	484248X	N-046	Meridian Line, Carroll, Lockport	Passive	Flashing Lights
	484216S	N-046	Cedar St., Cass, Logansport	Passive	Flashing Lights
	484229T	N-046	18th St., Cass, Logansport	Flashing Lights	Gates
	155419P	C-066	CR 9, Elkhart, Elkhart	Passive	Flashing Lights
	342470C	C-025	CR 100 N., Gibson, Princeton	Passive	Flashing Lights
	342473X	C-025	Spring St., Gibson, Princeton	Passive	Flashing Lights
	342481P	C-025	Mulberry St., Gibson, Princeton	Passive	Flashing Lights
	342493J	C-025	W. John St., Gibson, Princeton	Passive	Flashing Lights
	478270W	N-044	Briant St., Huntington, Huntington	Flashing Lights	Gates
	342413N	C-025	Hart St., Knox, Vincennes	Flashing Lights	Gates
	342416J	C-025	Perry St., Knox, Vincennes	Passive	Flashing Lights
	342417R	C-025	Buntin St., Knox, Vincennes	Passive	Flashing Lights
	342425H	C-025	S. 15th St., Knox, Vincennes	Flashing Lights	Gates
	155391B	C-066	Seventh St., Kosciusko, Warsaw	Flashing Lights	Gates
	155392H	C-066	Huntington St., Kosciusko, Warsaw	Gates	4-Quadrant Gates or Median Barriers
	155394W	C-066	Main/Syr-Web, Kosciusko Warsaw	Flashing Lights	Gates
	155395D	C-066	Oak St., Kosciusko, Warsaw	Passive	Flashing Lights
	155484V	C-066	CR 875 E, La Porte, Portage	Passive	Flashing Lights
	155496P	C-066	500W, La Porte, Portage	Passive	Flashing Lights

Table 7-4
Preliminary Recommended Highway/Rail
At-Grade Crossings That May Warrant Safety Improvements

State	FRA ID	Railroad Segment	Crossing Name, County, and City	Current Warning Device	Recommended Mitigation
	155632M	C-027	Countyline Rd., Lake, Gary	Flashing Lights	Gates
	155633U	C-027	Hobart Rd., Lake, Gary	Flashing Lights	Gates
	155637W	C-027	Lake St., Lake, Gary	Gates	4-Quadrant Gates or Median Barriers
	155645N	C-027	Clarke Rd., Lake, Gary	Flashing Lights	Gates
	474598M	N-040	CR 100 E., Madison, Anderson	Passive	Flashing Lights
	155465R	C-066	First Rd.-Smith, Marshall, Plymouth	Passive	Flashing Lights
	155476D	C-066	Thorn Rd., Marshall, Plymouth	Passive	Flashing Lights
	484209G	N-046	CR 250 W., Miami, Peru	Passive	Flashing Lights
	155372W	C-066	CR 500 W., Noble, Kendallville	Passive	Flashing Lights
	155380N	C-066	900 W., Noble, Kendallville	Passive	Flashing Lights
	155615W	C-066	CR 900 North, Porter, Between Chestertown and Valparaiso	Gates	4-Quadrant Gates or Median Barriers
	484302N	N-045	8th St., Tippecanoe, Lafayette	Passive	Complete Lafayette Bypass[a]
	484303V	N-045	7th St., Tippecanoe, Lafayette	Flashing Lights	Complete Lafayette Bypass[a]
	484306R	N-045	Romig St., Tippecanoe, Lafayette	Flashing Lights	Complete Lafayette Bypass[a]

Table 7-4
Preliminary Recommended Highway/Rail
At-Grade Crossings That May Warrant Safety Improvements

State	FRA ID	Railroad Segment	Crossing Name, County, and City	Current Warning Device	Recommended Mitigation
	484308E	N-045	5th St., Tippecanoe, Lafayette	Passive	Complete Lafayette Bypass[a]
	484309L	N-045	4th Street/US 231, Tippecanoe, Lafayette	Gates	Complete Lafayette Bypass[a]
	484311M	N-045	Smith St., Tippecanoe, Lafayette	Flashing Lights	Complete Lafayette Bypass
	484323G	N-045	CR 172, Tippecanoe, Lafayette	Passive	Flashing Lights
	484267C	N-046	CR 900 N., Tippecanoe, Lafayette	Passive	Flashing Lights
	484269R	N-046	CR 700 N., Tippecanoe, Lafayette	Passive	Flashing Lights
	484282E	N-046	CR 500 E., Tippecanoe, Lafayette	Passive	Flashing Lights
	484291D	N-046	Greenbush St., Tippecanoe, Lafayette	Flashing Lights	Complete Lafayette Bypass[a]
	484292K	N-046	18th St., Tippecanoe, Lafayette	Flashing Lights	Complete Lafayette Bypass[a]
	484293S	N-046	17th & Salem Tippecanoe, Lafayette	Flashing Lights	Complete Lafayette Bypass[a]
	484294Y	N-046	Union St., Tippecanoe, Lafayette	Gates	Complete Lafayette Bypass[a]
	342829D	C-025	Stacer Rd., Vanderburgh, Stacer	Passive	Flashing Lights
	342850J	C-025	Ohio St.,Vanderburgh, Evansville	Flashing Lights	Gates

Table 7-4
Preliminary Recommended Highway/Rail
At-Grade Crossings That May Warrant Safety Improvements

State	FRA ID	Railroad Segment	Crossing Name, County, and City	Current Warning Device	Recommended Mitigation
	478313M	N-044	Olive St., Wabash, Wabash	Passive	Flashing Lights
	478314U	N-044	Wolf Rd., Wabash, Wabash	Flashing Lights	Gates
KY	345246C	C-021	Duffey St., Christian, Hopkinsville	Passive	Flashing Lights
	345269J	C-021	E. 6th St., Christian, Hopkinsville	Passive	Flashing Lights
	345318D	C-021	W. Moss Ave., Hopkins, Masisonville	Passive	Flashing Lights
	155645N	C-021	W. Center St., Hopkins, Madisonville	Flashing Lights	Gates
	345331S	C-021	West Noel Ave., Hopkins, Madisonville	Flashing Lights	Grade Separation[a]
	345362R	C-021	W. Dixon St., Webster, Sebree	Flashing Lights	Gates
MD	469321F	N-091	Lappans Rd., Washington, St. James	Flashing Lights	Gates
	534883D	N-091	Reiff Church Rd., Washington, Mauginsville	Passive	Flashing Lights
	534887F	N-091	Shawley Dr., Washington, Mauginsville	Passive	Flashing Lights
MI	511027V	S-020	Pennsylvania Rd., Wayne, Taylor	Flashing Lights	Gates
NY	471825F	N-070	Loomis St., Chautauqua, Ripley	Passive	Flashing Lights
OH	532688W	C-062	Lafayette Rd., Allen,	Passive	Flashing Lights
	472012W	N-075	Walter Main Rd., Ashtabula, Geneva	Passive	Flashing Lights
	502682Y	C-064	Biddle Rd., Crawford, Galion	Passive	Flashing Lights
	481584W	N-071	Chatfield, Crawford, Chatfield	Passive	Flashing Lights

Table 7-4
Preliminary Recommended Highway/Rail
At-Grade Crossings That May Warrant Safety Improvements

State	FRA ID	Railroad Segment	Crossing Name, County, and City	Current Warning Device	Recommended Mitigation
	142366F	C-066	Jackson St., Defiance, Defiance	Flashing Lights	Gates
	481490V	N-073	Berlin Station Rd., Delaware, Delaware	Passive	Flashing Lights
	481660M	N-085	Skadden/CR 42, Erie,	Passive	Flashing Lights
	518382H	C-071	Marsh Rd., Hardin	Passive	Flashing Lights
	155755Y	C-066	Main St., Henry, Deshler	Flashing Lights	Gates
	155760V	C-065	North St., Henry, Deshler	Passive	Flashing Lights
	518507F	C-061	Pitts Rd., Lorain, Wellington	Passive	Flashing Lights
	472284J	N-080	Kansas Ave., Lorain, Lorain	Gates	4-Quadrant Gates or Median Barriers
	232122V	C-040	Conneau (State Line Rd.), Lucas, Alexis	Gates	4-Quadrant Gates or Median Barriers
	518391G	C-071	Section St., Marion, La Rue	Gates	4-Quadrant Gates or Median Barriers
	481546M	N-073	Galion-Marseilles, Marion, Marion	Passive	Flashing Lights
	481547U	N-073	Scott TWP Rd.-190, Marion, Marion	Passive	Flashing Lights
	518456X	C-067	Main St., Richland, Shelby	Flashing Lights	Gates
	518476J	C-067	Base Line Rd., Richland, Shelby	Passive	Flashing Lights
	473668W	N-079	Kilbourne, Sandusky Bellevue	Gates	4-Quadrant Gates or Median Barriers
	473673T	N-079	CR 292, Sandusky, Bellevue	Passive	Flashing Lights

Table 7-4
Preliminary Recommended Highway/Rail
At-Grade Crossings That May Warrant Safety Improvements

State	FRA ID	Railroad Segment	Crossing Name, County, and City	Current Warning Device	Recommended Mitigation
	473680D	N-079	CR 175, Sandusky, Bellevue	Gates	4-Quadrant Gates or Median Barriers
	473726P	N-079	Unknown, Sandusky, Kingsway	Passive	Flashing Lights
	228774H	C-070	Main St., Seneca, Fostoria	Passive	Flashing Lights
	228780L	C-070	TWP 0180, Seneca, Fostoria	Passive	Flashing Lights
	142178R	C-075	Gillick Rd., Seneca, Tiffin	Passive	Flashing Lights
	142179X	C-075	Morrison Rd., Seneca, Tiffin	Passive	Flashing Lights
	503133H	N-082	Bradley-Brownlee, Trumbull, Farber	Gates	4-Quadrant Gates or Median Barriers
	544729H	N-082	Warren Sharon Rd., Trumbull, Brookfield	Flashing Lights	Gates
	155789T	C-065	Range Line Rd., Wood, Bowling Green	Passive	Flashing Lights
	155794T	C-065	Kellogg Rd., Wood, Bowling Green	Passive	Flashing Lights
	155798S	C-065	Washington St., Wood, Tontogany	Passive	Flashing Lights
	155799Y	C-065	Tontogony Rd., Wood Tontogony	Passive	Flashing Lights
	155804T	C-065	Middletown Pike, Wood, Haskins	Passive	Flashing Lights
	155812K	C-065	Fire Point Rd., Wood, Perrysburg	Passive	Flashing Lights
	155814Y	C-065	Roachton Rd., Wood, Perrysburg	Passive	Flashing Lights
	155818B	C-065	Eckel Jct. Rd., Wood, Perrysburg	Passive	Flashing Lights
	155819H	C-065	Eckel Rd., Wood, Perrysburg	Passive	Flashing Lights
	155820C	C-065	Eckel Rd., Wood, Perrysburg	Passive	Flashing Lights

Table 7-4
Preliminary Recommended Highway/Rail
At-Grade Crossings That May Warrant Safety Improvements

State	FRA ID	Railroad Segment	Crossing Name, County, and City	Current Warning Device	Recommended Mitigation
	155821J	C-065	W. Boun ary St., Wood, Perrys rg	Gates	4-Quadrant Gates or Median Barriers
	155838M	C-065	Ford Rd., Wood, Rossford	Passive	Flashing Lights
	155839U	C-065	Bates Rd., Wood, Rossford	Passive	Flashing Lights
	155840N	C-065	Schrick Rd., Wood, Rossford	Passive	Flashing Lights
PA	592290T	N-091	York Rd., Cumberland, Mechanicsburg	Gates	4-Quadrant Gates or Median Barriers
	592295C	N-091	Criswall, Cumberland, Mechanicsburg	Passive	Flashing Lights
	592320H	N-091	Mill, Cumberland, Mechanicsburg	Passive	Flashing Lights
	471901W	N-070	Peach St., Erie, Erie	Gates	Relocate to CSX corridor[a]
	471906F	N-070	Cherry St., Erie, Erie	Flashing Lights	Relocate to CSX corridor[a]
	471911C	N-070	Raspberry St., Erie, Erie	Flashing Lights	Relocate to CSX corridor[a]
	471940M	N-070	Lucas Rd., Erie, Erie	Passive	Flashing Lights
	535146X	N-091	Guilford Springs Rd., Franklin,	Passive	Flashing Lights
	535163N	N-091	Hayes Rd., Franklin	Passive	Flashing Lights
VA	468599F	N-091	SR 7, Clarke, Berryville	Gates	4-Quadrant Gates or Median Barriers
	468634S	N-091	Rockland Rd., Warren, Winchester	Flashing Lights	Gates

[a] Recommendation from highway/rail at-grade crossing delay analysis.

Table 7-5
Preliminary Rail Line Segments That May Warrant Key Route Mitigation

State	Site ID	Proposed Owner	Segment	County
Parkwood, Alabama — Thomasville, Georgia				
AL	C-270	CSX	Parkwood to Montgomery, AL	AL: Montgomery, Elmore, Autauga, Chilton, and Shelby
AL GA	C-380	CSX	Montgomery, AL to Thomasville, GA	GA: Thomas, Grady, Decatur, Seminole, and Early AL: Houston, Dale, Pike, and Montgomery
Parkwood, Alabama — Manchester, Georgia				
AL GA	C-376	CSX	Parkwood, AL to Lagrange, GA	AL: Jefferson, Shelby, Talladega, Clay, Randolph, and Chambers GA: Troup
GA	C-377	CSX	Lagrange to Manchester, GA	GA: Troup and Meriwether
Atlanta, Georgia — Flomaton, Alabama				
GA	C-355	CSX	Atlanta to Lagrange, GA	GA: Fulton, Coweta, and Troup
AL GA	C-356	CSX	Lagrange, GA to Montgomery, AL	AL: Chambers, Lee, Macon, and Montgomery GA: Troup
AL	C-271	CSX	Montgomery to Flomaton, AL	AL: Montgomery, Lowndes, Butler, Conecuh, and Escambia
FL	C-403	CSX	Winston to Plant City, FL	FL: Hillsborough
GA	C-347	CSX	Jesup to Waycross, GA	GA: Ware, Pierce, and Wayne
IN	C-693	CSX	Willow Creek to Ivanhoe, IN	IN: Porter and Lake
IN	N-041	NS	Butler to Fort Wayne, IN	IN: De Kalb and Allen
Latonia, Kentucky — Cartersville, Georgia				
KY	C-292	CSX	Latonia to Winchester, KY	KY: Clark, Bourbon, Harrison, Pendleton, and Kenton
KY	C-293	CSX	Winchester to Sinks, KY	KY: Clark, Madison, and Rockcastle
KY	C-294	CSX	Sinks to Corbin, KY	KY: Laurel and Whitley

Table 7-5
Preliminary Rail Line Segments That May Warrant Key Route Mitigation

State	Site ID	Proposed Owner	Segment	County
KY TN GA	C-295	CSX	Corbin, KY to Cartersville, GA	KY: Whitley TN: Campbell Anderson, Knox, Blount, Monroe, McMinn, and Polk GA: Murray, Gordon, and Bartow
KY	C-617	CSX	N Hazard to Duane, KY	KY: Perry and Knott
MD DC	C-031	CSX	Alexandria Jct, MD to Washington, DC	MD: Prince George's DC: Washington, DC
MI	C-214	CSX	Detroit to Plymouth, MI	MI: Wayne
MO	N-478	NS	Moberly to CA Junction, MO	MO: Randolph, Charlton, Carroll, and Ray
Salisbury, North Carolina — New Line, Tennessee				
NC	N-360	NS	Salisbury to Asheville, NC	NC: Rowan, Iredell, Catawba, Burke, McDowell, and Buncombe
NC TN	N-361	NS	Asheville, NC to Leadvale, TN	NC: Buncombe and Madison TN: Cocke
TN	N-392	NS	Leadvale to New Line, TN	TN: Cocke and Jefferson
Hamlet, North Carolina — Fairfax, South Carolina				
NC SC	C-357	CSX	Hamlet, NC to Mcbee, SC	NC: Richmond SC: Marlboro and Chesterfield
SC	C-358	CSX	Mcbee to Columbia, SC	SC: Chesterfield, Kershaw, and Richland
SC	C-359	CSX	Columbia to Fairfax, SC	SC: Lexington, Orangeburg, Bamburg, and Allendale
NC SC	C-339	CSX	Pembroke, NC to Dillon, SC	NC: Robeson SC: Dillon
NJ	C-769	CSX	Trenton to Port Reading, NJ	NJ: Somerset, Mercer
NJ	S-211	Shared	Nave to N Bergen, NJ	NJ: Hudson

Table 7-5
Preliminary Rail Line Segments That May Warrant Key Route Mitigation

State	Site ID	Proposed Owner	Segment	County
NY	C-052	CSX	CP Sycamore to Black Rock, NY	NY: Erie
NY	N-061	NS	Ebenezer Jct to Buffalo, NY	NY: Erie
Suffern — Buffalo, New York				
NY	N-062	NS	Suffern to Campbell Hall, NY	NJ: Bergen
NY	N-063	NS	Campbell Hall to Port Jervis, NY	NY: Orange
NY	N-245	NS	Port Jervis to Binghamton, NY	NY: Orange, Broome, Delaware, and Sullivan
NY	N-246	NS	Binghamton to Waverly, NY	NY: Broome and Tioga
NY	N-247	NS	Waverly to Corning, NY	NY: Tioga, Chemung, and Stuben
NY	N-065	NS	Corning to Buffalo, NY	NY: Stuben, Livingston, Wyoming, and Erie
Buffalo, New York — Bellevue, Ohio				
NY PA OH	N-070	NS	Buffalo, NY to Ashtabula, OH	NY: Erie and Chautauqua PA: Erie OH: Ashtabula
OH	N-075	NS	Ashtabula to Cleveland, OH	OH: Ashtabula, Lake, and Cuyahoga
OH	N-080	NS	Cleveland to Vermilion, OH	OH: Cuyahoga, Lorain, and Erie
OH	N-072	NS	Vermilion to Bellevue, OH	OH: Erie, Huron, and Sandusky
OH	N-079	NS	Bellevue to Oak Harbor, OH	OH: Sandusky and Ottawa
Quaker — Berea, Ohio				
OH	C-073	CSX	Quaker to Mayfield, OH	OH: Cuyahoga
OH	C-072	CSX	Mayfield to Marcy, OH	OH: Cuyahoga
OH	C-069	CSX	Marcy to Short, OH	OH: Cuyahoga
OH	C-074	CSX	Short to Berea, OH	OH: Cuyahoga

Table 7-5
Preliminary Rail Line Segments That May Warrant Key Route Mitigation

State	Site ID	Proposed Owner	Segment	County
Columbus — Toledo, Ohio				
OH	C-229	CSX	Columbus to Marion, OH	OH: Franklin, Delaware, and Marion
OH	C-070	CSX	Marion to Fostoria, OH	OH: Marion, Wyandot, and Seneca
OH	C-228	CSX	Fostoria to Toledo, OH	OH: Seneca and Wood
OH	C-695	CSX	CP Maumee to Oak, OH	OH: Wood and Lucas
Ashtabula, Ohio — Rochester, Pennsylvania				
OH	N-082	NS	Ashtabula to Youngstown, OH	OH: Trumbull, and Ashtabula
OH PA	N-095	NS	Youngstown, OH to Rochester, PA	OH: Mahoning PA: Beaver and Lawrence
OH PA	C-081	CSX	Youngstown, OH to New Castle, PA	OH: Mahoning PA: Lawrence
PA	C-766	CSX	West Falls to CP Newtown Jct, PA	PA: Philadelphia
PA	N-203	NS	Bethlehem to Allentown, PA	PA: Northhampton
PA	N-216	NS	Reading to Reading Belt Jct, PA	PA: Berks
Park Junction, Pennsylvania — Camden, New Jersey				
PA	S-232	Shared	Park Junction to Phila Frankford Jct., PA	PA: Philadelphia
PA NJ	S-233	Shared	Phila Frankford Jct., PA to Camden, NJ	PA: Philadelphia NJ: Camden
SC	C-341	CSX	Florence to Lane, SC	SC: Florence and Williamsburg
St. Stephens, South Carolina — Savannah, Georgia				
SC	C-343	CSX	St. Stephens to Ashley Junction, SC	SC: Berkeley
SC	C-344	CSX	Ashley Junction to Yemassee, SC	SC: Berkeley, Charleston, and Colleton

Table 7-5
Preliminary Rail Line Segments That May Warrant Key Route Mitigation

State	Site ID	Proposed Owner	Segment	County
SC GA	C-345	CSX	Yemassee, SC to Savannah, GA	SC: Colleton, Hampton and Jasper GA: Chatham
TN	N-399	NS	Bulls Gap to Frisco, TN	TN: Hamblen and Hawkins VA: Scott
TN	N-406	NS	Frisco to Kingsport, TN	TN: Sullivan
VA	N-315	NS	Alexandria to Manassas, VA	VA: Fairfax, Prince, and William
VA	N-432	NS	Poe ML to Petersburg, VA	VA: Petersburg City

Table 7-6
Preliminary Rail Line Segments That May Warrant Emergency Response (Major Key Route) Mitigation

State	Site ID	Proposed Owner	Segment	County
Decatur, Alabama — New Orleans, Louisiana				
AL	C-267	CSX	Decatur to Black Creek, AL	AL: Morgan, Cullman, Blount, and Jefferson
AL	C-268	CSX	Black Creek to Birmingham, AL	AL: Jefferson
AL	C-269	CSX	Birmingham to Parkwood, AL	AL: Jefferson and Shelby
AL	C-270	CSX	Parkwood to Montgomery, AL	AL: Shelby, Chilton, Autauga, Elmore, and Montgomery
AL	C-271	CSX	Montgomery to Flomaton, AL	AL: Montgomery, Lowndes, Butler, Conecuh, and Escambia
AL	C-386	CSX	Flomaton to Mobile, AL	AL: Escambia, Baldwin, and Mobile

Table 7-6
Preliminary Rail Line Segments That May Warrant Emergency Response (Major Key Route) Mitigation

State	Site ID	Proposed Owner	Segment	County
AL MS LA	C-387	CSX	Mobile, AL to New Orleans, LA	AL: Mobile MS: Jackson, Harrison and Hancock LA: Orleans and St. Bernard
GA	C-298	CSX	Manchester to Waycross, GA	GA: Meriwether, Talbot, Taylor, Macon, Dooley, Crisp, Wilcox, Turner, Ben Hill, Irwin, Coffee, Bacon, and Ware
Hamlet, North Carolina — Montgomery, Alabama				
NC	C-350	CSX	Hamlet to Monroe, NC	NC: Richmond, Anson, and Union
NC SC	C-351	CSX	Monroe, NC to Clinton, SC	NC: Union SC: Lancaster, Chester, Union, Newberry, and Laurens
SC	C-352	CSX	Clinton to Greenwood, SC	SC: Laurens and Greenwood
SC GA	C-353	CSX	Greenwood, SC to Athens, GA	SC: Greenwood and Abbeville GA: Elbert, Madison, and Clarke
GA	C-354	CSX	Athens to Atlanta, GA	GA: Clarke, Barrow, Gwinnett, De Kalb, and Fulton
GA	C-355	CSX	Atlanta to Lagrange, GA	GA: Fulton, Coweta, and Troup
GA AL	C-356	CSX	Lagrange, GA to Montgomery, AL	GA: Troup AL: Chambers, Lee, Macon, and Montgomery
GA AL	C-376	CSX	Lagrange, GA to Parkwood, AL	AL: Jefferson, Shelby, Talladega, Clay, Randolph, and Chambers GA: Troup
IN	C-025	CSX	Vincennes to Evansville, IN	IN: Knox, Gibson, and Vanderburgh

Table 7-6
Preliminary Rail Line Segments That May Warrant Emergency Response (Major Key Route) Mitigation

State	Site ID	Proposed Owner	Segment	County
Butler, Indiana — Tilton, Illinois				
IN	N-041	NS	Butler to Fort Wayne, IN	IN: DeKalb and Allen
IN	N-044	NS	Fort Wayne to Peru, IN	IN: Miami, Wabash, Huntington, and Allen
IN	N-046	NS	Peru to Lafayette Junction, IN	IN: Tippecanoe, Carroll, Cass, and Miami
IN IL	N-045	NS	Lafayette Junction, IN to Tilton, IL	IN: Warren, Fountain, and Tippecanoe IL: Vermilion
Covington, Kentucky — Amqui, Tennessee				
KY	C-291	CSX	Covington to Latonia, KY	KY: Kenton
KY	C-287	CSX	Latonia to Anchorage, KY	KY: Kenton, Grant, Owen, Carroll, Henry, Oldham, and Jefferson
KY	C-288	CSX	Anchorage to Louisville, KY	KY: Jefferson
KY TN	C-289	CSX	Louisville, KY to Amqui, TN	KY: Jefferson, Bullitt, Hardin, Hart, Barren, Edmonson, Warren, and Simpson TN: Sumner and Davidson
Relay — Alexandria Junction, Maryland				
MD	C-037	CSX	Relay to Jessup, MD	MD: Anne Arundel
MD	C-034	CSX	Jessup to Alexandria Junction, MD	MD: Anne Arundel and Prince George's
MI OH	C-040	CSX	Carleton, MI to Toledo, OH	MI: Monroe OH: Lucas
OH	C-065	CSX	Toledo to Deshler, OH	OH: Lucas, Wood, and Henry

Table 7-6
Preliminary Rail Line Segments That May Warrant Emergency Response (Major Key Route) Mitigation

State	Site ID	Proposed Owner	Segment	County
OH IN	C-066	CSX	Deshler, OH to Willow Creek, IN	OH: Henry and Defiance IN: Dekalb, Noble, Kosciusko, Elkhart, Marshall, St. Joseph, LaPorte, Porter, and Lake
IN	C-027	CSX	Willow Creek to Pine Junction, IN	IN: Lake and Porter
NJ	C-769	CSX	Trenton to Port Reading, NJ	NJ: Somerset and Mercer
NJ	S-211	Shared	Nave to N Bergen, NJ	NJ: Bergen
NJ	S-032	Shared	PN to Bayway, NJ	NJ: Union and Essex
NY	C-052	CSX	CP Sycamore to Black Rock, NY	NY: Erie
Buffalo, New York — Vermilion, Ohio				
NY PA OH	N-070	NS	Buffalo FW, NY to Ashtabula, OH	NY: Erie and Chautauqua PA: Erie OH: Ashtabula
OH	N-075	NS	Ashtabula to Cleveland, OH	OH: Ashtabula, Lake, and Cuyahoga
OH	N-080	NS	Cleveland to Vermilion, OH	OH: Cuyahoga, Lorain, and Erie
Marion — Toledo, Ohio				
OH	C-070	CSX	Marion to Fostoria, OH	OH: Marion, Wyandot, and Seneca
OH	C-228	CSX	Fostoria to Toledo, OH	OH: Seneca and Wood
Quaker — Deshler, Ohio				
OH	C-073	CSX	Quaker to Mayfield, OH	OH: Cuyahoga
OH	C-072	CSX	Mayfield to Marcy, OH	OH: Cuyahoga
OH	C-069	CSX	Marcy to Short, OH	OH: Cuyahoga
OH	C-074	CSX	Short to Berea, OH	OH: Cuyahoga
OH	C-061	CSX	Berea to Greenwich, OH	OH: Cuyahoga, Lorain, and Huron
OH	C-068	CSX	Greenwich to Willard, OH	OH: Huron
OH	C-075	CSX	Willard to Fostoria, OH	OH: Huron and Seneca
OH	C-206	CSX	Fostoria to Deshler, OH	OH: Seneca, Wood, and Henry
OH	C-695	CSX	CP Maumee to Oak, OH	OH: Wood and Lucas

Table 7-6
Preliminary Rail Line Segments That May Warrant Emergency Response (Major Key Route) Mitigation

State	Site ID	Proposed Owner	Segment	County
OH	N-081	NS	White to Cleveland, OH	OH: Cuyahoga
PA	C-766	CSX	West Falls to CP Newtown Junction, PA	PA: Philadelphia
AL TN	C-373	CSX	Nashville, TN to Stevenson, AL	AL: Jackson TN: Davidson, Rutherford, Bedford, Coffee, and Franklin

Table 7-7
Preliminary Highway/Rail At-Grade Crossings That May Warrant Traffic Delay Mitigation

State	County, City	Segment and FRA Crossing ID		Crossing Name	Warning Device Type	LOS Change	Acquisition-Related Train Traffic Pre-	Post	Change	Recommended Mitigation
IL	Cook, Calumet Park	C-010	163415H	Dixie Hwy.	Gates	D to E	17.0	32.9	15.9	Grade Separation
	Cook, Calumet Park	C-010	163416P	Broadway - 135th St.	Gates	D to E	17.0	32.9	15.9	Grade Separation
	Cook, Evergreen Park	C-011	163433F	95th St.	Gates	D to E	19.5	22.9	3.4	Consultation
IN	De Kalb, Garrett	C-066	155330K	Randolph Street	Gates	E to F	21.4	47.7	26.3	Grade Separation
	Madison, Alexandria	N-040	474600L	SR 9	Flashing lights	>30 sec. delay[a]	2.6	11.8	9.2	Consultation
	Madison, Alexandria	N-040	474601T	Harrison St.	Gates	>30 sec. delay[a]	2.6	11.8	9.2	Consultation
	Tippecanoe, Lafayette	N-045	484295F	Ferry St.	Gates	C to D	23.6	41.0	17.4	Complete Lafayette Bypass
	Tippecanoe, Lafayette	N-045	484296M	Main St.	Gates	C to D	23.6	41.0	17.4	Complete Lafayette Bypass
	Tippecanoe, Lafayette	N-045	484298B	Columbia St.	Gates	C to D	23.6	41.0	17.4	Complete Lafayette Bypass
	Tippecanoe, Lafayette	N-045	484300A	South St., SR 26	Gates	C to D	23.6	41.0	17.4	Complete Lafayette Bypass
	Tippecanoe, Lafayette	N-045	484301G	9th St.	Gates	C to D	23.6	41.0	17.4	Complete Lafayette Bypass

Table 7-7
Preliminary Highway/Rail At-Grade Crossings That May Warrant Traffic Delay Mitigation

State	County, City	Segment and FRA Crossing ID		Crossing Name	Warning Device Type	LOS Change	Acquisition-Related Train Traffic Pre-	Post	Change	Recommended Mitigation
	Tippecanoe, Lafayette	N-045	484309L	4th St., U.S. 231	Gates	C to D	23.6	41.0	17.4	Complete Lafayette Bypass
	Tippecanoe, Lafayette	N-046	484290W	Underwood St.	Flashing lights	B to D	18.4	40.2	21.8	Complete Lafayette Bypass
	Tippecanoe, Lafayette	N-046	484292K	18th St.	Flashing lights	B to D	18.4	40.2	21.8	Complete Lafayette Bypass
	Tippecanoe, Lafayette	N-046	484293S	17th & Salem St.	Flashing lights	B to D	18.4	40.2	21.8	Complete Lafayette Bypass
	Tippecanoe, Lafayette	N-046	484294Y	Union St.	Gates	B to D	18.4	40.2	21.8	Complete Lafayette Bypass
	Vanderburgh, Evansville	C-025	342846U	W. Maryland St.	Flashing lights	C to D	22.3	30.8	8.5	Increase Train Speed from 25 to 30 mph
	Vanderburgh, Evansville	C-025	342848H	W. Franklin St.	Gates	C to D	22.3	30.8	8.5	Consultation
	Vanderburgh, Evansville	C-025	342850J	Ohio St.	Flashing lights	C to D	22.3	30.8	8.5	Consultation
KY	Christian, Hopkinsville	C-021	345267V	E. 9th St.	Gates	D to E	23.4	32.7	9.3	Grade Separation
	Hopkins, Madisonville	C-021	345331S	W. Noel Ave.	Flashing lights	D to E	23.4	32.7	9.3	Grade Separation

Table 7-7
Preliminary Highway/Rail At-Grade Crossings That May Warrant Traffic Delay Mitigation

State	County, City	Segment and FRA Crossing ID		Crossing Name	Warning Device Type	LOS Change	Acquisition-Related Train Traffic			Recommended Mitigation
							Pre-	Post	Change	
MD	Baltimore City	C-032	140239X	Hollins Ferry Rd.	Flashing lights[b]	C to D	39.6	42.7	3.1	Increase Train Speed from 35 to 40 mph
	Prince George's, Hyattsville	C-030	140253T	Decatur St.	Flashing lights[b]	C to D	18.7	24.3	5.6	Increase Train Speed from 25 to 30 mph
	Prince George's, Bladensburg	C-030	140257V	Upshur St.	Flashing lights[b]	C to D	18.7	24.3	5.6	Increase Train Speed from 25 to 30 mph
	Prince George's, Cheverly	C-030	140258C	Annapolis Rd.	Gates	C to D	18.7	24.3	5.6	Increase Train Speed from 25 to 30 mph
OH	Butler, Hamilton	C-063	152407K	Vine St.	Gates	E to E	28.2	31.2	3.0	Consultation
	Cuyahoga, Brookpark	C-074	523971H	Hummel Rd.	Gates	B to D	13.4	47.3	33.9	Increase Train Speed from 35 to 40 mph
	Cuyahoga, Brookpark	C-074	523973W	Engle Rd.	Gates	B to D	13.4	47.3	33.9	Increase Train Speed from 35 to 40 mph
	Hamilton, Cincinnati	C-063	152346W	Winton Rd.	Flashing lights	E to E	28.2	31.2	3.0	Consultation
	Hamilton, Cincinnati	C-063	152347D	Mitchell Ave.	Flashing lights	E to F	28.2	31.2	3.0	Consultation
	Hamilton, Cincinnati	C-063	152355V	Township Ave.	Gates	E to E	28.2	31.2	3.0	Consultation

Table 7-7
Preliminary Highway/Rail At-Grade Crossings That May Warrant Traffic Delay Mitigation

State	County, City	Segment and FRA Crossing ID		Crossing Name	Warning Device Type	LOS Change	Acquisition-Related Train Traffic Pre-	Post	Change	Recommended Mitigation
	Lorain, Wellington	C-061	518530A	Main St.	Gates	B to D	14.5	54.2	39.2	Increase Train Speed from 40 to 45 mph
PA	Erie, Erie	N-070	471901W	Peach St.	Gates	C to E	13.0	25.2	12.2	Reroute trains to CSX corridor
	Erie, Erie	N-070	471902D	Sassafras St.	Gates	D to E	13.0	25.2	12.2	Reroute trains to CSX corridor
	Erie, Erie	N-070	471906F	Cherry St.	Flashing lights	C to E	13.0	25.2	12.2	Reroute trains to CSX corridor
	Erie, Erie	N-070	471908U	Liberty St.	Flashing lights	C to E	13.0	25.2	12.2	Reroute trains to CSX corridor
	Erie, Erie	N-070	471911C	Raspberry St.	Flashing lights	C to E	13.0	25.2	12.2	Reroute trains to CSX corridor
	Westmoreland, W. Newton	C-033	145480R	Main St.	Flashing lights	C to D	27.7	32.8	5.1	Consultation

[a] Significant traffic delay involves increased delay per stopped vehicle, which is not related to traffic level of service.
[b] SEA intends to recommend that the Board require the Applicants to upgrade the crossing warning devices at these locations before increasing train speeds.

Table 7-8
Preliminary Rail Line Segments That May Warrant Noise Mitigation

State	Site ID	Proposed Owner	Description	Counties
OH	C-061	CSX	Berea to Greenwich, OH	Cuyahoga, Huron, and Lorain
	C-065	CSX	Deshler to Toledo, OH	Henry and Wood
	C-072	CSX	Mayfield to Marcy, OH	Cuyahoga
	C-073	CSX	Quaker to Mayfield, OH	Cuyahoga
	C-074	CSX	Short to Berea, OH	Cuyahoga
	N-079	NS	Oak Harbor to Bellevue, OH	Huron, Ottowa, and Sandusky
MI	S-020	Shared	Carleton to Ecorse, MI	Monroe and Wayne

Table 7-9
Preliminary Communities That May Warrant Environmental Justice Mitigation

State	Site ID	Proposed Owner	Description/Community	Potential Impacts
IL	C-010	CSX	Barr Yard to Blue Island Blue Island, IL	Noise[a] and Traffic Delay
IL	CM-2	CSX	59th Street Chicago Intermodal Yard Chicago, IL	Traffic
IN	C-027	CSX	Willow Creek to Pine Jct. Gary, IN	Noise[a], Hazardous Materials Transport, and Highway/Rail At-Grade Crossing Safety
	N-041	NS	Butler to Fort Wayne Fort Wayne, IN	Noise[a], Hazardous Materials Transport, and Highway/Rail At-Grade Crossing Safety
IN IL	N-045	NS	Lafayette Junction to Tilton, IL Tilton, IL, Danville, IL, and Lafayette, IN	Noise[a], Hazardous Materials Transport, and Highway/Rail At-Grade Crossing Safety

Table 7-9
Preliminary Communities That May Warrant Environmental Justice Mitigation

State	Site ID	Proposed Owner	Description/Community	Potential Impacts
MD DC	C-030	CSX	Alexandria Jct., MD to Benning Rd., DC Bladensburg, and Hyattsville, MD	Traffic Delay
MD	C-031	CSX	Alexandria Jct., MD to Washington, DC Bladensburg, MD and Washington, DC	Hazardous Materials Transport
MD	C-032	CSX	Baltimore to Relay Baltimore, MD	Traffic Delay
OH	C-072	CSX	Mayfield to Marcy Cleveland, OH	Noise and Hazardous Materials Transport
	C-073	CSX	Quaker to Mayfield Cleveland, OH	Noise and Hazardous Materials Transport
	N-075	NS	Cleveland to Ashtabula Ashtabula, OH and Cleveland, OH	Noise[a] and Hazardous Materials Transport
	N-081	NS	White to Cleveland Ashtabula, OH and Cleveland, OH	Noise[a] and Hazardous Materials Transport
	N-082	NS	Youngstown to Ashtabula Youngstown, OH Ashtabula, OH	Noise[a] and Hazardous Materials Transport
	N-086	NS	Miami to Airline Toledo, OH	Freight Rail Safety
PA	N-090	NS	Harrisburg to Rutherford Harrisburg, PA	Freight Rail Safety

[a] SEA's noise analysis shows an Acquisition-related increase in noise levels in these communities, however the increase does not warrant mitigation at this time. However, because there are other potential significant environmental impacts in this community, noise effects have been included to consider potential cumulative effects.

CHAPTER 8
List of Preparers

SURFACE TRANSPORTATION BOARD
SECTION OF ENVIRONMENTAL ANALYSIS

ELAINE K. KAISER	Program Director/Legal Counsel, Chief, Section of Environmental Analysis
MICHAEL J. DALTON, III	Program Manager, Section of Environmental Analysis
HAROLD M. McNULTY	Environmental Protection Specialist, Rail Operations Analyst, Section of Environmental Analysis
VICTORIA J. RUTSON	Staff Attorney/Legal Review, Section of Environmental Analysis
DANA G. WHITE	Environmental Protection Specialist, Section of Environmental Analysis

PROJECT MANAGEMENT

Name/Company	Experience	Project Function
De Leuw, Cather & Company WINN B. FRANK, P.E.	M.B.A. Marketing, B.S.B.A., Transportation; 33 years in railroad operations and management for domestic and international projects	Project Director; Railroad Operations
HDR Engineering, Inc. JAY A. CAMPBELL, P.E.	M.S., B.S. Civil Engineering; 29 years in project & operations management in transportation and environmental projects	Project Director
De Leuw, Cather & Company WILLIAM J. NOVAK	M.A. Geography, B.A.; 25 years in environmental planning and impact assessment for transportation and infrastructure development projects	Project Manager
HDR Engineering, Inc. JOHN H. MORTON, P.E.	M.S. Engineering Management, B.S. Environmental Engineering; 23 years in impact analysis, regulatory compliance and environmental mitigation for transportation and development projects	Project Manager
Public Affairs Management, Inc. CHARLES L. GARDINER	B.A. Chemistry & Political Science; 15 years in public outreach and agency coordination for environmental review & transportation related projects	Project Coordinator
HDR Engineering, Inc. MARK L. WOLLSCHLAGER, JD	Juris Doctor-Law, B.S. Biology; 20 years in environmental law and impact analysis and permitting	Technical Teams Manager
De Leuw, Cather & Company LI A. BOCCIA	M.A. Planning, B.A.; 23 years in environmental planning and impact assessment for transportation projects	Environmental Tasks and Document Manager

Name/Company	Experience	Project Function
HDR Engineering, Inc. MARGARET M. BALLARD, AICP	M.S., Urban Planning, B.A. History; 23 years in transportation planning and environmental assessment	Environmental Tasks and Document Manager
HDR Engineering, Inc. DAVID W. BIRKS	M.S. Civil & Environmental Engineering, B.S. Biology; 20 years in environmental planning, impact assessment and community information for projects of all types	Public Outreach Task Manager
De Leuw, Cather & Company JOHN H. COOK	M.B.A., B.S.C.; 14 years in transportation planning and operations, personnel management, and budgeting	Administrative Manager
HDR Engineering, Inc. DAVID A. CHEENEY, AICP	M.P.A., Urban Planning & Public Administration, B.A.; 19 years in environmental planning, urban planning, transportation planning, and solid waste planning	Administrative Manager
Public Affairs Management, Inc. BONNIE A. NIXON	B.A. Communications; 15 years in strategic management of public participation programs for federal, state & regional agencies	Public Outreach Manager

TECHNICAL TEAMS

Name/Company	Experience	Project Function
Air Quality Analysis		
The Air Quality team consisted of 13 specialists in two firms.		
HDR Engineering, Inc. EDWARD J. LIEBSCH	M.S. Meteorology, B.A. Earth Science; 16 years in air quality impact analysis and permitting	Air Quality Team Leader
KM Chng Environmental DAVID A. ERNST	M.C.R.P. Environmental Policy, B.S. Urban Systems Engineering; 18 years in air quality regulation, permitting & impact analysis	Air Quality Task Leader
Cultural and Historic Resources		
The Cultural and Historic Resources team consisted of 20 specialists in eight firms.		
HDR Engineering, Inc. BARRY R. WHARTON	M.A. Archaeology, B.A. Anthropology; 18 years in cultural resource impact assessments and Section 106 compliance	Cultural Resources Team Leader/ Section 106 Compliance
Myra L. Frank & Associates, Inc. MYRA L. FRANK	M.A. Urban Government, B.A. Political Science; 25 years in environmental planning & 17 years as principal of Myra L. Frank & Associates, Inc.	Cultural Resources Methodology/Policy Specialist
McGinley Hart & Associates, Inc. PAUL J. McGINLEY	M.P.A. Urban Planning, B.S.C.E.; 31 years historic preservation planning, impact assessment and mitigation for urban & transportation projects	Cultural Resources/Section 106 Compliance Specialist

Name/Company	Experience	Project Function
McGinley Hart & Associates, Inc. THOMPSON S. LINGEL	M.A. Architecture & Historic Preservation, A.B.; 20 years in historic preservation and impact assessment & mitigation	Cultural Resources/Section 106 Compliance Specialist
Historic Conservation and Interpretation, Inc. EDWARD S. RUTSCH	M.A. Anthropology, B.S.; 32 years as teacher & practicing anthropologist/archaeologist and urban industrial archaeologist	Cultural Resources/Section 106 Compliance Analyst
Central Mississippi Valley Archaeological Research Institute JOHN E. KELLEY	Ph.D., M.A., B.A. Anthropology; 22 years as professor & practicing anthropologist/archaeologist including mitigation measures in transportation projects.	Section 106 Compliance/Archaeological Survey Analyst
PS Preservation Services JOHN SNYDER	M.A. History of Art/Architectural History; 21 years in architectural & bridge history and bridge preservation technology	Railroad Bridge Historian
Benjamin D. Rickey & Co. JEFF DARBEE	B.A. American Civilization; 23 years in historic preservation & American History	Ohio Railroad History Analyst
ASC Group, Inc. SHAUNE SKINNER	M.A. Anthropology, B.A. Museology; 20 years in cultural & archaeological resources assessment and preservation law	Archaeologist, Ohio and Indiana

Name/Company	Experience	Project Function
Energy		
De Leuw, Cather & Company JAMES R. GREGORY	M.A. Urban & Environmental Planning, B.S. Biology; over 10 years in environmental planning & management	Energy Team Leader
Hazardous Material - Sites and Transport		
The Hazardous Material team consisted of nine specialists in two firms.		
HDR Engineering, Inc. SUSAN L. YOUNG, C.P.G.	B.S. Geology; 18 years in environmental geology & project management for environmental projects	Hazardous Waste Team Leader
The Environmental Company, Inc. CLIFFORD S. DUKE, PH. D.	Ph.D. Botany, M.A. Policy Science, B.A. Biology/ Environmental Studies; 4 years in biology research, 8 years in environmental impact assessment and project management	Hazardous Materials Team Co-Leader
Land Use/Environmental Justice		
The Land Use/Environmental Justice team consisted of seven specialists in three firms.		
De Leuw, Cather & Company CARMEN D. GILOTTE	B.S. Natural Resources Mgmt. & Urban Planning; 8 years in NEPA assessments, environmental & urban planning, natural resource mgmt planning, & environmental policy analysis	Land Use Team Leader; Environmental Justice Team Co-leader

Name/Company	Experience	Project Function
De Leuw, Cather & Company ROBIN E. JOSEPH	M.A. Urban Planning, B.A. Political Science; 3 years in transportation & land use planning, transportation policy analysis, environmental justice and conflict management & resolution	Environmental Justice Team Co-leader
HDR Engineering, Inc. DAVID TAYLOR, AICP	M.A. Urban & Regional Planning; 25 years in land use planning, comprehensive and redevelopment planning, urban design & NEPA	Land Use/Environmental Justice Analyst
Public Affairs Management SCOTT STEINWERT	B.S. Biology; Graduate Work in Ecology; 10 years in community planning, NEPA analysis, and the preparation of environmental studies, particularly for transportation projects	Land Use/Environmental Justice Analyst

Natural and Biological Resources

The Natural and Biological Resources team consisted of seven specialists in two firms

HDR Engineering, Inc. WILLIAM J. JEFFORDS, JR.	B.S. General Science Education; 10 years in environmental impact assessment & planning for transportation projects	Natural Resources Team Leader
De Leuw, Cather & Company MAUREEN J. MILLS	B.S. Biology; 14 years in biology and natural resource inventories, environmental assessments, & ecological and wildlife studies for transportation projects	Natural Resources Specialist

Name/Company	Experience	Project Function
Noise		
The Noise team consisted of seven specialists in two firms.		
Acentech, Incorporated DAVID E. COATE	B.A. Mathematics, B.A. Chemistry, B.A. Physics, M.S. Energy Technology; 20 years in acoustics & environmental studies	Noise Analysis Team Leader
HDR Engineering, Inc. TIMOTHY G. CASEY	B.S. Biology; 8 years in noise monitoring & modeling, regulatory review, & environmental reporting	Noise Analysis Manager
Railroad Operations		
The Railroad Operations team consisted of nine specialists in three firms.		
HDR Engineering, Inc. WILLIAM D. BURGEL	M.S. Geology, B.S. Engineering; 26 years in railroad engineering & operations and railroad negotiations with public agencies	Railroad Operations Team Leader
De Leuw, Cather & Company ROBERT ROONEY	B.S. Management; 20 years in railroad operations planning & analysis	Rail Operations Passenger Interface Analyst
Rail Trac Associates JOHN G. PINTO	B.A. Social Sciences; 21 years in railroad rights of way acquisition, management, and analysis	Railroad Property and Operating Agreements Review Specialist

Name/Company	Experience	Project Function
Railroad Safety		
The Railroad Operations team consisted of 11 specialists in three firms.		
World Wide Rail PHIL OLEKSZYK	M.B.A. Behavioral Science, B.S.M.E. Mechanical Engineering; 12 years in railroad federal safety enforcement, 10 years in railroad research	Safety Team Leader
De Leuw, Cather & Company CHARLES DeWEESE	B.S. Mathematics; 35 years in railroad operations & safety	Rail Operations Analyst
HDR Engineering, Inc. BRUCE R. SMITH, P.E.	B.S. Civil Engineering; 20 years in design and construction oversite of railroad and rail transit projects, including track inspection and development of track maintenance and repair programs	Railroad Operations/Safety/Transportation Analyst
Traffic and Transportation		
The Traffic and Transportation team consisted of eight specialists in two firms.		
De Leuw, Cather & Company EDWARD Y. PAPAZIAN, P.E.	M.S. Civil Engineering; B.S. Civil Engineering; 28 years in traffic engineering	Traffic/Transportation Team Leader
HDR Engineering, Inc. MICHAEL J. SHOSTAK, P.E.	B.S. Civil Engineering; 13 years in railroad, highway & traffic engineering	Traffic/Transportation Manager for Intermodals

Name/Company	Experience	Project Function
PUBLIC OUTREACH		
The Public Outreach team consisted of six specialists in two firms.		
Public Affairs Management, Inc. KAY A. WILSON	M.A. Community & Regional Planning, B.A. Political Science; 28 years in environmental planning & public involvement	Government/Agency Coordinator
HDR Engineering JOHN W. RUSHING, P.E.	M.S.C.E. Water Resource Management, B.S.C.E.; 35 years in planning and engineering management, including more than 20 years in environmental analysis	Agency Coordination Manager
NEPA and Legal Issues		
The NEPA and Legal Issues team consisted of seven specialists in four firms.		
HDR Engineering, Inc. MARTIN J. JOYCE, P.E.	B.S. Civil Engineering; 20 years in project management, quality control, and transportation planning with focus on complex EIS projects	NEPA Compliance Advisor Quality Assurance/Quality Control
Kutak Rock BARRY P. STEINBERG, Esq.	LLB, B.A. Psychology; 31 years as military and private-sector environmental law compliance and enforcement officer	Study Legal Advisor
Kutak Rock NANCY A. ROBERTS, Esq.	Juris Doctor; 20 years in environmental law, including NEPA conformance	Study Legal Advisor for Railroad Operations and Jurisdiction
Consultant DEBRA L. RICHARDS	M.B.A., B.S. Business Admin.; 10 years in project management; focus on environmental projects	NEPA Compliance Advisor

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SAFETY

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Decision ID No. 28629

Service Date: December 12,1997
Comment Date: February 2,1998

DRAFT ENVIRONMENTAL IMPACT STATEMENT

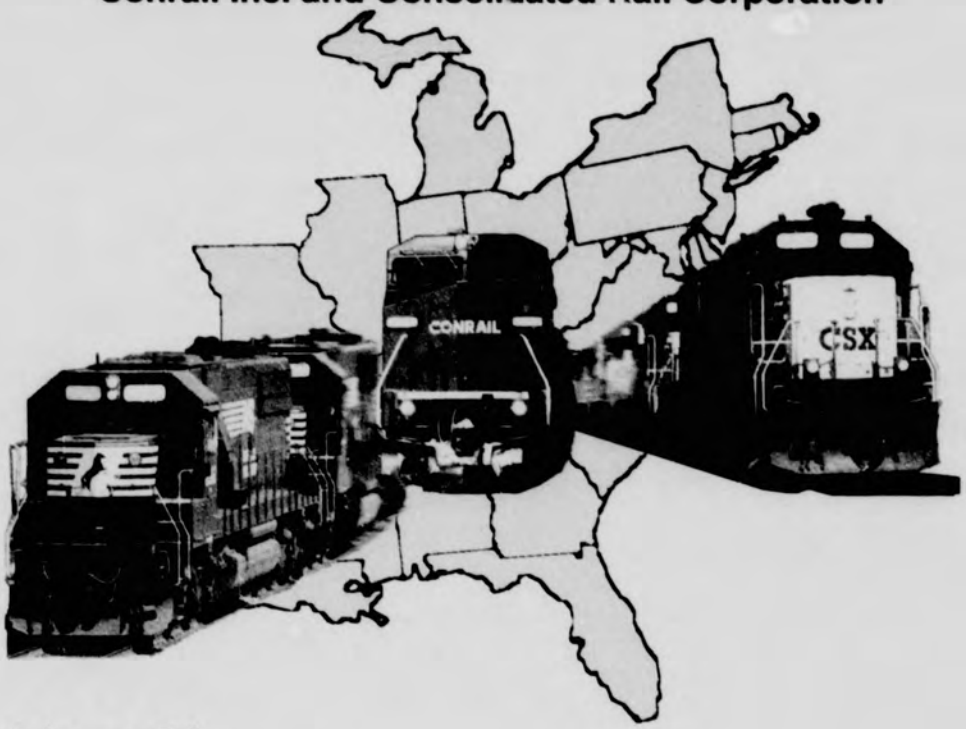
Finance Docket No. 33388

"PROPOSED CONRAIL ACQUISITION"

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

Control and Operating Leases/Agreements

Conrail Inc. and Consolidated Rail Corporation



Volume 5A

Appendices A-K

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SURFACE TRANSPORTATION BOARD
Finance Docket No. 33388

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

GUIDE TO THE DRAFT ENVIRONMENTAL IMPACT STATEMENT

This Draft Environmental Impact Statement (Draft EIS) evaluates the potential environmental effects that could result from the proposed Acquisition of Conrail Inc. and Consolidated Rail Corporation (Conrail) by CSX Corporation and CSX Transportation, Inc. (CSX) and Norfolk Southern Corporation and Norfolk Southern Railway Company (NS). The Surface Transportation Board's Section of Environmental Analysis (SEA) has prepared this document in accordance with the requirements of National Environmental Policy Act (NEPA), as amended (42 U.S.C. 4321), Council on Environmental Quality (CEQ) implementing NEPA, the Board's environmental rules (49 CFR Part 1105) and other applicable environmental statutes and regulations.

The Draft Environmental Impact Statement includes the following:

An **Executive Summary** which provides an overview and summary of the Draft EIS including and proposed mitigation.

Volume 1: Chapters 1 through 4

- Chapter 1 discusses the purpose and need for the project and sets forth the jurisdiction of the Surface Transportation Board (Board) and reviewing agencies. It also presents the parties to the proposed Acquisition, SEA's environmental review process and the agency coordination and public participation process.
- Chapter 2 describes the three railroads' existing network, the proposed Acquisition, alternatives considered, and related actions.
- Chapter 3 contains a description of the analysis methods and potential mitigation strategies.
- Chapter 4 presents system-wide and regional settings, potential effects of the proposed action, and measures to mitigate adverse effects. It also summarizes the No-Action alternative and discusses cumulative effects; the relationship between short-term uses of the environment and enhancement of long-term productivity; and irreversible and irretrievable commitments of resources.

Volume 2 (A through C): Safety Integration Plans
These volumes (2A through 2C) consist of the Applicants' Safety Integration Plans, Board Decision requiring these plans, and U.S. Department of Transportation comments on rail safety.

Volume 3: State Setting, Impacts, and Proposed Mitigation
- These two volumes (3A and 3B) consist of a series of sections which discuss the setting, impacts, and proposed mitigation by state. The potential impacts of individual segments, intermodal facilities, rail yards, new constructions, abandonments, and other types of action are part of this discussion.
- Volume 3A contains the states Alabama through Missouri.
- Volume 3B contains the states New Jersey through Washington, D.C.

Volume 4: Chapter 6 through 8 and References
- Chapters 6 describes SEA's agency coordination and public outreach efforts including the scoping process and document distribution.
- Chapter 7 presents SEA's preliminary mitigation recommendations to the Board.
- Chapter 8 contains a list of document preparers.

Volume 5: Appendices
- These three volumes (5A through 5C) contain the methods, extensive tables, and other pertinent data by discipline as well as public outreach and agency coordination documents and verified statements.
- Volume 5A contains the technical appendices.
- Volume 5B contains the public and agency correspondence, public outreach materials, and responses from other railroads.
- Volume 5C contains verified statements, relevant Board Decisions, Federal regulations, site visit summaries, and other pertinent information.

Volume 6: Proposed Abandonments
This volume provides detailed analysis and mitigation of the potential environmental impacts associated with the proposed abandonment of line segments and related salvage activities.

To assist the reader in the review of this document, a Glossary and List of Acronyms are included in front of each volume.

LIST OF ACRONYMS AND ABBREVIATIONS

ACHP	Advisory Council on Historic Preservation
ADT	Average Daily Traffic
AQCR(s)	Air Quality Control Region(s)
BIA	Bureau of Indian Affairs
BMPs	Best Management Practices
BN	Burlington Northern & Santa Fe Railroad Company
CAAA	Clean Air Act and Amendments
CERCLIS	Comprehensive Environmental Response, Compensation, and Liability Information System
CFR	Code of Federal Regulations
CN	Canadian National
CO	Carbon Monoxide
COE	United States Army Corps of Engineers
CSX	CSX Transportation, Inc.

CTC	Centralized Traffic Control
CWA	Clean Water Act
CZMA	Coastal Zone Management Act
db	Decibel
dBA	Decibels (of sound) A range
DOT	United States Department of Transportation
EA	Environmental Assessment
EPA	Environmental Protection Agency
ERNS	Emergency Response Notification System
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FIRM	Flood Insurance Rate Maps
FMEA	Failure Mode and Effects Analysis

FRA	Federal Railroad Administration
HC	Hydrocarbons (in air)
IC	Illinois Central
ICC	Interstate Commerce Commission (former licensing agency for the proposed Acquisition; Acquisition approval authority now with the Surface Transportation Board)
ISTEA	Intermodal Surface Transportation Efficiency Act
L_{dn}	Day-night equivalent sound level
L_{max}	Maximum sound level during train passby, dBA
LIRR	Long Island Rail Road
LOS	Level of Service
LUST	Leaking Underground Storage Tank
MARC	Maryland Rail Commuter
MNR	Metro North Railroad
MOU	Memorandum of Understanding

MP	Mile Post
MPH	Miles per Hour
NAAQS	National Ambient Air Quality Standards
NEC	Northeast Corridor
NEPA	National Environmental Policy Act of 1969
NHPA	National Historic Preservation Act of 1966
NJT	New Jersey Transit
NO_2	Nitrogen dioxide
NO_X	Nitrogen oxides
NOAA	National Oceanic and Atmospheric Administration
NMFS	National Marine Fisheries Service
NPDES	National Pollution Discharge Elimination System
NPL	National Priorities List
NPS	National Park Service

NRCS	Natural Resources Conservation Service
NRHP	National Register of Historic Places
NS	Norfolk Southern Railway Company
NWI	National Wetlands Inventory
O_3	Ozone
OSHA	Occupational Safety and Health Administration
OTR	Ozone Transport Region
Pb	Lead
PDEA	Preliminary Draft Environmental Assessment
PM_{10}	Particulate Matter (under 10 microns in diameter)
PSD	Prevention of Significant Deterioration
RCRA	Resource Conservation and Recovery Act
RCRIS	Resource Conservation and Recovery Information System
ROW	Right-of-Way

SEA	Section of Environmental Analysis
SEPTA	Southeast Pennsylvania Transit Authority
SCS	Soil Conservation Service (currently named Natural Resources Conservation Service, Division of United States Department of Agriculture)
SEL	Source sound exposure level at 100 feet, dBA
SHPO	State Historic Preservation Officer
SIP	State Implementation Plan
SO_2	Sulfur dioxide
SO_X	Sulfur oxides
SPL	State Priority List
STATSGO	State Soil Geographic Database
STB	Surface Transportation Board
SWLF	State Inventory of Solid Waste Facilities
TRAA	Terminal Railroad Association of St. Louis

TSD	Treatment, Storage, or Disposal Sites
TSP	Total Suspended Particulates (particulate matter)
UP/SP	Union Pacific and Southern Pacific Railroad
USC	United States Code
USDA	United States Department of Agriculture
USFWS	United States Fish and Wildlife Service
USGS	United States Geological Survey
VISTA	VISTA Environmental Information, Inc.
VOC	Volatile organic compounds
VRE	Virginia Rail Express

GLOSSARY

at-grade roadway crossing	The location where a local street or highway crosses railroad tracks at the same level or elevation.
attainment area	An area that meets National Ambient Air Quality Standards (NAAQS) specified under the Clean Air Act.
A-weighted Sound Level (dBA)	The most commonly used measure of noise, expressed in "A-weighted" decibels (dBA), is a single-number measure of sound severity that accounts for the various frequency components in a way that corresponds to human hearing.
ballast	Top surface of rail bed, usually composed of aggregate (i.e., small rocks and gravel).
Best Management Practices (BMPs)	Techniques recognized as very effective in providing environmental protection.
Board	Surface Transportation Board, the licensing agency for the proposed Conrail Acquisition.
borrow material	Earthen material used to fill depressions to create a level right-of-way.
branch line	A secondary line of railroad usually handling light volumes of traffic.
bulk train	Also known as a unit train. A complete train consisting of a single non-breakable commodity (such as coal, grain, semi-finished steel, sulfur, potash, or orange juice) with a single point of origin and destination.
consist	The make-up of a train, usually referring to the number of cars.
construction footprint	The area at a construction site subject to both permanent and temporary disturbances by equipment and personnel.
Class I Railroad	Railroads that exceed annual gross revenues of $250 million, in 1991 dollars. The amount is indexed annually to reflect inflation. For 1996, the annual gross revenue was $255 million.

Criteria of Effect

The Advisory Council on Historic Preservation's (ACHP) Criteria of Effect and Adverse Effect (35 CFR Part 800.9) provide the basis for determining potential effects on historic properties.

criteria pollutant

Any of six air emissions (lead, carbon dioxide, sulfur dioxide, nitrogen dioxide, ozone and particulate mater) regulated under the Clean Air Act, for which areas must meet national air quality standards.

cultural resource

Any prehistoric or historic district, site, building, structure, or object that warrants consideration for inclusion in the National Register of Historic Places (NRHP). For the purposes of this document, the term applies to any resource more than 50 years of age for which SEA gathered information to evaluate its significance.

Day-Night Sound (L_{dn})

One of the most widely accepted measures of cumulative noise exposure in residential areas. The Day-Night Sound Level (L_{dn}) is the A-weighted sound level, averaged over a 24-hour period, but with levels observed during the nighttime hours between 10 p.m. and 7 a.m., increased by 10 dBA to account for increased sensitivity at night.

dBA

Adjusted decibel level. A sound measurement that adjusts noise by filtering out certain frequencies to make it analogous to that perceived by the human ear. It applies what is known as an "A-weighting" scale to acoustical measurements.

decibel (dB)

A logarithmic scale that compresses the range of sound pressures audible to the human ear over a range from 0 to 140, where 0 decibels represents sound pressure corresponding to the threshold of human hearing, and 140 decibels corresponds to a sound pressure at which pain occurs. Sound pressure levels that people hear are measured in decibels, much like distances are measured in feet or yards.

deciduous

Any plant whose leaves are shed or fall off during certain seasons; usually used in reference to tree types.

dray	A local move of a trailer, truck, or container.
emergent species	An aquatic plant with vegetative growth mostly above the water.
endangered species	A species of plant or animal that is in danger of extinction throughout all or a significant portion of its range and is protected by state and/or federal laws.
failure mode and effects analysis (FMEA)	This analysis is a method of analyzing the causes and consequences of potential spills of stored and transported hazardous materials. This procedure helps reduce the risk of such spills by eliminating known causes.
fill	The term used by the United States Army Corps of Engineers that refers to the placement of suitable materials (e.g., soils, aggregates, concrete structures, etc.) within water resources under Corps jurisdiction.
flat yard	A system of relatively level tracks within defined limits for making up trains, storing cars, and other purposes which requires a locomotive to move cars (switch cars) from one track to another.
Flood Insurance Rate Maps	Maps available from the Federal Emergency Management Agency that delineate the land surface area of 100-year and 500-year flooding events.
floodplain	The lowlands adjoining inland and coastal waters and relatively flat areas and flood prone areas of offshore islands, including, at a minimum, that area inundated by a one percent (also known as a 100-year or Zone A floodplain) or greater chance of flood in any given year.
frog	A track structure used where two running rails intersect that permits wheels and wheel flanges on either rail to cross the other rail.
habitat	The place(s) where plant or animal species generally occur(s) including specific vegetation types, geologic features, and hydrologic features. The continued survival of that species depends upon the intrinsic resources of the habitat. Wildlife habitats are often further defined as places where species derive sustenance (foraging habitat) and reproduce (breeding habitat).

haulage right — The limited right of one railroad to operate trains over the designated lines of another railroad.

hazardous materials — Any material that poses a threat to human health and/or the environment. Typical hazardous substances are toxic, corrosive, ignitable, explosive, or chemically reactive.

highway/rail at-grade crossing — The location where a local street or highway crosses railroad tracks at the same level or elevation.

historic property — Any prehistoric or historic district, site, building, structure, or object that warrants consideration for inclusion in the National Register of Historic Places (NRHP). The term "eligible for inclusion in the NRHP" includes both properties formally determined as such by the Secretary of the Interior and all other properties that meet NRHP listing criteria.

hump yard — A railroad classification yard in which the classification of cars is accomplished by pushing them over a summit, known as a "hump," beyond which they run by gravity.

interlocking — An arrangement of switch, lock, and signal appliances interconnected so that their movements succeed each other in a predetermined order, enabling a moving train to switch onto adjacent rails. It may be operated manually or automatically.

intermodal facility — A site or hub consisting of tracks, lifting equipment, paved areas, and a control point for the transfer (receiving, loading, unloading, and dispatching) of intermodal trailers and containers between rail and highway or rail and marine modes of transportation.

intermodal train — A train consisting or partially consisting of highway trailers and containers or marine containers being transported for the rail portion of a multimodal movement on a time-sensitive schedule; also referred to as a piggyback, TOFC (Trailer on Flat Car), COFC (Container on Flat Car), and double stacks (for containers only).

key routes

As defined by the Association of American Railroads (AAR), a key route is a track that carries an annual volume of 10,000 car loads or intermodal tank loads of any hazardous material. AAR has developed voluntary industry key route maintenance and equipment guidelines designed to address safety concerns in the rail transport of hazardous materials. For analysis purposes, SEA has used the term "major key route" to identify routes where the volume of hazardous materials carried on a route would double and exceed a volume of 20,000 carloads as a result of the proposed Conrail Acquisition.

key train

The Association of American Railroads (AAR) defines a key train as any train handling five or more carloads of poison inhalation hazard (PIH) materials or a combination of 20 or more carloads containing hazardous materials. Under AAR voluntary industry guidelines, railroads impose operating restrictions on key trains to ensure safe rail transport of these materials. These restrictions include maximum speeds, and meeting and passing procedures.

L_{dn}

Nighttime noise level (L_n) adjusted to account for the perception that a noise level at night is more bothersome than the same noise level would be during the day.

Level of Service (LOS)

Level of Service (rating A through F). A measure of the functionality of a highway or intersection that factors in vehicle delay, intersection capacity and effects to the street/highway network.

lift

A lift is defined as an intermodal trailer or container lifted onto or off of a rail car. For calculations, lifts are used to determine the number of trucks using intermodal facilities.

locomotive, road

One or more locomotives (or engines) designed to move trains between yards or other designated points.

locomotive, switching

A locomotive (or engine) used to switch cars in a yard, between industries, or in other areas where cars are sorted, spotted (placed at a shipper's facility), pulled (removed from a shipper's facility), and moved within a local area.

main line	The principle line or lines of a railway.
merchandise train	A train consisting of single and/or multiple car shipments of various commodities.
mitigation	Actions to prevent or lessen negative effects.
mobile source	A term used in reference to air quality meaning a source of air emissions that are not in a fixed location, such as a locomotive or automobile.
National Register	A listing of historic places maintained by the Secretary of the Interior.
National Wetlands Inventory	An inventory of wetland types in the United States compiled by the U.S. Fish and Wildlife Service.
noise	Any undesired sound or unwanted sound.
nonattainment	An area that does not meet standards specified under the Clean Air Act.
Non-point source discharge	Pollution not associated with a specific, fixed outfall location (e.g., sewer pipe), such as runoff from a construction site.
palustrine wetland	Non-tidal wetland dominated by trees, shrubs or persistent emergent vegetation. Includes wetlands traditionally classified as marshes, swamps, or bogs.
passby	The passing of a train past a specific reference point.
pick up	To add one or more cars to a train from an intermediate (non-yard) track designated for the storage of cars.
precursor	A term used in reference to air quality, meaning an initial ingredient contributing to a subsequent air quality pollutant.
prime farmland	Land defined by the Natural Resource Conservation Service (NRCS) as having the best combination of physical and chemical characteristics for producing food, feed, forage, fiber, and oilseed crops.
point source	A distinct stationary source of air or water pollution such as a factory or sewer pipes.

rail spur	A track that diverges from a main line, also known as a spur track or rail siding, which typically serves one or more industries.
rail yard	A location where rail cars are switched and stored.
railbanking	A set-aside of abandoned rail corridor for recreational and/or transportation uses, including reuse for rail.
receptor/receiver	A land use or facility where sensitivity to noise or vibration is considered.
right-of-way	The strip of land for which an entity (e.g., a railroad) has a property right to build, operate, and maintain a linear structure, such as a road, railroad or pipeline.
riparian	Relating to, living, or located on, or having access to, the bank of a natural water course, sometimes also a lake or tidewater.
riprap	A loose pile or layer of broken stones erected in water or on soft ground as a guard against erosion.
riverine wetland	All wetlands and deepwater habitats contained within a channel, either naturally or artificially created.
route miles	Distance calculated along a railroad's main and branch lines.
ruderal	An introduced plant community dominated by weed species, typically adapted to disturbed areas.
scrub-shrub	Areas dominated by woody vegetation less than 6 meters (20 feet) tall, which includes shrubs and young trees.
set out	To remove one or more cars from a train at an intermediate (non-yard) location such as a siding, interchange track, spur track, or other track designated for the storage of cars.
Section 106	Refers to Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended through 1992 (16 U.S.C. 470). Section 106 requires a Federal agency head performing a Federal undertaking to take into account the undertaking's effects on historic properties.

sound	A physical disturbance in a medium (e.g., air) that is capable of being detected by the human ear.
Sound Exposure Level (SEL)	A quantitative measure of the noise exposure produced by a given noise event. The sound exposure level (SEL) is equivalent in magnitude to a reference signal with a duration of one second. The SEL accounts for both the magnitude and duration of the noise event and can be used to calculate the contribution of specific events to the overall noise environment. The SEL is representative of the total sound energy produced by the event at an observation point; it indicates the constant sound level with one second duration that corresponds to the same total sound energy as the given event.
take or taking	Refers to a removal of property, an acquisition of right-of-way, or a loss and/or degradation of species' habitat.
threatened	A species that is likely to become an endangered species within the foreseeable future throughout all or part of its range, and is protected by state and/or federal law.
trackage rights	The right or combination of rights of one railroad to operate over the designated trackage of another railroad including, in some cases, the right to operate trains over the designated trackage; the right to interchange with all carriers at all junctions; the right to build connections or additional tracks in order to access other shippers or carriers.
turnout	A track arrangement consisting of a switch and frog with connecting and operating parts, extending from the point of the switch to the frog, which enables engines and cars to pass from one track to another.
unit train	A train consisting of cars carrying a single commodity, e.g., a coal train (see also bulk train).
water resources	An all inclusive term that refers to many types of permanent and seasonally wet/dry surface water features including springs, creeks, streams, rivers, ponds, lakes, wetlands, canals, harbors, bays, sloughs, mudflats, and sewage-treatment and industrial waste ponds.

wetland	As defined by 40 CFR Part 230.3, wetlands are "those areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions." Wetlands generally include swamps, marshes, bogs, and similar areas.
wye track	A principal track and two connecting tracks arranged like the letter "Y" on which locomotives, cars and trains may be turned.
yard truck	Any truck that has delivery into a rail yard.

APPENDIX A
Rail Line Segments and Traffic Density Changes

APPENDIX A
Rail Line Segments and Traffic Density Changes

Conrail, CSX, and NS (Applicants) state the proposed Conrail Acquisition is intended to provide freight shippers with more efficient, competitive, and comprehensive rail service. The major emphasis and predicted benefits stressed by the Applicants are competitive access to most of the major markets east of the Mississippi River and seamless service on major east-west and north-south routes. Service between the northeast, southern and south-central states can only be accomplished by interchange of trains between rail carriers since Conrail is presently the sole Class 1 carrier serving the northeastern U.S.

The Applicants anticipate service improvements would result from implementation of the CSX and NS Operating Plans shown in Volumes 3A and 3B of the primary Application. These plans outline the apportionment of Conrail rail line segments and other facilities to be acquired by the respective railroads, car movement data collection and analysis, projected traffic levels, and adjusted train densities for rail line segments and yards across the post-Acquisition, expanded CSX, NS and Conrail Shared Asset systems. The Applicants used 1995 rail traffic volume movements for the three railroad systems as the basis of their train density analysis.

The Surface Transportation Board's Section of Environmental Analysis (SEA) used the analysis methods described in this Appendix to verify data provided in the Applicants' Operating Plans, Environmental Report, and associated errata. SEA used the resulting rail traffic data from their analysis to identify rail line segments meeting National Environmental Protection Act (NEPA) and the Surface Transportation Board (Board) regulations for environmental analysis. SEA analyzed rail line segments that meet or exceed the Board's thresholds for environmental analysis for noise and air quality (49 CFR 1105.7(5)).

SEA's verification and analysis of traffic data focused on the following elements:

- Train speeds.
- Trains per day.
- Gross ton miles.
- Rail line segments.
- Length of rail line segments within affected counties that meet or exceed the Board's thresholds for environmental analysis.
- Hazardous material carloads.
- Passenger and commuter rail operations.

A.1 REGULATORY REQUIREMENTS

The Application decision standards for a railroad merger or consolidation application is governed by the criteria in 49 USC 11324. Because the review and approval of the proposed Acquisition is a major Federal action, the proposed Conrail Acquisition is subject to environmental review under NEPA, the Council of Environmental Quality regulations that implement NEPA compliance, and to the Board's environmental regulations in 49 CFR 1105.

As part of this environmental review, the Board requires that CSX and NS submit an application that describes, among other things, the routes and termini of the rail lines involved and their points of interchange, anticipated operating changes, and rail traffic densities on all main and secondary rail lines and yards expected to have significant increases in freight train traffic.

The analyses required to satisfy NEPA and the Board's environmental regulations at 49 CFR 1105 must originate with the traffic data generated in the Application. Consequently, SEA verified that data prior to its inclusion in the analyses conducted for the Draft Environmental Impact Statement (Draft EIS).

A.2 STUDY AREA

SEA reviewed rail operations in 24 states, the District of Columbia, and two Canadian Provinces in which Conrail, CSX, and NS operate. SEA focused on rail line segments, rail yards, and intermodal facilities where rail traffic would meet or exceed the Board's thresholds established by the Board's regulations for environmental analysis. The essence of the proposed transaction is dividing the assets of Conrail between CSX and NS so that the two competitive railroads retain and improve operational efficiency. The Applicants determined the apportionment of rail line segments by dividing sections of main and branch rail lines into operational segments based on historic traffic patterns (see Attachment A-1). A series of maps identifying many of the segments analyzed are provided in the state-by-state discussions in Chapter 5.

As part of this transaction process, CSX and NS negotiated new trackage and haulage rights (definitions are provided below). For example, in the Cleveland area, CSX will be granted trackage rights to use the former Conrail line, that will become part of the NS system, between Cleveland and Berea if the Acquisition is approved. Trackage rights would enable CSX to access the Chicago line while NS would use the route for its Chicago traffic. The distinction between trackage and haulage rights is as follows:

Trackage Rights. An agreement between two railroads granting one the right to run trains over designated rail lines of the other (host railroad). It can also include the rights to interchange with other carriers at junction points and to build connections to access other carriers or shippers. Generally the host railroad is paid a fee on a per/car basis. The agreements can be perpetual or for a specific term and the fee basis periodically adjusted for factors such as changes in maintenance costs and inflation.

Haulage Rights. A commercial agreement between two railroads providing for the haulage of rail cars over designated rail lines of the host railroad for the account of the user railroad. Locomotive power and operating crews are provided by the host railroad. The user railroad pays a flat fee on a per car basis, the host railroad does not share any percentage of the freight revenue. Haulage agreements are generally for specific term.

A.3 DATA SOURCES

SEA used data from a variety of sources to verify and correlate the current and projected rail traffic data related to the proposed Conrail Acquisition. The Applicants provided a significant amount of data in the primary Application. Volumes 3A and 3B of the Application list the anticipated changes in railroad operating activities. The Applicant's Environmental Report, Volumes 6A and 6B, describes the rail line segments, rail yards, and intermodal facilities that meet or exceed the Board's thresholds for environmental analysis. SEA met with Applicant representatives and evaluated the methods they used to create the Operating Plans. The Applicants then used the Operating Plans to project traffic data.

SEA also used other data sources including: employee timetables, track profiles, time vs. distance graphs (string-lines - used to establish whether commuter schedules might be affected by proposed freight train increases), passenger train schedules from Amtrak and affected commuter agencies, USGS maps, Delorme Maps, the Association of American Railroads (AAR), Railroad Atlases of North America, and Ladd Tonnage Charts.

SEA obtained several databases from the Federal Railroad Administration (FRA), including 1995 highway/rail at-grade crossing data, movable bridge data, hazardous material movement data, and train accident data. SEA conducted site visits, rode selected commuter and intercity passenger trains, and interviewed local railroad representatives to evaluate or confirm site conditions and highway/rail at-grade crossing conditions.

SEA also obtained additional rail line segment information from the Applicants for both pre- and post-Acquisition conditions including:

- Methods of train control
- FRA class of track.
- Train length.
- Rail segment length.
- Rail line segments over which passenger trains operate (obtained from Application).
- Rail line segments experiencing an increase in hazardous materials movement.
- Rail line segments over which ozone depleting materials are handled.

- Highway/rail at-grade crossings on each rail line segment that met or exceeded Board thresholds.

- Proposed grade separation/crossing warning device improvements at existing highway/rail at-grade crossings.

SEA used the information listed above to determine whether the projected change in rail activity would create an adverse impact on safety, traffic/transportation, air quality, natural resources, cultural resources, hazardous materials and waste sites, noise, land use/socioeconomics, and environmental justice issues. For example, SEA obtained the maximum operating train speeds over affected rail line segments and train speed data at highway/rail at-grade crossings to analyze rail operations safety, potential traffic delay, and the resultant impact on local air emissions (due to vehicles stopped at highway/rail at-grade crossings waiting for train traffic to clear). SEA used rail segment length data within selected counties to determine the net impact of increased pollutant emissions into the local airshed. Train densities on rail line segments where passenger trains operate, where hazardous materials cars are transported, and where roadway/rail crossing improvements are slated, have a collective impact on the overall safety of a rail line segment and were also considered in SEA's impact analysis.

A.4 ANALYSIS METHODS

A.4.1 Operating Plans

SEA met with representatives from both CSX and NS to discuss the methods used in developing the Operating Plan for each expanded railroad system following the proposed Acquisition. Prior to April 10, 1997, the date the railroads reached an agreement to jointly acquire Conrail, each railroad employed the services of an outside consultant to assist in modeling the redistribution of rail traffic to occur after the merger with Conrail. CSX retained the services of ALK, Associates from Princeton, New Jersey, and NS used MultiModal Applied Systems, Inc. of Somerset, New Jersey, to review and model their data. Following the April 10, 1997, decision to apportion Conrail, NS agreed to adopt ALK's model of Conrail's traffic distribution. The traffic flow data were adjusted to reflect the revised routing strategies employed by the joint Applicants. After review by CSX and NS personnel, the Applicants used these projections to create the Operating Plans that form the basis of the primary Application.

Generally, both railroads employed similar methods to project traffic flows and densities. ALK projected future CSX traffic levels by using 100 percent of CSX's and Conrail's 1995 waybills in a system model. MultiModal relied on a one percent waybill sample of NS car movements and integrated Conrail information from various sources, including ALK.

Modeling "rules" used by ALK[1] to project future traffic flows and train densities included:

1. If the origin/destination pair followed a single line haul, the model assigned the train car to that routing.

2. The model program then searched for the shortest line haul between the origin and destination.

3. The model was programmed to minimize transit time by reducing the number of switches encountered in the route. This parameter had the effect of reducing interchanges with other carriers.

4. Where all parameters were equal, the remaining traffic was distributed on a 42 percent and 58 percent basis for CSX and NS, respectively (the percentages reflect the relative portions of Conrail trackage acquired by each respective carrier).

5. Post-Acquisition traffic levels reflect truck-rail, barge-rail, and rail-rail diversions and each carrier's optimistic view of the result of increased competition.

Using the ALK model, CSX was able to "cap" the maximum number of cars handled at a yard and the maximum number of trains a rail line segment could handle. CSX assigned yards a local, regional or system designation and routed cars through the yards only when necessary. The modeling exercise indicated where yard and/or track capacity should be increased. CSX revised traffic flows to reflect these maximum limits. They assembled the resultant traffic flow information into blocks, which were assigned to the appropriate train. CSX then annualized car movement data, including empty cars returning for reloading, to establish a trains-per-day density for each rail line segment. They also estimated the gross tonnage over a rail line segment. Gross tonnage information served as a check on the number of cars that could be placed on each train.

CSX modeled general merchandise traffic into 12 service lanes (single line service between major industrial centers) using the above listed parameters and then added the different commodity groups (intermodal, bulk, automotive) to the general merchandise traffic movement. For instance, coal traffic from a particular mine was annualized then divided into the appropriate train length for a given territory to determine the number of trains per day through a particular corridor. In addition, the anticipated changes in traffic flow brought about by the western US railroad mergers was roughly accommodated by assuming that SP traffic would be routed via UP. A similar assumption was used to incorporate Burlington Northern & Santa Fe Rail Company data to reflect the effects of that merger.

[1] Howard A. Rosen Verified Statement, Vol 2A of 8 p. 154-239.

NS used MultiModal to employ a similar modeling approach. NS also used the best characteristics of the current NS and Conrail Operating Plans, kept yard capacities within pre-established limits, and added the different commodity groups on top of the general merchandise traffic. Following the modeling effort, NS adjusted the results based on rail corridor impedances such as rail line capacities, crew districts, locomotive power distribution patterns, track gradients, clearances, and maintenance requirements.

With the projected traffic flows in place, the railroads estimated train and gross tonnage density per rail line segment. Those rail line segments that meet or exceed the Board's thresholds for environmental analysis were evaluated in the Environmental Report. The railroads completed the same process for rail yards and intermodal facilities.

Each service lane or corridor was linked by a series of operational segments. The railroads determined that operational segments are locations where trains could enter or depart from a segment. CSX defined all operational segments to be the equivalent of an environmental segment. NS tended to group several operational segments together to minimize the number of environmental segments to be analyzed. The railroads then averaged the traffic volume broken into trains per day and gross tonnage over the length of the segment. Attachment A-1 lists these segments; this includes the following information:

1. Reference location in Volume 3A or 3B of the primary report.
2. Internal reference number assigned by SEA.
3. Pre- and post-railroad ownership.
4. Segment station that may be a railroad location.
5. Segment length (primarily furnished by the Applicants).
6. Pre-Acquisition passenger and freight trains per day.
7. Post-Acquisition passenger and freight trains per day.
8. Difference in trains per day.
9. Pre- and post-Acquisition annual million gross tons. (Gross Ton Mile = the movement of the combined weight of rail cars and lading a distance of one mile)
10. Difference in annual million gross tons.
11. Pre- and post-Acquisition hazardous material cars transported per day.
12. Difference in hazardous material cars per day.

13. Criteria which qualified a segment for analysis.

    a. Passenger trains on a segment where freight traffic is anticipated to increase.

    b. Segment with an increase of eight trains per day, or greater than 100 percent increase in tonnage.

    c. Criteria a and b.

    d. Segment with increase of hazardous material cars per day.

A.4.2 Train Speed

For the highway/rail at-grade crossing analyses in the Draft EIS, SEA determined train speeds differently for the evaluation of safety and air quality impacts. To evaluate potential changes in safety at existing highway/rail at-grade crossings, SEA obtained the maximum operating speeds (MOS) for passenger and freight trains at the affected crossings from CSX, NS, and Conrail timetables and track profiles. To analyze the possible air quality effects of pollutant emissions generated by longer vehicular traffic delays, SEA also identified the typical freight train speeds through affected highway/rail at-grade crossings (see Table A-1). SEA determined, in consulting railroad personnel, that typically these speeds are slightly less that the MOS. The lower speeds are due to the fact that many trains have low horsepower per trailing ton and cannot achieve maximum operating speed. Also, nearby track curves might restrict train speed, causing trains to operate well below the maximum permitted speed. Table A-1 compares the freight MOS with the typical freight train speeds that SEA used in the Draft EIS.

Table A-1
Typical Freight Train Speed

Freight Maximum Operating Speed (FMOS)	Typical Freight Train Speed (TFS)
60 mph	50 mph
50 mph	40 mph
45 mph	40 mph
40 mph	35 mph
35 mph and below	FMOS listed

A.4.3 Train Length

The Draft EIS uses train lengths to calculate projected changes in noise levels and highway/rail at-grade crossing safety and delays. The Applicants determined train lengths by weight averaging the four types of freight cars handled: general merchandise, automotive, intermodal

and bulk commodities like coal. Table A-2 reflects the Applicants' current and anticipated average train lengths on affected rail line segments.

Table A-2
Pre- and Post-Acquisition Train Lengths

	Pre-Acquisition	Post-Acquisition
CR	5,600'	N/A
CSX	6,000'	6,200'
NS	4,869'	5,000'

A.4.4 Method of Control

Method of Control refers to the method of governing the movement of trains over a rail line segment. For the purposes of this analysis, SEA evaluated each rail line segment to determine whether a train movement was controlled by wayside signals or if the rail line segment was non-signaled. SEA noted further refinement of method of control such as track warrant control and centralized traffic control (CTC). Data regarding whether enhanced signal systems providing more positive protection, such as coded cab signals and automatic train stop, were in place were used in the safety analysis.

A.4.5 Class of Track

The Federal Railroad Administration (FRA) regulates the maximum speed along a track segment based on the condition of the track structure. For the safety analysis, SEA, in conjunction with the Applicants, determined the pre- and post- Acquisition FRA Class of Track for the rail line segments that met or exceeded the Board thresholds for environmental analysis, and for all rail line segments over which a passenger train operated and would experience a one train per day increase as a result of the Acquisition. Included in the safety analysis was the typical number of mainlines over the segment.

A.4.6 Rail Line Segment Length

To determine the length of each rail line segment, SEA, in conjunction with the Applicants, calculated the mileage of each segment within affected counties. SEA selected the counties to be analyzed by determining the relative level of pollutants measured within a particular county. SEA then obtained the length of each segment within a county by using a map wheel and scale. SEA measured all segments within a county affected by the proposed Acquisition. This included segments where the trains per day and/or tonnage decreased. The Applicants performed a parallel effort and submitted segment lengths based on taxation tables and GIS data. These data were compared with the mileage listed in the Applicant's Volume 6B which compiled county-specific segment length in order to perform emissions calculations.

SEA found variation in the county mileage figures. In most cases, SEA used the mileage furnished by the Applicants. Where the Applicant's mileage was inconsistent with direct-measured mileage, SEA used the measured mileage. In some instances, SEA pro-rated the mileage difference over the entire segment length.

Attachment A-1

Master Table of All Rail Line Segments

APPENDIX A-1
MASTER TABLE OF ALL RAIL LINE SEGMENTS

ER REF VOL	ER REF PG	ER REF LINE	SEG ID	OWNERSHIP PRE ACQ	OWNERSHIP POST ACQ	SEGMENT DESCRIPTION BETWEEN		AND		SEG LENGTH (mi.)	PSGR & FRT TRAIN DATA 1996 BASE PSGR TRN	FRT TRN	TOTAL	POST ACQ PSGR TRN	FRT TRN	TOTAL	Δ	FREIGHT RAIL DATA MILLION GROSS TONS (1) 1996 BASE	POST ACQ	Δ	HAZ MATERIAL CARS / DAY 1996 BASE	POST ACQ	Δ	EST. ANNUAL HAZ MATERIAL CARS (1) 1996 BASE	POST ACQ	Δ	220 CURRENT KEY ROUTE SEGMENT?	CRITERIA MET 1.10 AB	1.1 NOISE	3.2 PSGR TRN	3.4 FRT TRN	3.22 HAZMAT	4.0 NEW KEY ROUTE	5.2 NEW MAJOR KEY ROUTE
			1	2	3	4	5	7	8	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27								
3A	448	33	C-001	CR	CSX	Anacostia	DC	Virginia Ave	DC	3	0.0	19.3	19.3	0.0	28.8	28.8	9.3	40.3	45.2	12%	60	82	22	21,000	29,000	38%		X	X		X	X			
3A	448	34	C-002	CR	CSX	Virginia Ave	DC	Potomac Yard	VA	6	44.5	17.9	62.4	44.5	28.6	73.1	10.7	40.3	47.7	18%	60	82	22	21,000	29,000	38%		X	X	X	X	X			
3A	435	09	C-003	CSX	CSX	Washington	DC	Pt of Rocks	MD	43	20.0	23.8	43.8	20.0	30.8	50.8	7.0	37.8	56.0	48%	33	48	15	12,000	17,000	42%	X	X		X		X			
3A	439	38	C-010	CSX	CSX	Barr Yd	IL	Blue Island Jct	IL	3	0.0	17.0	17.0	0.0	32.9	32.9	15.9	25.0	58.0	132%	64	59	-5	23,000	21,000	-9%	X	X	X		X				
3A	439	40	C-011	CSX	CSX	Blue Island Jct	IL	59th Street	IL	15	0.0	19.5	19.5	0.0	22.9	22.9	3.4	27.0	37.0	37%	0	20	20	0	7,000	1000%		X				X			
3A	448	35	C-020	CR	CSX	Adams	IN	Ft Wayne	IN	5	0.0	5.9	5.9	0.0	13.9	13.9	8.0	3.4	18.8	460%	4	4	0	1,000	1,000	0%		X	X		X				
3A	438	38	C-021	CSX	CSX	Evansville	IN	Amqui	TN	137	0.0	23.4	23.4	0.0	32.7	32.7	9.3	48.3	73.8	53%	67	130	63	24,000	47,000	96%	X	X	X		X	X			
3A	448	36	C-022	CR	CSX	Ft Wayne	IN	Warsaw	IN	40	0.0	2.4	2.4	0.0	6.4	6.4	4.0	4.0	12.6	214%	2	2	0	0	0	-		X	X						
3A	435	23	C-023	CSX	CSX	Pine Jct	IN	Barr Yd	IL	11	0.0	27.6	27.6	0.0	33.3	33.3	5.7	40.9	64.7	58%	58	90	32	21,000	32,000	52%	X	X				X			
3A	448	38	C-024	CR	CSX	Tolleston	IN	Clark Jct	IN	4	0.0	0.0	0.0	0.0	5.0	5.0	5.0	0.0	12.2	1000%	0	0	0	0	0	-		X	X						
3A	438	35	C-025	CSX	CSX	Vincennes	IN	Evansville	IN	53	0.0	22.3	22.3	0.0	30.8	30.8	8.5	44.7	78.4	75%	60	122	62	21,000	44,000	110%	X	X	X		X	X			X
3A	448	37	C-026	CR	CSX	Warsaw	IN	Tolleston	IN	83	0.0	1.0	1.0	0.0	5.0	5.0	4.0	4.0	12.2	206%	0	0	0	0	0			X	X						
3A	435	22	C-027	CSX	CSX	Willow Creek	IN	Pine Jct	IN	12	2.0	20.1	22.1	2.0	36.6	38.6	16.5	34.2	70.1	105%	47	112	65	17,000	40,000	135%	X	X	X	X	X	X			X
3A	438	02	C-030	CSX	CSX	Alexandria Jct	MD	Benning	DC	6	0.0	18.7	18.7	0.0	24.3	24.3	5.6	40.3	51.3	27%	59	72	13	21,000	26,000	24%	X	X			X				
3A	435	07	C-031	CSX	CSX	Alexandria Jct	MD	Washington	DC	5	22.0	23.9	45.9	22.0	30.8	52.8	6.9	34.5	56.1	63%	10	48	38	3,000	17,000	467%	X	X		X		X	X		
3A	435	04	C-032	CSX	CSX	Baltimore	MD	Relay	MD	7	22.0	39.6	61.6	22.0	42.7	64.7	3.1	63.7	70.5	11%	41	51	10	14,000	18,000	29%		X		X		X			
3A	435	12	C-033	CSX	CSX	Cumberland	MD	Sinns	PA	133	2.0	27.4	29.4	2.0	32.5	34.5	5.1	40.7	53.9	33%	46	52	6	16,000	18,000	13%	X	X		X		X			
3A	435	08	C-034	CSX	CSX	Jessup	MD	Alexandria Jct	MD	17	22.0	33.4	55.4	22.0	37.1	59.1	3.7	48.0	89.7	45%	30	66	36	10,000	24,000	140%		X		X		X			X
3A	448	32	C-035	CR	CSX	Landover	MD	Anacostia	DC	5	0.0	3.4	3.4	0.0	9.1	9.1	5.7	5.0	10.9	117%	1	11	10	0	4,000	1000%		X	X			X			
3A	435	09	C-036	CSX	CSX	Pt of Rocks	MD	Harpers Ferry	WV	15	25.0	33.3	58.3	25.0	41.6	66.6	8.3	58.0	75.6	30%	47	48	1	17,000	17,000	0%	X	X	X	X	X				
3A	435	05	C-037	CSX	CSX	Relay	MD	Jessup	MD	7	22.0	33.1	55.1	22.0	37.0	59.0	3.9	45.8	57.8	26%	29	58	29	10,000	21,000	110%		X		X		X			X
3A	435	41	C-040	CSX	CSX	Carleton	MI	Toledo	OH	26	0.0	21.9	21.9	0.0	33.1	33.1	11.2	40.0	64.2	61%	40	87	47	14,000	31,000	121%	X	X	X		X	X			X
3A	448	03	C-050	CR	CSX	Buffalo	NY	CP Sycamore	NY	1	0.0	13.5	13.5	0.0	18.5	18.5	5.0	16.0	24.0	50%	0	0	0	0	0			X							
3A	447	50	C-051	CR	CSX	Chili	NY	Frontier	NY	51	7.1	40.6	47.7	7.1	45.9	53.0	5.3	79.7	92.1	16%	93	115	22	33,000	41,000	24%	X	X		X		X			
3A	448	04	C-052	CR	CSX	CP Sycamore	NY	Black Rock	NY	8	0.0	21.5	21.5	0.0	26.5	26.5	5.0	32.0	42.0	31%	20	55	35	7,000	20,000	186%	X	X				X	X	X	
3A	447	42	C-053	CR	CSX	Hoffmans	NY	Utica	NY	66	7.4	38.3	45.7	7.4	44.8	52.2	6.5	78.2	88.8	17%	85	79	14	23,000	28,000	22%	X	X		X		X			
3A	447	39	C-054	CR	CSX	Selkirk	NY	Hoffmans	NY	25	0.0	38.7	38.7	0.0	45.2	45.2	6.5	78.5	89.4	13%	95	115	20	34,000	41,000	21%	X	X				X			
3A	448	44	C-060	CR	CSX	Ashtabula	OH	Quaker	OH	47	2.0	48.3	50.3	2.0	54.2	56.2	5.9	102.6	107.8	5%	109	133	24	39,000	48,000	23%	X	X		X		X			
3A	448	03	C-061	CR	CSX	Berea	OH	Greenwich	OH	42	0.0	14.5	14.5	0.0	54.2	54.2	39.7	30.9	108.4	250%	45	141	96	16,000	51,000	219%	X	X	X		X	X			X
3A	448	34	C-062	CR	CSX	Bucyrus	OH	Adams	IN	114	0.0	5.9	5.9	0.0	13.9	13.9	8.0	3.7	18.8	412%	12	13	1	4,000	4,000	0%		X	X		X				
3A	435	42	C-063	CSX	CSX	Cincinnati	OH	Hamilton	OH	21	1.0	28.2	29.2	1.0	31.2	32.2	3.0	55.3	64.1	16%	64	119	55	23,000	43,000	87%	X	X		X		X			
3A	448	33	C-064	CR	CSX	Crestline	OH	Bucyrus	OH	12	0.0	6.5	6.5	0.0	14.5	14.5	8.0	3.7	19.0	417%	12	13	1	4,000	4,000	0%		X	X		X				
3A	435	47	C-065	CSX	CSX	Deshler	OH	Toledo	OH	36	0.0	0.6	0.6	0.0	14.2	14.2	13.6	0.3	49.6	15913%	28	79	51	10,000	28,000	180%		X	X		X	X			X
3A	435	21	C-066	CSX	CSX	Deshler	OH	Willow Creek	IN	174	2.0	21.4	23.4	2.0	47.7	49.7	26.3	44.6	94.1	111%	47	138	91	17,000	50,000	194%	X	X	X	X	X	X			X
3A	448	04	C-067	CR	CSX	Greenwich	OH	Crestline	OH	21	0.0	14.5	14.5	0.0	31.3	31.3	16.8	30.9	58.3	88%	45	58	13	16,000	21,000	31%	X	X	X		X	X			
3A	435	18	C-068	CSX	CSX	Greenwich	OH	Willard	OH	12	2.0	32.5	34.5	2.0	55.2	57.2	22.7	55.8	109.4	96%	51	191	140	18,000	69,000	283%	X	X	X	X	X	X			X
3A	447	01	C-069	CR	CSX	Marcy	OH	Short	OH	9	0.0	18.4	18.4	0.0	45.8	45.8	29.4	26.0	95.4	267%	14	121	107	5,000	44,000	780%		X	X		X	X	X	X	X
3A	435	46	C-070	CSX	CSX	Marion	OH	Fostoria	OH	40	0.0	17.8	17.8	0.0	27.4	27.4	9.6	40.0	62.5	56%	11	90	79	4,000	32,000	700%		X	X		X	X	X	X	X
3A	448	01	C-071	CR	CSX	Marion	OH	Ridgeway	OH	23	0.0	16.1	16.1	0.0	31.8	31.8	15.7	39.0	51.2	31%	89	87	-2	32,000	31,000	-3%	X	X	X		X				
3A	448	52	C-072	CR	CSX	Mayfield	OH	Marcy	OH	6	0.0	3.4	3.4	0.0	43.8	43.8	40.4	9.0	93.0	933%	0	121	121	0	44,000	1000%		X	X		X	X	X	X	X
3A	448	51	C-073	CR	CSX	Quaker	OH	Mayfield	OH	3	0.0	6.8	6.8	0.0	43.8	43.8	37.0	9.0	93.0	933%	0	121	121	0	44,000	1000%		X	X		X	X	X	X	X
3A	447	02	C-074	CR	CSX	Short	OH	Berea	OH	4	0.0	13.4	13.4	0.0	47.3	47.3	33.9	15.0	101.6	578%	14	122	108	5,000	44,000	780%		X	X		X	X	X	X	X
3A	435	19	C-075	CSX	CSX	Willard	OH	Fostoria	OH	37	2.0	32.5	34.5	2.0	54.0	56.0	21.5	55.8	109.8	97%	51	150	99	18,000	54,000	200%	X	X	X	X	X				X
3A	448	31	C-080	CR	CSX	Field	PA	Belmont	PA	4	0.0	8.2	8.2	0.0	15.8	15.8	7.6	11.2	20.0	80%	3	14	11	1,000	5,000	400%		X				X			
3A	435	15	C-081	CSX	CSX	New Castle	PA	Youngstown	OH	16	2.0	32.6	34.6	2.0	39.6	41.6	7.0	53.8	78.5	46%	22	33	11	8,000	12,000	50%	X	X		X		X	X		
3A	435	14	C-082	CSX	CSX	Rankin Jct	PA	New Castle	PA	51	0.0	28.9	28.9	0.0	38.3	38.3	9.4	41.3	72.1	74%	48	56	8	17,000	20,000	18%		X	X			X			
3A	448	29	C-083	CR	CSX	RG	PA	Field	PA	2	0.0	0.0	0.0	0.0	16.0	16.0	16.0	0.0	16.5	1000%	0	19	19	0	6,000	1000%		X	X			X			
3A	435	07	C-084	CSX	CSX	RG	PA	Wilsmere	DE	26	0.0	22.9	22.9	0.0	26.4	26.4	3.5	39.7	49.0	23%	33	49	16	12,000	17,000	42%		X				X			
3A	439	32	C-085	CSX	CSX	Sinns	PA	Brownsville	PA	38	0.0	1.5	1.5	0.0	10.8	10.8	9.3	2.0	23.3	1055%	0	0	0	0	0			X	X						
3A	435	13	C-086	CSX	CSX	Sinns	PA	Rankin Jct	PA	9	2.0	30.8	32.8	2.0	40.2	42.2	9.4	40.3	71.6	77%	44	52	8	16,000	18,000	13%		X	X	X	X	X			
3A	436	37	C-090	CSX	CSX	Amqui	TN	Nashville	TN	16	0.0	40.8	40.8	0.0	48.4	48.4	7.6	80.1	104.1	30%	99	197	98	36,000	71,000	97%	X	X				X			
3A	436	04	C-100	CSX	CSX	Doswell	VA	Fredericksburg	VA	37	18.0	16.2	34.2	18.0	22.8	40.8	6.6	40.7	52.0	28%	60	73	13	21,000	26,000	24%	X	X		X		X			
3A	436	03	C-101	CSX	CSX	Fredericksburg	VA	Potomac Yard	VA	66	30.0	16.3	46.3	30.0	23.4	53.4	7.1	40.3	51.8	29%	59	73	14	21,000	26,000	24%	X	X		X		X			
3A	436	06	C-102	CSX	CSX	Richmond	VA	Doswell	VA	24	18.0	17.8	35.8	18.0	24.8	42.8	7.0	44.0	53.8	22%	60	73	13	21,000	26,000	24%	X	X		X		X			
3A	436	06	C-103	CSX	CSX	S. Richmond	VA	Weldon	NC	82	10.0	18.4	28.4	10.0	23.0	33.0	4.6	47.5	56.0	18%	68	83	15	24,000	30,000	25%	X	X		X		X			
3A	441	45	C-110	CSX	CSX	WD Tower	WV	Rivesville	WV	4	0.0	1.5	1.5	0.0	3.4	3.4	1.9	3.8	7.4	108%	0	0	0	0	0	-		X	X						
3A	431	01	C-200	CSX	CSX	Park Jct	PA	RG	PA	6	0.0	25.0	25.0	0.0	15.6	15.6	-9.4	44.7	23.8	-47%	44	37	-7	16,000	13,000	-19%									
3A	435	01	C-201	CSX	CSX	Wilsmere	DE	Baltimore	MD	68	0.0	28.9	28.9	0.0	28.8	28.8	-1.9	44.0	50.4	14%	33	50	17	12,000	18,000	50%					X				
3A	435	10	C-202	CSX	CSX	Harpers Ferry	WV	Cherry Run	WV	32	12.0	33.3	45.3	12.0	40.6	52.6	7.3	58.0	74.8	29%	47	51	4	17,000	18,000	6%	X			X		X			
3A	435	11	C-203	CSX	CSX	Cherry Run	WV	Cumberland	MD	65	2.0	29.0	31.0	2.0	31.0	33.0	2.0	61.7	67.3	9%	53	50	-3	19,000	18,000	-5%	X			X					
3A	435	18	C-204	CSX	CSX	Youngstown	OH	Sterling	OH	79	2.0	32.6	34.6	2.0	33.9	35.9	1.3	53.8	66.5	24%	47	77	30	17,000	28,000	65%	X			X		X			
3A	435	17	C-205	CSX	CSX	Sterling	OH	Greenwich	OH	37	2.0	32.5	34.5	2.0	32.9	34.9	0.4	54.8	62.1	13%	51	96	45	18,000	35,000	94%	X					X			
3A	435	20	C-206	CSX	CSX	Fostoria	OH	Deshler	OH	26	2.0	34.0	36.0	2.0	37.9	39.9	3.9	61.0	70.0	15%	34	72	38	12,000	26,000	117%	X			X		X			X
3A	435	24	C-207	CSX	CSX	Relay	MD	Pt of Rocks	MD	58	0.0	9.3	9.3	0.0	9.2	9.2	-0.1	19.1	20.7	8%	12	0	-12	4,000	0	-100%									
3A	435	25	C-208	CSX	CSX	Hagerstown	MD	Lurgan	PA	34	0.0	2.3	2.3	0.0	2.5	2.5	0.2	3.6	2.4	-33%	4	0	-4	1,000	0	-100%									
3A	435	26	C-209	CSX	CSX	Hagerstown	MD	Cherry Run	MD	19	0.0	3.0	3.0	0.0	2.0	2.0	-1.0	6.0	2.4	-59%	5	0	-5	1,000	0	-100%									
3A	435	27	C-210	CSX	CSX	Rockwood	PA	Johnstown	PA	45	0.0	1.0	1.0	0.0	1.0	1.0	0.0	0.7	0.7	0%	0	0	0	0	0	-									

Δ = Change due to Acquisition

(1) 1000% is reported for Δ where the "pre" quantity is zero and the "post" quantity greater than zero.

APPENDIX A-1
MASTER TABLE OF ALL RAIL LINE SEGMENTS

SEGMENT COUNT 1022 — 35,733

ER REF. VOL	ER REF. PG	ER REF. LINE	SEG ID	OWNERSHIP PRE ACQ	OWNERSHIP POST ACQ	SEGMENT DESCRIPTION BETWEEN		AND		SEG LENGTH (mi.)	PSGR & FRT TRAIN DATA 1996 BASE PSGR TRN	1996 BASE FRT TRN	1996 BASE TOTAL	POST ACQ PSGR TRN	POST ACQ FRT TRN	POST ACQ TOTAL	Δ	FREIGHT RAIL DATA MILLION GROSS TONS (1) 1996 BASE	MGT POST ACQ	MGT Δ	HAZ. MATERIAL CARS / DAY 1996 BASE	HM CARS POST ACQ	HM CARS Δ	EST. ANNUAL HAZ. MATERIAL CARS (1) 1996 BASE	EST HM CARS POST ACQ	EST HM CARS Δ	229 CURRENT KEY ROUTE SEGMENTS	CRITERIA MET 118 ABR	71 NGRE	83 PSGR TRN	84 FRT TRN	332 HAZMAT	86 NEW KEY ROUTE	87 NEW MAJOR KEY ROUTE
3A	435	28	C 211	CSX	CSX	Lester	OH	Lorain	OH	23	0.0	1.4	1.4	0.0	1.4	1.4	0.0	0.7	0.7	0%	0	0	0	0	0	-										
3A	435	29	C 212	CSX	CSX	Sterling	OH	Lester	OH	15	0.0	5.3	5.3	0.0	5.3	5.3	0.0	7.0	7.5	7%	3	3	0	1,000	1,000	0%										
3A	435	30	C 213	CSX	CSX	Lester	OH	Cleveland	OH	33	0.0	5.8	5.8	0.0	5.8	5.8	0.0	6.3	7.5	19%	3	4	1	1,000	1,000	0%										
3A	435	31	C 214	CSX	CSX	Detroit	MI	Plymouth	MI	25	0.0	15.1	15.1	0.0	12.3	12.3	-2.8	12.8	11.1	-13%	24	38	14	8,000	13,000	63%						X		X		
3A	435	32	C 215	CSX	CSX	Plymouth	MI	Grand Rapids	MI	124	0.0	11.4	11.4	0.0	6.4	6.4	-5.0	13.4	9.8	-27%	15	6	-9	5,000	2,000	-60%										
3A	435	33	C 216	CSX	CSX	Grand Rapids	MI	Waverly	MI	26	2.0	8.2	10.2	2.0	4.5	6.5	-3.7	8.2	5.6	-32%	15	2	-13	5,000	0	-100%										
3A	435	34	C 217	CSX	CSX	Waverly	MI	Porter	IN	110	2.0	4.8	6.8	2.0	2.8	4.8	-2.0	8.7	3.3	-62%	12	2	-10	4,000	0	-100%										
3A	435	35	C 218	CSX	CSX	Saginaw	MI	Flint	MI	28	0.0	10.0	10.0	0.0	12.2	12.2	2.2	10.3	12.1	18%	11	21	10	4,000	7,000	75%						X				
3A	435	36	C 219	CSX	CSX	Flint	MI	Holly	MI	28	0.0	12.8	12.8	0.0	14.0	14.0	1.2	14.5	17.8	22%	33	58	25	12,000	21,000	75%	X					X				
3A	435	37	C 220	CSX	CSX	Holly	MI	Wixom	MI	20	0.0	11.3	11.3	0.0	12.5	12.5	1.2	14.5	17.4	20%	33	58	25	12,000	21,000	75%	X					X				
3A	435	38	C 221	CSX	CSX	Wixom	MI	Plymouth	MI	12	0.0	12.2	12.2	0.0	12.9	12.9	0.7	16.3	18.5	14%	34	58	24	12,000	21,000	75%	X					X				
3A	435	39	C 222	CSX	CSX	Plymouth	MI	Wayne	MI	8	0.0	23.6	23.6	0.0	26.5	26.5	2.9	51.0	53.0	4%	39	58	19	14,000	21,000	50%	X					X				
3A	435	40	C 223	CSX	CSX	Wayne	MI	Carleton	MI	15	0.0	22.8	22.8	0.0	24.8	24.8	2.0	44.0	57.4	30%	39	58	19	14,000	21,000	50%	X					X				
3A	435	43	C 224	CSX	CSX	Hamilton	OH	Dayton	OH	34	0.0	25.4	25.4	0.0	26.5	26.5	1.1	49.9	50.4	1%	56	88	32	20,000	32,000	60%	X					X				
3A	435	44	C 225	CSX	CSX	Dayton	OH	Sidney	OH	37	0.0	22.6	22.6	0.0	24.6	24.6	2.0	44.3	62.8	42%	56	87	31	20,000	31,000	55%	X					X				
3A	435	45	C 226	CSX	CSX	Sidney	OH	Lima	OH	35	0.0	22.8	22.8	0.0	15.3	15.3	-7.5	44.3	44.3	0%	55	69	14	20,000	25,000	25%	X					X				
3A	435	46	C 227	CSX	CSX	Lima	OH	Deshler	OH	33	0.0	26.5	26.5	0.0	14.9	14.9	-11.6	43.6	40.2	-8%	58	76	18	21,000	27,000	29%	X					X				
3A	435	47	C 228	CSX	CSX	Fostoria	OH	Toledo	OH	29	0.0	33.3	33.3	0.0	37.4	37.4	4.1	66.7	79.3	19%	21	82	61	7,000	29,000	314%						X	X		X	
3A	435	50	C 229	CSX	CSX	Columbus	OH	Marion	OH	20	0.0	17.8	17.8	0.0	17.4	17.4	-0.4	40.0	44.0	10%	14	35	21	5,000	12,000	140%						X	X			
3A	435	51	C 230	CSX	CSX	NJ Cabin	KY	Columbus	OH	53	0.0	11.7	11.7	0.0	11.4	11.4	-0.3	40.2	41.9	4%	1	1	0	0	0	-										
3A	435	53	C 231	CSX	CSX	Cincinnati	OH	Columbus	OH	112	0.0	2.8	2.8	0.0	2.9	2.9	0.1	3.9	4.9	25%	6	7	1	2,000	2,000	0%										
3A	435	57	C 232	CSX	CSX	Hampton	VA	Rivanna Jct	VA	80	4.0	9.6	13.6	4.0	8.6	12.6	-1.0	38.2	37.8	-1%	3	3	0	1,000	1,000	0%										
3A	435	70	C 233	CSX	CSX	Rivanna Jct	VA	Clifton Forge	VA	229	0.0	9.8	9.8	0.0	9.7	9.7	-0.1	54.2	53.4	-1%	8	11	3	2,000	4,000	100%						X				
3A	435	73	C 234	CSX	CSX	Clifton Forge	VA	St Albans	WV	195	0.9	9.8	10.7	0.9	10.9	11.8	1.1	57.0	59.7	5%	10	16	6	3,000	5,000	67%					X	X				
3A	435	84	C 235	CSX	CSX	St Albans	WV	Barboursville	WV	29	0.9	10.9	11.8	0.9	12.8	13.7	1.9	68.1	66.0	-3%	18	26	8	6,000	9,000	50%					X	X				
3A	435	85	C 236	CSX	CSX	Barboursville	WV	Huntington	WV	10	0.9	13.4	14.3	0.9	14.9	15.8	1.5	71.1	69.3	-2%	19	26	7	6,000	9,000	50%					X	X				
3A	435	86	C 237	CSX	CSX	Huntington	WV	Kenova	WV	8	0.9	15.5	16.4	0.9	16.8	17.7	1.3	62.2	67.1	8%	46	55	9	16,000	20,000	25%	X					X				
3A	435	87	C 238	CSX	CSX	Kenova	WV	Big Sandy Jct	WV	1	0.9	32.5	33.4	0.9	33.2	34.1	0.7	59.1	65.5	11%	46	55	9	16,000	20,000	25%	X					X				
3A	435	88	C 239	CSX	CSX	Big Sandy Jct	KY	Ashland	KY	6	0.9	32.5	33.4	0.9	30.5	31.4	-2.0	97.6	95.1	-3%	76	87	11	27,000	31,000	15%	X					X				
3A	435	89	C 240	CSX	CSX	Ashland	KY	Russell	KY	4	0.9	32.5	33.4	0.9	32.5	33.4	0.0	107.0	103.0	-4%	76	84	8	27,000	30,000	11%	X					X				
3A	435	90	C 241	CSX	CSX	Russell	KY	NJ Cabin	KY	19	0.9	20.8	21.7	0.9	18.8	19.7	-2.0	87.3	88.4	2%	66	79	13	24,000	28,000	17%	X					X				
3A	435	91	C 242	CSX	CSX	NJ Cabin	KY	Covington	KY	121	0.9	7.5	8.4	0.9	8.6	9.5	1.1	26.8	30.5	14%	0	0	0	0	0	-	X			X							
3A	435	93	C 243	CSX	CSX	Cumberland	MD	W Virginia C	WV	28	0.0	14.0	14.0	0.0	16.6	16.6	2.6	23.5	31.1	32%	15	20	5	5,000	7,000	40%						X				
3A	435	94	C 244	CSX	CSX	W Virginia C	WV	MK Jct	WV	46	0.0	9.4	9.4	0.0	12.0	12.0	2.6	20.0	27.3	36%	0	0	0	0	0	-										
3A	435	14	C 245	CSX	CSX	MK Jct	WV	Grafton	WV	26	0.0	9.4	9.4	0.0	12.0	12.0	2.6	20.0	27.3	36%	15	20	5	5,000	7,000	40%						X				
3A	435	15	C 246	CSX	CSX	Grafton	WV	Berkeley Jct	WV	2	0.0	10.8	10.8	0.0	10.8	10.8	0.0	20.9	23.2	11%	15	20	5	5,000	7,000	40%						X				
3A	435	16	C 247	CSX	CSX	Berkeley Jct	WV	Short Line Jct	WV	21	0.0	3.8	3.8	0.0	3.8	3.8	0.0	7.4	6.8	-8%	15	20	5	5,000	7,000	40%						X				
3A	435	17	C 248	CSX	CSX	Brooklyn Jct	WV	Short Line Jct	WV	58	0.0	4.6	4.6	0.0	4.4	4.4	-0.2	6.4	6.1	-5%	15	20	5	5,000	7,000	40%						X				
3A	435	18	C 249	CSX	CSX	Parkersburg	WV	Brooklyn Jct	WV	35	0.0	4.5	4.5	0.0	4.5	4.5	0.0	7.0	7.0	0%	35	43	8	12,000	15,000	25%						X				
3A	435	19	C 250	CSX	CSX	Parkersburg	WV	Huntington	WV	116	0.0	5.3	5.3	0.0	5.1	5.1	-0.2	9.3	9.3	0%	35	57	22	12,000	20,000	67%	X					X				
3A	435	20	C 251	CSX	CSX	Brooklyn Jct	WV	Benwood Jct	WV	34	0.0	6.0	6.0	0.0	6.0	6.0	0.0	4.5	4.6	4%	33	35	2	12,000	12,000	0%	X									
3A	435	21	C 252	CSX	CSX	Rivanna Jct	VA	Charlottesville	VA	66	0.0	1.5	1.5	0.0	1.5	1.5	0.0	2.9	3.2	9%	1	1	0	0	0	-										
3A	435	22	C 253	CSX	CSX	Charlottesville	VA	Clifton Forge	VA	103	0.9	1.9	2.8	0.9	1.9	2.8	0.0	3.2	3.4	5%	2	2	0	0	0	-										
3A	435	23	C 254	CSX	CSX	Munster	IN	Monon	IN	62	1.4	2.5	3.9	1.4	2.5	3.9	0.0	3.0	3.5	19%	2	15	13	1,000	5,000	400%						X				
3A	435	24	C 255	CSX	CSX	Monon	IN	Lafayette	IN	30	1.4	3.0	4.4	1.4	3.0	4.4	0.0	3.8	4.7	25%	4	16	12	1,000	5,000	400%						X				
3A	435	25	C 256	CSX	CSX	Lafayette	IN	Crawfordsville	IN	29	1.4	7.6	9.0	1.4	7.6	9.0	0.0	8.9	9.5	7%	4	16	12	1,000	5,000	400%						X				
3A	435	26	C 257	CSX	CSX	Crawfordsville	IN	Greencastle	IN	31	0.0	4.2	4.2	0.0	2.2	2.2	-2.0	4.4	2.0	-54%	1	0	-1	0	0	-										
3A	435	27	C 258	CSX	CSX	Hamilton	OH	Indianapolis	IN	99	0.9	3.0	3.9	0.9	5.0	5.9	2.0	8.0	8.0	34%	5	26	21	1,000	9,000	800%					X	X				
3A	435	28	C 259	CSX	CSX	Cincinnati	OH	Mitchell	IN	128	0.0	7.8	7.8	0.0	1.7	1.7	-6.1	14.1	0.9	-94%	27	0	-27	9,000	0	100%										
3A	435	29	C 260	CSX	CSX	Mitchell	IN	Vincennes	IN	62	0.0	12.7	12.7	0.0	5.8	5.8	-6.9	21.0	3.8	-82%	46	4	-42	16,000	1,000	-94%										
3A	435	30	C 261	CSX	CSX	Vincennes	IN	Salem	IL	79	0.0	14.2	14.2	0.0	9.1	9.1	-5.1	23.7	13.4	-43%	47	23	-24	17,000	8,000	-53%										
3A	435	31	C 262	CSX	CSX	Sylvan	IL	E. St Louis	IL	66	0.0	11.8	11.8	0.0	8.7	8.7	-3.1	20.0	13.2	-34%	38	23	-15	13,000	8,000	-38%										
3A	435	32	C 263	CSX	CSX	Dolton	IL	Danville	IL	106	0.0	20.2	20.2	0.0	21.6	21.6	1.4	31.3	40.3	29%	51	85	34	18,000	31,000	72%	X					X				
3A	435	33	C 264	CSX	CSX	Danville	IL	Terre Haute	IN	57	0.0	22.6	22.6	0.0	23.9	23.9	1.3	40.3	51.6	28%	55	90	35	20,000	32,000	60%	X					X				
3A	435	34	C 265	CSX	CSX	Terre Haute	IN	Vincennes	IN	54	0.0	22.6	22.6	0.0	28.5	28.5	5.9	40.3	62.8	56%	54	98	44	19,000	35,000	84%	X					X				
3A	435	36	C 266	CSX	CSX	Nashville	TN	Decatur	AL	118	0.0	21.7	21.7	0.0	23.4	23.4	1.7	41.1	60.4	47%	0	0	0	0	0	-	X										
3A	435	38	C 267	CSX	CSX	Decatur	AL	Black Creek	AL	69	0.0	22.5	22.5	0.0	23.8	23.8	1.3	38.4	59.5	55%	63	131	68	22,000	47,000	114%	X					X			X	
3A	435	40	C 268	CSX	CSX	Black Crk	AL	Birmingham	AL	5	0.0	33.7	33.7	0.0	31.0	31.0	-2.7	48.9	67.2	37%	63	131	68	22,000	47,000	114%	X					X			X	
3A	435	41	C 269	CSX	CSX	Birmingham	AL	Parkwood	AL	12	0.0	32.8	32.8	0.0	30.7	30.7	-2.1	48.8	67.2	38%	42	163	121	15,000	59,000	293%	X					X			X	
3A	435	42	C 270	CSX	CSX	Parkwood	AL	Montgomery	AL	87	0.0	14.1	14.1	0.0	14.3	14.3	0.2	23.1	28.5	23%	14	107	93	5,000	39,000	680%	X					X	X		X	
3A	435	43	C 271	CSX	CSX	Montgomery	AL	Flomaton	AL	110	0.0	16.1	16.1	0.0	18.0	18.0	1.9	23.1	33.7	46%	9	178	167	3,000	64,000	2033%	X					X	X		X	
3A	435	44	C 272	CSX	CSX	Anchorage	KY	Winchester	KY	95	0.0	2.8	2.8	0.0	3.3	3.3	0.7	3.3	4.6	39%	2	6	4	0	2,000	1000%						X				
3A	435	45	C 273	CSX	CSX	Winchester	KY	Typo	KY	123	0.0	13.1	13.1	0.0	13.1	13.1	0.0	28.6	28.6	0%	7	7	0	2,000	2,000	0%										
3A	435	46	C 274	CSX	CSX	Typo	KY	N Hazard	KY	5	0.0	10.6	10.6	0.0	10.6	10.6	0.0	23.3	23.3	0%	4	5	1	1,000	1,000	0%										
3A	435	47	C 275	CSX	CSX	N Hazard	KY	Lothair	KY	2	0.0	10.9	10.9	0.0	10.9	10.9	0.0	24.1	24.1	0%	43	60	17	15,000	21,000	40%						X				
3A	435	48	C 276	CSX	CSX	Lothair	KY	Jett	KY	5	0.0	8.4	8.4	0.0	8.4	8.4	0.0	18.4	18.4	0%	0	0	0	0	0	-										
3A	435	49	C 277	CSX	CSX	Jett	KY	Dent	KY	11	0.0	6.9	6.9	0.0	6.9	6.9	0.0	15.2	15.2	0%	0	0	0	0	0	-										
3A	435	50	C 278	CSX	CSX	Dent	KY	Blackey	KY	8	0.0	5.2	5.2	0.0	5.2	5.2	0.0	11.4	11.4	0%	0	0	0	0	0	-										

Δ = Change due to Acquisition

(1) 1000% is reported for Δ where the 'pre' quantity is zero and the 'post' quantity greater than zero.

APPENDIX A-1
MASTER TABLE OF ALL RAIL LINE SEGMENTS

SEGMENT COUNT 1022 — 35,733

ER REF VOL	ER REF PG	ER REF LINE	SEG ID	OWNERSHIP PRE ACQ	OWNERSHIP POST ACQ	SEGMENT DESCRIPTION BETWEEN		SEGMENT DESCRIPTION AND		SEG LENGTH (mi.)	PSGR & FRT TRAIN DATA 1998 BASE PSGR TRN	1998 BASE FRT TRN	1998 BASE TOTAL	POST ACQ PSGR TRN	POST ACQ FRT TRN	POST ACQ TOTAL	POST ACQ Δ	FREIGHT RAIL DATA MILLION GROSS TONS (1) 1998 BASE	MGT POST ACQ	MGT Δ	HAZ. MATERIAL CARS / DAY 1998 BASE	HAZ CARS POST ACQ	HAZ CARS Δ	EST. ANNUAL HAZ. MATERIAL CARS (1) 1998 BASE	EST HAZ POST ACQ	EST HAZ Δ	228 CURRENT KEY ROUTE SEGMENTS	CRITERIA MET 119 AIR	71 NOISE	83 PSGR TRN	84 FRT TRN	332 HAZMAT	85 NEW KEY ROUTE	82 NEW MAJOR KEY ROUTE
3A	436	51	C-279	CSX	CSX	Blackey	KY	Duo	KY	2	0.0	4.3	4.3	0.0	4.3	4.3	0.0	9.3	9.3	0%	0	0	0	0	0	-								
3A	436	52	C-280	CSX	CSX	Duo	KY	Pat	KY	10	0.0	4.3	4.3	0.0	4.3	4.3	0.0	9.3	9.3	0%	0	0	0	0	0	-								
3A	437	01	C-281	CSX	CSX	Pat	KY	Deane	KY	6	0.0	4.4	4.4	0.0	4.4	4.4	0.0	9.7	9.7	0%	0	0	0	0	0	-								
3A	437	02	C-282	CSX	CSX	B C C Jct	KY	Deane	KY	22	0.0	6.0	6.0	0.0	6.0	6.0	0.0	12.2	12.2	0%	0	0	0	0	0	-								
3A	437	03	C-283	CSX	CSX	Porter Jct	KY	B C C Jct	KY	6	0.0	6.0	6.0	0.0	6.0	6.0	0.0	13.0	13.0	0%	0	0	0	0	0	-								
3A	437	04	C-284	CSX	CSX	Stevens Branch	KY	Porter Jct	KY	12	0.0	7.5	7.5	0.0	7.5	7.5	0.0	16.6	16.6	0%	0	0	0	0	0	-								
3A	437	05	C-285	CSX	CSX	Martin	KY	Stevens Branch	KY	1	0.0	7.5	7.5	0.0	7.5	7.5	0.0	16.6	16.6	0%	0	0	0	0	0	-								
3A	437	06	C-286	CSX	CSX	Beaver Jct	KY	Martin	KY	5	0.0	7.5	7.5	0.0	7.5	7.5	0.0	17.7	17.7	0%	0	0	0	0	0	-								
3A	437	07	C-287	CSX	CSX	Latonia	KY	Anchorage	KY	88	0.0	15.0	15.0	0.0	12.7	12.7	-2.3	31.0	27.0	-13%	31	68	37	11,000	24,000	118%	x					x		x
3A	437	08	C-288	CSX	CSX	Anchorage	KY	Louisville	KY	13	0.0	20.6	20.6	0.0	18.3	18.3	-2.3	35.3	34.6	-2%	33	72	39	12,000	26,000	117%	x					x		x
3A	437	09	C-289	CSX	CSX	Louisville	KY	Amgui	TN	173	0.0	18.8	18.8	0.0	17.4	17.4	-1.4	35.4	32.1	-9%	32	69	37	11,000	25,000	127%	x					x		x
3A	437	10	C-290	CSX	CSX	Cincinnati	OH	Covington	KY	6	0.9	35.9	36.8	0.9	33.6	34.5	-2.3	75.6	81.0	7%	94	162	68	34,000	59,000	74%	x					x		
3A	437	11	C-291	CSX	CSX	Covington	KY	Latonia	KY	1	0.0	30.3	30.3	0.0	28.9	28.9	-1.4	57.4	58.9	3%	50	104	54	18,000	37,000	106%	x					x		x
3A	437	12	C-292	CSX	CSX	Latonia	KY	Winchester	KY	93	0.0	17.1	17.1	0.0	16.0	16.0	-1.1	27.1	29.1	7%	23	36	13	8,000	13,000	63%						x	x	
3A	437	13	C-293	CSX	CSX	Winchester	KY	Sinks	KY	56	0.0	24.6	24.6	0.0	23.3	23.3	-1.3	40.2	41.8	4%	15	34	19	5,000	12,000	140%						x	x	
3A	437	14	C-294	CSX	CSX	Sinks	KY	Corbin	KY	35	0.0	22.9	22.9	0.0	21.6	21.6	-1.3	40.6	41.4	2%	18	34	16	5,000	12,000	140%						x	x	
3A	437	15	C-295	CSX	CSX	Corbin	KY	Cartersville	GA	283	0.0	27.3	27.3	0.0	26.1	26.1	-1.2	53.7	52.7	-2%	17	35	18	6,000	12,000	100%						x	x	
3A	437	16	C-296	CSX	CSX	Cartersville	GA	Atlanta	GA	46	0.0	39.4	39.4	0.0	38.3	38.3	-1.1	81.8	79.3	-3%	63	91	28	22,000	33,000	50%	x					x		
3A	437	17	C-297	CSX	CSX	Atlanta	GA	Manchester	GA	78	0.0	19.2	19.2	0.0	16.6	16.6	-2.6	35.3	34.2	-3%	17	25	8	6,000	9,000	50%						x		
3A	437	18	C-298	CSX	CSX	Manchester	GA	Waycross	GA	203	0.0	27.9	27.9	0.0	26.0	26.0	-1.9	52.6	57.3	9%	40	79	39	14,000	28,000	100%	x					x		x
3A	437	19	C-299	CSX	CSX	Corbin	KY	Heidrick	KY	15	0.0	9.2	9.2	0.0	9.2	9.2	0.0	20.2	20.2	0%	0	0	0	0	0	-								
3A	437	20	C-300	CSX	CSX	Heidrick	KY	Elys	KY	10	0.0	9.0	9.0	0.0	9.0	9.0	0.0	19.8	19.8	0%	0	0	0	0	0	-								
3A	437	21	C-301	CSX	CSX	Elys	KY	Yingling	KY	2	0.0	9.0	9.0	0.0	9.0	9.0	0.0	19.8	19.8	0%	0	0	0	0	0	-								
3A	437	22	C-302	CSX	CSX	Yingling	KY	Pineville	KY	4	0.0	9.0	9.0	0.0	9.0	9.0	0.0	19.8	19.8	0%	0	0	0	0	0	-								
3A	437	23	C-303	CSX	CSX	Pineville	KY	Harbell	KY	3	0.0	5.8	5.8	0.0	5.8	5.8	0.0	12.7	12.7	0%	0	0	0	0	0	-								
3A	437	24	C-304	CSX	CSX	Harbell	KY	Ponza	KY	2	0.0	5.5	5.5	0.0	5.5	5.5	0.0	12.1	12.1	0%	0	0	0	0	0	-								
3A	437	25	C-305	CSX	CSX	Ponza	KY	Crosby	KY	11	0.0	5.5	5.5	0.0	5.5	5.5	0.0	12.1	12.1	0%	0	0	0	0	0	-								
3A	437	26	C-306	CSX	CSX	Blackmont	KY	Crosby	KY	4	0.0	5.5	5.5	0.0	5.5	5.5	0.0	12.0	12.0	0%	0	0	0	0	0	-								
3A	437	27	C-307	CSX	CSX	Blackmont	KY	Kerr	KY	9	0.0	5.8	5.8	0.0	5.8	5.8	0.0	12.3	12.3	0%	0	0	0	0	0	-								
3A	437	28	C-308	CSX	CSX	Kerr	KY	Baxter	KY	8	0.0	5.7	5.7	0.0	5.7	5.7	0.0	12.4	12.4	0%	0	0	0	0	0	-								
3A	437	29	C-309	CSX	CSX	Baxter	KY	Harlan	KY	2	0.0	5.7	5.7	0.0	5.7	5.7	0.0	12.9	12.9	0%	0	0	0	0	0	-								
3A	437	30	C-310	CSX	CSX	Dressen	KY	Harlan	KY	1	0.0	4.4	4.4	0.0	4.4	4.4	0.0	9.7	9.7	0%	0	0	0	0	0	-								
3A	437	31	C-311	CSX	CSX	Dressen	KY	Glidden	KY	5	0.0	4.4	4.4	0.0	4.4	4.4	0.0	9.4	9.4	0%	0	0	0	0	0	-								
3A	437	32	C-312	CSX	CSX	Glidden	KY	Popeville	KY	2	0.0	4.0	4.0	0.0	4.0	4.0	0.0	8.8	8.8	0%	0	0	0	0	0	-								
3A	437	33	C-313	CSX	CSX	Popeville	KY	KY-VA State Line	KY	7	0.0	4.0	4.0	0.0	4.0	4.0	0.0	8.7	8.7	0%	0	0	0	0	0	-								
3A	437	34	C-314	CSX	CSX	KY-VA State Line	VA	Hagans	VA	3	0.0	4.0	4.0	0.0	4.0	4.0	0.0	8.7	8.7	0%	0	0	0	0	0	-								
3A	437	35	C-315	CSX	CSX	Hagans	VA	Pennington	VA	16	0.0	4.0	4.0	0.0	4.0	4.0	0.0	8.7	8.7	0%	0	0	0	0	0	-								
3A	437	36	C-316	CSX	CSX	Pennington	VA	Big Stone Gap	VA	18	0.0	4.3	4.3	0.0	4.3	4.3	0.0	9.4	9.4	0%	0	0	0	0	0	-								
3A	437	37	C-317	CSX	CSX	Louisville	KY	Long Branch	KY	18	0.0	4.4	4.4	0.0	4.2	4.2	-0.2	5.9	5.6	-4%	6	6	0	2,000	2,000	0%								
3A	437	38	C-318	CSX	CSX	Long Branch	KY	Skillman	KY	49	0.0	4.3	4.3	0.0	4.0	4.0	-0.3	9.1	9.6	5%	6	6	0	2,000	2,000	0%								
3A	437	39	C-319	CSX	CSX	Skillman	KY	Henderson	KY	60	0.0	4.3	4.3	0.0	4.0	4.0	-0.3	7.0	7.1	1%	1	2	1	0	0	-								
3A	437	40	C-320	CSX	CSX	Big Sandy Jct	KY	Elkhorn City	KY	127	0.0	18.8	18.8	0.0	18.8	18.8	0.0	43.1	44.0	2%	9	10	1	3,000	3,000	0%								
3A	437	41	C-321	CSX	CSX	Elkhorn City	KY	Frisco	TN	69	0.0	19.3	19.3	0.0	19.3	19.3	0.0	30.6	32.8	7%	9	10	1	3,000	3,000	0%								
3A	437	42	C-322	CSX	CSX	Frisco	TN	Bostic	NC	157	0.0	19.3	19.3	0.0	19.3	19.3	0.0	41.8	45.3	9%	22	24	2	8,000	8,000	0%								
3A	437	43	C-323	CSX	CSX	Bostic	NC	Spartanburg	SC	32	0.0	13.8	13.8	0.0	13.8	13.8	0.0	27.9	30.5	9%	24	26	2	8,000	9,000	13%						x		
3A	437	44	C-324	CSX	CSX	Laurens	SC	Spartanburg	SC	38	0.0	13.6	13.6	0.0	12.8	12.8	-0.8	27.3	22.7	-17%	16	17	1	5,000	6,000	20%						x		
3A	437	45	C-325	CSX	CSX	Clinton	SC	Laurens	SC	11	0.0	6.4	6.4	0.0	6.4	6.4	0.0	6.7	6.7	0%	0	0	0	0	0	-								
3A	437	46	C-326	CSX	CSX	Columbia	SC	Clinton	SC	63	0.0	10.4	10.4	0.0	10.4	10.4	0.0	12.1	12.1	0%	9	10	1	3,000	3,000	0%								
3A	437	47	C-327	CSX	CSX	Eastover Jct	SC	Columbia	SC	27	0.0	4.3	4.3	0.0	4.3	4.3	0.0	6.9	6.9	0%	2	2	0	0	0	-								
3A	437	48	C-328	CSX	CSX	Sumter	SC	Eastover Jct	SC	19	0.0	3.9	3.9	0.0	3.9	3.9	0.0	4.8	4.8	0%	4	4	0	1,000	1,000	0%								
3A	437	49	C-329	CSX	CSX	Sumter	SC	Lane	SC	40	0.0	3.7	3.7	0.0	3.7	3.7	0.0	4.7	4.7	0%	4	4	0	1,000	1,000	0%								
3A	437	50	C-330	CSX	CSX	Charlotte	NC	Bostic	NC	73	0.0	7.6	7.6	0.0	7.6	7.6	0.0	15.3	16.9	10%	20	22	2	7,000	8,000	14%						x		
3A	437	51	C-331	CSX	CSX	Monroe	NC	Charlotte	NC	24	0.0	12.0	12.0	0.0	12.4	12.4	0.4	18.5	20.3	10%	29	32	3	10,000	11,000	10%	x					x		
3A	437	52	C-332	CSX	CSX	Augusta	GA	Greenwood	SC	68	0.0	8.8	8.8	0.0	8.2	8.2	-0.6	17.6	17.3	-2%	4	5	1	1,000	1,000	0%								
3A	438	01	C-333	CSX	CSX	Greenwood	SC	Laurens	SC	28	0.0	10.5	10.5	0.0	9.8	9.8	-0.7	21.6	19.6	-9%	17	17	0	6,000	6,000	0%								
3A	438	07	C-334	CSX	CSX	Weldon	NC	Rocky Mt	NC	37	10.0	19.6	29.6	10.0	25.5	35.5	5.9	49.9	55.9	12%	67	86	19	24,000	31,000	29%	x			x		x		
3A	438	08	C-335	CSX	CSX	Rocky Mt	NC	Contentnea	NC	19	10.0	19.6	29.6	10.0	22.1	32.1	2.5	50.3	53.2	6%	52	83	31	18,000	30,000	67%	x			x		x		
3A	438	09	C-336	CSX	CSX	Contentnea	NC	Selma	NC	22	10.0	18.2	28.2	10.0	21.0	31.0	2.8	44.4	45.1	2%	51	90	39	18,000	32,000	78%	x			x		x		
3A	438	10	C-337	CSX	CSX	Selma	NC	Fayetteville	NC	49	8.0	20.4	28.4	8.0	21.6	27.6	-1.2	44.8	45.0	0%	56	90	34	20,000	32,000	60%	x			x		x		
3A	438	11	C-338	CSX	CSX	Fayetteville	NC	Pembroke	NC	31	8.0	22.1	28.1	8.0	22.2	28.2	0.1	43.9	45.4	3%	58	92	36	20,000	33,000	65%	x					x		
3A	438	12	C-339	CSX	CSX	Pembroke	NC	Dillon	SC	21	8.0	15.7	21.7	8.0	17.2	23.2	1.5	22.8	28.2	24%	20	32	12	7,000	11,000	57%				x		x	x	
3A	438	13	C-340	CSX	CSX	Dillon	SC	Florence	SC	31	8.0	15.6	21.6	8.0	19.0	25.0	3.4	33.7	34.6	3%	29	40	11	10,000	14,000	40%				x		x		
3A	438	14	C-341	CSX	CSX	Florence	SC	Lane	SC	49	8.0	12.7	18.7	8.0	18.6	22.6	3.9	28.8	31.2	8%	24	38	14	8,000	13,000	63%				x		x	x	
3A	438	15	C-342	CSX	CSX	Lane	SC	St Stephen	SC	8	8.0	16.2	22.2	8.0	19.9	25.9	3.7	33.4	35.8	7%	28	38	10	10,000	13,000	30%				x		x		
3A	438	16	C-343	CSX	CSX	St Stephen	SC	Ashley Jct	SC	39	8.0	12.7	18.7	8.0	16.5	22.5	3.8	29.0	31.0	7%	27	38	11	9,000	13,000	44%				x		x	x	
3A	438	17	C-344	CSX	CSX	Ashley Jct	SC	Yemassee	SC	54	8.0	16.7	22.7	8.0	20.6	28.6	3.9	32.4	37.9	17%	25	45	20	9,000	16,000	78%				x		x	x	
3A	438	18	C-345	CSX	CSX	Yemassee	SC	Savannah	GA	47	8.0	12.2	18.2	8.0	16.1	22.1	3.9	27.1	32.7	21%	22	36	14	8,000	13,000	63%				x		x	x	
3A	438	19	C-346	CSX	CSX	Savannah	GA	Jesup	GA	52	8.0	17.3	25.3	8.0	22.8	30.8	5.5	46.6	50.6	9%	28	47	19	10,000	17,000	70%				x		x		

Δ = Change due to Acquisition

(1) 1998% is reported for Δ where the "pre" quantity is zero and the "post" quantity greater than zero

APPENDIX A-1
MASTER TABLE OF ALL RAIL LINE SEGMENTS

SEGMENT COUNT 1022 — 35,733

ER REF.			SEQ ID	OWNERSHIP		SEGMENT DESCRIPTION				SEQ LENGTH (mi.)	PSGR & FRT TRAIN DATA						FREIGHT RAIL DATA										CRITERIA MET							
											1998 BASE			POST ACQ				MILLION GROSS TONS (1)			HAZ. MATERIAL CARS / DAY			EST. ANNUAL HAZ. MATERIAL CARS (1)			228	170	71	83	84	332	85	92
KEY	PE	LINE		PRE ACQ	POST ACQ	BETWEEN		AND			PSGR TRN	FRT TRN	TOTAL	PSGR TRN	FRT TRN	TOTAL	Δ	1998 BASE	POST ACQ	Δ	1998 BASE	POST ACQ	Δ	1998 BASE	POST ACQ	Δ	CURRENT KEY ROUTE SEGMENTS	AIR	NOISE	PSGR TRN	FRT TRN	HAZMAT	NEW KEY ROUTE	NEW MAJOR KEY ROUTE
3A	438	20	C-347	CSX	CSX	Jesup	GA	Waycross	GA	39	0.0	7.2	7.2	0.0	7.8	7.8	0.6	20.1	22.1	10%	17	28	11	6,000	10,000	67%						X	X	
3A	438	21	C-348	CSX	CSX	Pembroke	NC	Wilmington	NC	81	0.0	3.5	3.5	0.0	5.0	5.0	1.5	9.3	10.5	14%	39	52	13	14,000	18,000	29%	X					X		
3A	438	22	C-349	CSX	CSX	Hamlet	NC	Pembroke	NC	34	0.0	11.8	11.8	0.0	13.1	13.1	1.3	31.6	32.0	1%	74	107	33	27,000	39,000	44%	X					X		
3A	438	23	C-350	CSX	CSX	Hamlet	NC	Monroe	NC	53	0.0	20.4	20.4	0.0	23.0	23.0	2.6	41.5	43.1	4%	73	167	94	26,000	60,000	131%	X					X		X
3A	438	24	C-351	CSX	CSX	Monroe	NC	Clinton	SC	92	0.0	13.1	13.1	0.0	15.6	15.6	2.5	22.5	28.9	29%	40	135	95	14,000	49,000	250%	X					X		X
3A	438	25	C-352	CSX	CSX	Clinton	SC	Greenwood	SC	28	0.0	17.1	17.1	0.0	19.6	19.6	2.5	28.3	30.1	7%	47	135	88	17,000	49,000	188%	X					X		X
3A	438	26	C-353	CSX	CSX	Greenwood	SC	Athens	GA	81	0.0	16.1	16.1	0.0	18.8	18.8	2.7	28.3	30.6	8%	59	140	81	21,000	51,000	143%	X					X		X
3A	438	27	C-354	CSX	CSX	Athens	GA	Atlanta	GA	69	0.0	18.7	18.7	0.0	21.0	21.0	2.3	32.9	37.5	14%	63	140	77	22,000	51,000	132%	X					X		X
3A	438	28	C-355	CSX	CSX	Atlanta	GA	Lagrange	GA	70	0.0	15.3	15.3	0.0	16.5	16.5	1.2	23.0	25.3	10%	10	132	122	3,000	48,000	1500%	X					X	X	X
3A	438	29	C-356	CSX	CSX	Lagrange	GA	Montgomery	AL	100	0.0	11.9	11.9	0.0	11.2	11.2	-0.7	17.3	18.8	7%	8	118	112	2,000	43,000	2050%	X					X	X	X
3A	438	30	C-357	CSX	CSX	Hamlet	NC	McBee	SC	50	2.0	3.4	5.4	2.0	3.3	5.3	-0.1	5.2	5.6	7%	13	34	21	4,000	12,000	200%						X	X	
3A	438	31	C-358	CSX	CSX	McBee	SC	Columbia	SC	108	2.0	4.4	6.4	2.0	4.4	6.4	0.0	5.4	5.9	9%	14	34	20	5,000	12,000	140%						X	X	
3A	438	32	C-359	CSX	CSX	Columbia	SC	Fairfax	SC	76	2.0	3.9	5.9	2.0	3.7	5.7	-0.2	4.3	4.5	3%	19	34	15	6,000	12,000	100%	X					X	X	
3A	438	33	C-360	CSX	CSX	Fairfax	SC	Savannah	GA	62	2.0	12.4	14.4	2.0	11.6	13.6	-0.8	23.1	21.3	8%	15	18	3	5,000	6,000	20%						X		
3A	438	34	C-361	CSX	CSX	Hamlet	NC	Dillon	SC	42	0.0	8.9	8.9	0.0	7.7	7.7	-1.2	18.0	18.8	4%	14	27	13	5,000	9,000	80%						X		
3A	438	35	C-362	CSX	CSX	Dillon	SC	Andrews	SC	74	0.0	4.3	4.3	0.0	4.2	4.2	-0.1	8.5	7.4	-13%	5	6	1	1,000	2,000	100%						X		
3A	438	36	C-363	CSX	CSX	Andrews	SC	State Jct	SC	28	0.0	2.5	2.5	0.0	2.5	2.5	0.0	1.0	1.0	0%	2	2	0	0	0	-								
3A	438	37	C-364	CSX	CSX	State Jct	SC	Remount	SC	20	0.0	2.2	2.2	0.0	2.2	2.2	0.0	2.4	2.5	4%	0	0	0	0	0	-								
3A	438	38	C-365	CSX	CSX	Remount	SC	Charleston	SC	10	0.0	1.6	1.6	0.0	1.6	1.6	0.0	3.5	3.5	0%	13	14	1	4,000	5,000	25%						X		
3A	438	39	C-366	CSX	CSX	Camak	GA	Atlanta	GA	126	0.0	8.1	8.1	0.0	7.7	7.7	-0.4	15.9	14.3	-10%	9	14	5	3,000	5,000	67%						X		
3A	438	40	C-367	CSX	CSX	Augusta	GA	Camak	GA	48	0.0	7.1	7.1	0.0	6.7	6.7	-0.4	13.5	12.8	-5%	9	14	5	3,000	5,000	67%						X		
3A	438	41	C-368	CSX	CSX	Robbins	SC	Augusta	GA	28	0.0	12.9	12.9	0.0	12.3	12.3	-0.6	26.5	23.3	-12%	18	18	0	6,000	6,000	0%								
3A	438	42	C-369	CSX	CSX	Fairfax	SC	Robbins	SC	29	0.0	12.9	12.9	0.0	12.3	12.3	-0.6	26.3	23.3	-11%	18	18	0	6,000	6,000	0%								
3A	438	43	C-370	CSX	CSX	Yemassee	SC	Fairfax	SC	31	0.0	5.0	5.0	0.0	5.0	5.0	0.0	6.5	6.0	-8%	3	3	0	1,000	1,000	0%								
3A	438	44	C-371	CSX	CSX	Mckenzie	TN	Memphis	TN	116	0.0	10.1	10.1	0.0	12.4	12.4	2.3	19.4	21.0	8%	20	27	7	7,000	9,000	29%						X		
3A	438	45	C-372	CSX	CSX	Nashville	TN	Mckenzie	TN	117	0.0	9.4	9.4	0.0	11.7	11.7	2.3	21.0	25.4	21%	4	5	1	1,000	1,000	0%								
3A	438	46	C-373	CSX	CSX	Nashville	TN	Stevenson	AL	113	0.0	20.6	20.6	0.0	21.1	21.1	0.5	40.1	41.6	4%	63	130	67	22,000	47,000	114%	X					X		X
3A	438	47	C-374	CSX	CSX	Stevenson	AL	Chattanooga	TN	39	0.0	19.8	19.8	0.0	17.5	17.5	-2.1	37.5	38.4	2%	33	46	13	12,000	16,000	33%	X					X		
3A	438	48	C-375	CSX	CSX	Chattanooga	TN	Cartersville	GA	87	0.0	17.7	17.7	0.0	17.4	17.4	-0.3	36.3	35.8	-2%	33	46	13	12,000	16,000	33%	X					X		
3A	438	49	C-376	CSX	CSX	Lagrange	GA	Parkwood	AL	142	0.0	13.5	13.5	0.0	13.5	13.5	0.0	24.1	29.1	21%	25	55	30	9,000	20,000	122%						X	X	X
3A	438	50	C-377	CSX	CSX	Manchester	GA	Lagrange	GA	45	0.0	12.0	12.0	0.0	11.6	11.6	-0.4	20.5	22.8	11%	22	47	25	8,000	17,000	113%						X	X	
3A	438	51	C-378	CSX	CSX	Waycross	GA	Thomasville	GA	105	0.0	8.0	8.0	0.0	7.6	7.6	-0.4	11.5	11.9	4%	9	25	16	3,000	9,000	200%						X		
3A	438	52	C-379	CSX	CSX	Thomasville	GA	Metcalf	GA	11	0.0	0.4	0.4	0.0	0.4	0.4	0.0	0.1	0.1	0%	0	0	0	0	0	-								
3A	438	01	C-380	CSX	CSX	Thomasville	GA	Montgomery	AL	210	0.0	7.9	7.9	0.0	6.2	6.2	-1.7	10.6	10.5	0%	8	30	22	2,000	10,000	400%						X	X	
3A	439	02	C-381	CSX	CSX	Jesup	GA	Folkston	GA	54	8.0	10.3	18.3	8.0	12.4	20.4	2.1	26.2	26.2	0%	9	8	1	3,000	2,000	-33%								
3A	439	03	C-382	CSX	CSX	Jacksonville	FL	Baldwin	FL	18	2.8	21.9	24.7	2.8	23.3	26.1	1.4	18.7	20.5	9%	14	2	-12	5,000	0	-100%				X				
3A	439	04	C-383	CSX	CSX	Baldwin	FL	Chattahoochee	FL	189	0.8	11.7	12.5	0.8	11.1	11.9	-0.6	23.8	20.7	-13%	61	68	7	22,000	24,000	9%	X				X			
3A	439	05	C-384	CSX	CSX	Chattahoochee	FL	Pensacola	FL	161	0.8	10.3	11.1	0.8	9.7	10.5	-0.6	17.8	15.6	-12%	51	66	15	18,000	24,000	33%	X				X			
3A	439	06	C-385	CSX	CSX	Pensacola	FL	Flomaton	AL	43	0.8	9.9	10.7	0.8	11.3	12.1	1.4	20.4	21.5	5%	73	92	19	26,000	33,000	27%	X			X		X		
3A	439	07	C-386	CSX	CSX	Flomaton	AL	Mobile	AL	59	0.8	25.1	25.9	0.8	25.8	26.6	0.7	38.4	47.6	24%	128	265	137	46,000	96,000	109%	X					X		X
3A	439	08	C-387	CSX	CSX	Mobile	AL	New Orleans	LA	143	0.8	20.6	21.4	0.8	22.7	23.5	2.1	23.4	34.0	46%	123	242	119	44,000	88,000	100%	X			X		X		X
3A	439	09	C-388	CSX	CSX	Waycross	GA	Folkston	GA	55	0.0	33.1	33.1	0.0	32.4	32.4	-0.7	64.6	66.0	2%	83	99	16	30,000	36,000	20%	X					X		
3A	439	10	C-389	CSX	CSX	Folkston	GA	Callahan	FL	22	8.0	43.9	51.9	8.0	44.6	52.6	0.7	95.6	84.2	-12%	92	103	11	33,000	37,000	12%	X					X		
3A	439	11	C-390	CSX	CSX	Callahan	FL	Baldwin	FL	21	0.0	17.7	17.7	0.0	18.3	18.3	0.6	44.4	51.0	15%	71	78	7	25,000	28,000	12%	X					X		
3A	439	12	C-391	CSX	CSX	Baldwin	FL	Starke	FL	26	2.0	22.7	24.7	2.0	23.3	25.3	0.6	47.0	52.0	11%	77	82	5	28,000	29,000	4%	X					X		
3A	439	13	C-392	CSX	CSX	Starke	FL	Vilis	FL	128	2.0	19.3	21.3	2.0	19.3	21.3	0.0	38.8	40.1	3%	77	82	5	28,000	29,000	4%	X					X		
3A	439	14	C-393	CSX	CSX	Vilis	FL	Plant City	FL	19	0.0	9.8	9.8	0.0	9.8	9.8	0.0	25.3	25.8	2%	18	19	1	6,000	6,000	0%								
3A	439	15	C-394	CSX	CSX	Plant City	FL	Ucela Yard	FL	11	4.0	9.1	13.1	4.0	9.6	13.6	0.5	26.1	28.1	8%	22	23	1	8,000	8,000	0%	X							
3A	439	16	C-395	CSX	CSX	Callahan	FL	Jacksonville	FL	16	8.0	23.5	31.5	8.0	23.2	31.2	-0.3	47.7	45.8	-3%	27	26	-1	9,000	9,000	0%								
3A	439	17	C-396	CSX	CSX	Jacksonville	FL	Palatka	FL	54	6.8	8.3	15.1	6.8	8.3	15.1	0.0	21.6	21.1	-2%	8	8	0	2,000	2,000	0%								
3A	439	18	C-397	CSX	CSX	Palatka	FL	Sanford	FL	66	6.6	6.6	13.4	6.6	6.6	13.4	0.0	16.1	15.9	-1%	4	5	1	1,000	1,000	0%								
3A	439	19	C-398	CSX	CSX	Sanford	FL	Alorna	FL	27	0.0	2.0	2.0	0.0	2.0	2.0	0.0	0.0	0.0	0%	0	0	0	0	0	-								
3A	439	20	C-399	CSX	CSX	Sanford	FL	Orlando	FL	22	4.8	8.0	12.8	4.8	8.0	12.8	0.0	14.0	12.9	-8%	8	8	0	2,000	2,000	0%								
3A	439	21	C-400	CSX	CSX	Orlando	FL	Auburndale	FL	51	4.0	7.7	11.7	4.0	9.1	13.1	1.4	7.5	8.5	13%	5	5	0	1,000	1,000	0%								
3A	439	22	C-401	CSX	CSX	Auburndale	FL	Lakeland	FL	12	4.0	7.2	11.2	4.0	8.8	12.8	1.4	15.9	16.0	1%	7	8	1	2,000	2,000	0%				X				
3A	439	23	C-402	CSX	CSX	Lakeland	FL	Winston	FL	4	4.0	17.6	21.6	4.0	18.9	22.9	1.3	19.5	23.4	20%	45	47	2	16,000	17,000	6%	X			X		X		
3A	439	24	C-403	CSX	CSX	Winston	FL	Plant City	FL	5	4.0	9.8	13.8	4.0	11.1	15.1	1.3	18.1	19.9	10%	27	28	1	9,000	10,000	11%				X		X	X	
3A	439	25	C-404	CSX	CSX	Auburndale	FL	Sebring	FL	47	6.0	11.3	17.3	6.0	11.3	17.3	0.0	13.4	13.6	2%	4	5	1	1,000	1,000	0%								
3A	439	26	C-405	CSX	CSX	Sebring	FL	W. Palm Bch	FL	103	6.0	15.6	21.6	6.0	15.6	21.6	0.0	11.0	11.2	2%	4	4	0	1,000	1,000	0%								
3A	439	27	C-406	CSX	CSX	W. Palm Bch	FL	Miami	FL	70	34.0	6.7	40.7	34.0	6.7	40.7	0.0	11.6	11.7	1%	4	4	0	1,000	1,000	0%								
3A	439	28	C-407	CSX	CSX	Baltimore	MD	Hanover	PA	55	0.0	3.4	3.4	0.0	3.4	3.4	0.0	5.2	5.6	7%	1	2	1	0	0	-								
3A	439	29	C-408	CSX	CSX	Hanover	PA	Hagerstown	MD	57	0.0	1.6	1.6	0.0	1.6	1.6	0.0	1.6	1.6	0%	1	1	0	0	0	-								
3A	439	30	C-409	CSX	CSX	Harpers Ferry	WV	Stresburg Jct	VA	51	0.0	0.9	0.9	0.0	0.9	0.9	0.0	1.7	1.7	0%	0	0	0	0	0	-								
3A	439	31	C-410	CSX	CSX	Green Jct	PA	Brownfield	PA	15	0.0	0.4	0.4	0.0	0.4	0.4	0.0	0.0	0.0	0%	0	0	0	0	0	-								
3A	439	32	C-411	CSX	CSX	Rankin Jct	PA	Willow Grove	PA	11	2.0	1.7	3.7	2.0	1.7	3.7	0.0	3.2	3.2	0%	0	0	0	0	0	-								
3A	439	34	C-412	CSX	CSX	Glenwood Jct	PA	Tylerdale	PA	32	0.0	0.5	0.5	0.0	0.5	0.5	0.0	1.6	1.6	0%	0	0	0	0	0	-								
3A	439	35	C-413	CSX	CSX	Willow Grove	PA	New Castle	PA	56	0.0	1.0	1.0	0.0	1.0	1.0	0.0	0.6	0.6	0%	0	0	0	0	0	-								
3A	439	36	C-414	CSX	CSX	Wellsboro	IN	N Judson	IN	15	0.0	0.3	0.3	0.0	0.3	0.3	0.0	0.4	0.4	0%	0	0	0	0	0	-								

Δ = Change due to Acquisition

(1) 1998 is reported for Δ where the "pre" quantity is zero and the "post" quantity greater than zero

APPENDIX A-1
MASTER TABLE OF ALL RAIL LINE SEGMENTS

ER REF VOL	ER REF PG	ER REF LINE	SEG ID	OWNERSHIP PRE ACQ	OWNERSHIP POST ACQ	SEGMENT COUNT 1022 — SEGMENT DESCRIPTION BETWEEN		AND		SEG LENGTH (mi) 35.733	PSGR & FRT TRAIN DATA — 1996 BASE PSGR TRN	1996 BASE FRT TRN	1996 BASE TOTAL	POST ACQ PSGR TRN	POST ACQ FRT TRN	POST ACQ TOTAL	Δ	FREIGHT RAIL DATA — MILLION GROSS TONS (1) 1996 BASE	MGT POST ACQ	MGT Δ	HAZ MATERIAL CARS / DAY 1996 BASE	HAZ CARS POST ACQ	HAZ CARS Δ	EST. ANNUAL HAZ MATERIAL CARS (1) 1996 BASE	EST HAZ CARS POST ACQ	EST HAZ CARS Δ	239 CURRENT KEY ROUTE SEGMENTS	CRITERIA MET 118 AR	71 NODE	83 PSGR TRN	84 FRT TRN	332 HAZMAT	85 NEW KEY ROUTE	52 NEW MAJOR KEY ROUTE
3A	439	37	C-415	CSX	CSX	Pine Jct	IN	Rock Island Jct	IL	10	00	20	20	00	20	20	00	10	10	0%	0	0	0	0	0	-								
3A	439	39	C-416	CSX	CSX	Dolton	IL	75th Street	IL	8	00	40	40	00	36	36	-04	67	43	-35%	1	1	0	0	0	-								
3A	439	41	C-417	CSX	CSX	Blue Island Jct	IL	Clearing	IL	15	00	170	170	00	174	174	04	352	369	5%	15	23	8	5,000	8,000	60%	x				x			
3A	439	42	C-418	CSX	CSX	Joliet	IL	Ottawa	IL	45	00	30	30	00	30	30	00	49	49	1%	42	44	2	15,000	16,000	7%	x				x			
3A	439	43	C-419	CSX	CSX	Ottawa	IL	Henry	IL	44	00	20	20	00	20	20	00	10	10	0%	1	1	0	0	0	-								
3A	439	44	C-420	CSX	CSX	Grand Rapids	MI	Baldwin	MI	75	00	19	19	00	19	19	00	24	24	3%	0	0	0	0	0	-								
3A	439	45	C-421	CSX	CSX	Baldwin	MI	Walhalla	MI	13	00	20	20	00	20	20	00	23	23	1%	0	0	0	0	0	-								
3A	439	46	C-422	CSX	CSX	Walhalla	MI	Ludington	MI	14	00	16	16	00	16	16	00	11	11	0%	0	0	0	0	0	-								
3A	439	47	C-423	CSX	CSX	Walhalla	MI	Manistee	MI	27	00	09	09	00	09	09	00	13	13	0%	0	0	0	0	0	-								
3A	439	48	C-424	CSX	CSX	Waverly	MI	Grand Haven	MI	20	00	28	28	00	28	28	00	40	40	0%	2	3	1	0	1,000	1000%					x			
3A	439	49	C-425	CSX	CSX	Grand Haven	MI	Muskegon	MI	13	00	17	17	00	17	17	00	18	18	0%	2	3	1	0	1,000	1000%					x			
3A	439	50	C-426	CSX	CSX	Muskegon	MI	Berry	MI	5	00	17	17	00	17	17	00	03	03	0%	1	1	0	0	0	-								
3A	439	51	C-427	CSX	CSX	Berry	MI	Montague	MI	11	00	17	17	00	17	17	00	01	01	0%	1	1	0	0	0	-								
3A	439	53	C-428	CSX	CSX	Berry	MI	Fremont	MI	20	00	06	06	00	06	06	00	02	02	0%	0	0	0	0	0	-								
3A	440	01	C-429	CSX	CSX	Saginaw	MI	Midland	MI	20	00	40	40	00	40	40	00	12	12	0%	8	8	0	2,000	2,000	0%								
3A	440	02	C-430	CSX	CSX	Saginaw	MI	Bay City	MI	17	00	24	24	00	24	24	00	21	21	0%	1	1	0	0	0	-								
3A	440	03	C-431	CSX	CSX	Saginaw	MI	Yale	MI	19	00	22	22	00	22	22	00	07	07	0%	0	0	0	0	0	-								
3A	440	04	C-432	CSX	CSX	Port Huron	MI	Belle River	MI	15	00	40	40	00	40	40	00	48	48	0%	22	23	1	8,000	8,000	0%								
3A	440	05	C-433	CSX	CSX	Fargo	ON	Blenheim	ON	4	00	22	22	00	22	22	00	04	04	0%	0	0	0	0	0	-								
3A	440	06	C-434	CSX	CSX	Chatham	ON	Fargo	ON	7	00	12	12	00	12	12	00	04	04	0%	21	23	2	7,000	8,000	14%					x			
3A	440	07	C-435	CSX	CSX	Chatham	ON	Sarnia	ON	53	00	12	12	00	12	12	00	03	03	0%	19	20	1	6,000	7,000	17%					x			
3A	440	08	C-436	CSX	CSX	Blenheim	ON	W Lorne	ON	28	00	12	12	00	12	12	00	02	02	0%	0	0	0	0	0	-								
3A	440	09	C-437	CSX	CSX	Cambridge	OH	Newark	OH	52	00	10	10	00	10	10	00	05	05	0%	1	1	0	0	0	-								
3A	440	10	C-438	CSX	CSX	Newark	OH	Columbus	OH	35	00	16	16	00	16	16	00	15	15	0%	33	46	13	12,000	16,000	33%					x			
3A	440	11	C-439	CSX	CSX	Middletown Jct	OH	Middletown	OH	11	00	63	63	00	54	54	-09	130	92	-30%	1	1	0	0	0	-								
3A	440	12	C-440	CSX	CSX	S. Richmond	VA	Bellwood	VA	8	00	37	37	00	37	37	00	54	54	0%	6	6	0	2,000	2,000	0%								
3A	440	13	C-441	CSX	CSX	Bellwood	VA	Hopewell	VA	16	00	29	29	00	29	29	00	44	44	0%	11	12	1	4,000	4,000	0%								
3A	440	14	C-442	CSX	CSX	Bellwood	VA	Centralia	VA	3	00	21	21	00	21	21	00	12	12	0%	7	7	0	2,000	2,000	0%								
3A	440	15	C-443	CSX	CSX	Weldon	NC	Roanoke Rapids	NC	5	00	02	02	00	02	02	00	08	08	0%	0	0	0	0	0	-								
3A	440	16	C-444	CSX	CSX	Weldon	NC	Franklin	VA	41	00	77	77	00	74	74	-03	80	68	-15%	5	6	1	1,000	2,000	100%					x			
3A	440	17	C-445	CSX	CSX	Franklin	VA	Portsmouth	VA	37	00	71	71	00	66	66	-05	72	66	-9%	1	1	0	0	0	-								
3A	440	18	C-446	CSX	CSX	Rocky Mt	NC	Parmele	NC	32	00	32	32	00	32	32	00	22	22	0%	38	40	2	13,000	14,000	8%	x				x			
3A	440	19	C-447	CSX	CSX	Parmele	NC	Plymouth	NC	37	00	20	20	00	20	20	00	16	16	0%	1	1	0	0	0	-								
3A	440	20	C-448	CSX	CSX	Parmele	NC	Elmer	NC	38	00	20	20	00	20	20	00	21	21	0%	37	39	2	13,000	14,000	8%	x				x			
3A	440	21	C-449	CSX	CSX	Contentnea	NC	Wallace	NC	69	00	44	44	00	44	44	00	50	50	0%	0	0	0	0	0	-								
3A	440	22	C-450	CSX	CSX	Warsaw	NC	Mohonville	NC	10	00	13	13	00	13	13	00	13	13	0%	0	0	0	0	0	-								
3A	440	23	C-451	CSX	CSX	Fayetteville	NC	Fort Jct	NC	9	00	06	06	00	06	06	00	04	04	0%	5	5	0	1,000	1,000	0%								
3A	440	24	C-452	CSX	CSX	Fayetteville	NC	Vander	NC	8	00	06	06	00	06	06	00	03	03	0%	1	1	0	0	0	-								
3A	440	25	C-453	CSX	CSX	St Stephen	SC	Cross	SC	10	00	21	21	00	21	21	00	38	38	0%	0	0	0	0	0	-								
3A	440	26	C-454	CSX	CSX	Waycross	GA	Brunswick	GA	83	00	20	20	00	20	20	00	30	30	0%	6	6	0	2,000	2,000	0%								
3A	440	27	C-455	CSX	CSX	Waycross	GA	Pearson	GA	30	00	10	10	00	10	10	00	05	05	0%	0	0	0	0	0	-								
3A	440	28	C-456	CSX	CSX	Yulee	FL	Fernandina Bch	FL	12	00	25	25	00	25	25	00	38	38	0%	1	1	0	0	0	-								
3A	440	29	C-457	CSX	CSX	Jacksonville	FL	Seals	GA	41	00	80	80	00	80	80	00	61	61	0%	4	4	0	1,000	1,000	0%								
3A	440	30	C-458	CSX	CSX	Valrico	FL	Yeoman Yard	FL	9	00	242	242	00	242	242	00	320	329	3%	0	0	0	0	0	-								
3A	440	31	C-459	CSX	CSX	Orangeburg	SC	Sumter	SC	44	00	13	13	00	13	13	00	04	04	0%	1	1	0	0	0	-								
3A	440	32	C-460	CSX	CSX	Belton	SC	Greenville	SC	28	00	10	10	00	10	10	00	08	08	0%	0	0	0	0	0	-								
3A	440	33	C-461	CSX	CSX	Greenville	SC	Spartanburg	SC	34	00	17	17	00	17	17	00	12	12	0%	0	0	0	0	0	-								
3A	440	34	C-462	CSX	CSX	Anderson	SC	Belton	SC	12	00	04	04	00	04	04	00	03	03	0%	0	0	0	0	0	-								
3A	440	35	C-463	CSX	CSX	Durham	NC	Joyland	NC	7	00	14	14	00	14	14	00	01	01	0%	0	0	0	0	0	-								
3A	440	36	C-464	CSX	CSX	Apex	NC	Durham	NC	22	00	14	14	00	14	14	00	05	05	0%	0	0	0	0	0	-								
3A	440	37	C-465	CSX	CSX	Norlina	NC	Raleigh	NC	55	00	26	26	00	26	26	00	07	07	0%	2	2	0	0	0	-								
3A	440	38	C-466	CSX	CSX	Raleigh	NC	Hamlet	NC	97	20	82	102	20	82	102	00	45	43	-4%	4	4	0	1,000	1,000	0%								
3A	440	39	C-467	CSX	CSX	McBee	SC	Robinson	SC	7	00	10	10	00	10	10	00	04	04	0%	0	0	0	0	0	-								
3A	440	40	C-468	CSX	CSX	Mt Holly	NC	Terrell	NC	24	00	12	12	00	12	12	00	16	16	0%	0	0	0	0	0	-								
3A	440	41	C-469	CSX	CSX	Montgomery	AL	Western Jct	AL	51	00	10	10	00	10	10	00	15	15	0%	2	3	1	0	1,000	1000%					x			
3A	440	42	C-470	CSX	CSX	Camak	GA	Hartlee	GA	56	00	28	28	00	28	28	00	55	55	0%	0	0	0	0	0	-								
3A	440	43	C-471	CSX	CSX	Andrews	SC	Pennyroyal Jct	SC	8	00	36	36	00	36	36	00	57	57	0%	3	3	0	1,000	1,000	0%								
3A	440	44	C-472	CSX	CSX	Pennyroyal Jct	SC	Georgetown	SC	8	00	12	12	00	12	12	00	31	31	0%	3	3	0	1,000	1,000	0%								
3A	440	45	C-473	CSX	CSX	Dames Pt Jct	FL	N Shore Jct	FL	5	00	60	60	00	58	58	02	36	36	0%	0	0	0	0	0	-								
3A	440	46	C-474	CSX	CSX	Bainbridge	GA	Tallahassee	FL	43	00	20	20	00	20	20	00	22	22	0%	19	20	1	6,000	7,000	17%					x			
3A	440	47	C-475	CSX	CSX	Hillsdale	IN	Chrisman	IL	18	00	18	18	00	21	21	03	37	40	8%	5	6	1	1,000	2,000	100%					x			
3A	440	48	C-476	CSX	CSX	Chrisman	IL	Decatur	IL	69	00	18	18	00	21	21	03	37	40	8%	5	6	1	1,000	2,000	100%					x			
3A	440	49	C-477	CSX	CSX	Brentwood	TN	Columbia	AL	35	00	28	28	00	28	28	00	24	24	0%	4	4	0	1,000	1,000	0%								
3A	440	50	C-478	CSX	CSX	Wellington	AL	Birmingham	AL	64	00	22	22	00	22	22	00	43	43	0%	1	1	0	0	0	-								
3A	440	51	C-479	CSX	CSX	Bakers Siding	IN	Chinook	IN	11	00	20	20	00	20	20	00	14	14	0%	0	0	0	0	0	-								
3A	440	52	C-480	CSX	CSX	Evansville	IN	Adams	IN	9	00	37	37	00	37	37	00	63	63	0%	10	10	0	3,000	3,000	0%								
3A	441	01	C-481	CSX	CSX	Adams	IN	Carmi	IL	28	00	26	26	00	26	26	00	33	33	0%	2	2	0	0	0	-								
3A	441	02	C-482	CSX	CSX	Adams	IN	Abee	IN	6	00	08	08	00	08	08	00	14	14	0%	9	10	1	3,000	3,000	0%								

Δ = Change due to Acquisition

(1) 1000% is reported for Δ where the "pre" quantity is zero and the "post" quantity greater than zero

APPENDIX A-1
MASTER TABLE OF ALL RAIL LINE SEGMENTS

ER REF VOL	ER REF PG	ER REF LINE	SEG ID	OWNERSHIP PRE ACQ	OWNERSHIP POST ACQ	SEGMENT DESCRIPTION BETWEEN		SEGMENT DESCRIPTION AND		SEG LENGTH (mi.)	PSGR & FRT TRAIN DATA 1998 BASE PSGR TRN	1998 BASE FRT TRN	1998 BASE TOTAL	POST ACQ PSGR TRN	POST ACQ FRT TRN	POST ACQ TOTAL	Δ	FREIGHT RAIL DATA MILLION GROSS TONS (1) 1998 BASE	MGT POST ACQ	MGT Δ	HAZ. MATERIAL CARS / DAY 1998 BASE	HAZ CARS POST ACQ	HAZ CARS Δ	EST. ANNUAL HAZ. MATERIAL CARS (1) 1998 BASE	EST HAZ POST ACQ	EST HAZ Δ	228 CURRENT KEY ROUTE SEGMENTS	CRITERIA MET 1.19 AIR	7.1 NOISE	93 PSGR TRN	94 FRT TRN	332 HAZMAT	95 NEW KEY ROUTE	52 NEW MAJOR KEY ROUTE
3A	441	03	C-483	CSX	CSX	Carmi	IL	Venedy	IL	89	0.0	0.6	0.6	0.0	0.6	0.6	0.0	0.5	0.5	0%	0	0	0	0	0	-								
3A	441	04	C-484	CSX	CSX	Kronos	KY	Moorman	KY	5	0.0	1.2	1.2	0.0	1.2	1.2	0.0	2.0	2.0	0%	0	0	0	0	0	-								
3A	441	05	C-485	CSX	CSX	Kronos	KY	Wilson Sta	KY	4	0.0	1.2	1.2	0.0	1.2	1.2	0.0	2.0	2.0	0%	0	0	0	0	0	-								
3A	441	06	C-486	CSX	CSX	Moorman	KY	Drakesboro	KY	13	0.0	2.1	2.1	0.0	2.1	2.1	0.0	3.1	3.1	0%	0	0	0	0	0	-								
3A	441	07	C-487	CSX	CSX	Morton	KY	Atkinson	KY	5	0.0	5.8	5.8	0.0	5.8	5.8	0.0	12.8	12.8	0%	0	0	0	0	0	-								
3A	441	08	C-488	CSX	CSX	Atkinson	KY	Providence	KY	19	0.0	3.8	3.8	0.0	3.8	3.8	0.0	8.6	8.6	0%	0	0	0	0	0	-								
3A	441	09	C-489	CSX	CSX	Providence	KY	Dotiki	KY	5	0.0	2.6	2.6	0.0	2.6	2.6	0.0	2.5	2.5	0%	0	0	0	0	0	-								
3A	441	10	C-490	CSX	CSX	Millport	KY	Atkinson	KY	19	0.0	2.4	2.4	0.0	2.4	2.4	0.0	5.2	5.2	0%	0	0	0	0	0	-								
3A	441	11	C-491	CSX	CSX	Como	KY	Zeigler 6 (NW)	KY	4	0.0	1.2	1.2	0.0	1.2	1.2	0.0	1.5	1.5	0%	0	0	0	0	0	-								
3A	441	12	C-492	CSX	CSX	Drakesboro	KY	Sinclair	KY	6	0.0	0.9	0.9	0.0	0.9	0.9	0.0	1.9	1.9	0%	0	0	0	0	0	-								
3A	441	13	C-493	CSX	CSX	Dent	KY	Jim Hill	KY	8	0.0	1.4	1.4	0.0	1.4	1.4	0.0	4.1	4.1	0%	0	0	0	0	0	-								
3A	441	14	C-494	CSX	CSX	Black Crk	AL	Chetopa	AL	13	0.0	2.6	2.6	0.0	2.6	2.6	0.0	5.0	5.0	0%	0	0	0	0	0	-								
3A	441	15	C-495	CSX	CSX	Magella	AL	Bessemer	AL	10	0.0	3.2	3.2	0.0	3.2	3.2	0.0	2.1	2.1	0%	0	0	0	0	0	-								
3A	441	16	C-496	CSX	CSX	Attalla	AL	Guntersville	AL	30	0.0	0.4	0.4	0.0	0.4	0.4	0.0	1.4	1.4	0%	1	1	0	0	0	-								
3A	441	17	C-497	CSX	CSX	Attalla	AL	Wellington	AL	22	0.0	1.7	1.7	0.0	1.7	1.7	0.0	3.0	3.0	0%	2	2	0	0	0	-								
3A	441	18	C-498	CSX	CSX	Boyles	AL	Blue Crk Jct	AL	15	0.0	4.7	4.7	0.0	4.7	4.7	0.0	5.8	5.8	0%	1	1	0	0	0	-								
3A	441	19	C-499	CSX	CSX	Blue Crk Jct	AL	Valley Crk	AL	8	0.0	4.4	4.4	0.0	4.4	4.4	0.0	9.6	9.6	0%	0	0	0	0	0	-								
3A	441	20	C-500	CSX	CSX	Boyles	AL	Mt Pinson	AL	10	0.0	0.9	0.9	0.0	0.9	0.9	0.0	0.2	0.2	0%	0	0	0	0	0	-								
3A	441	21	C-501	CSX	CSX	Selma	AL	Western Jct	AL	3	0.0	1.6	1.6	0.0	1.6	1.6	0.0	1.5	1.5	0%	2	2	0	0	0	-								
3A	441	22	C-502	CSX	CSX	Selma	AL	Myrtlewood	AL	61	0.0	1.6	1.6	0.0	1.6	1.6	0.0	1.2	1.2	0%	3	3	0	1,000	1,000	0%								
3A	441	23	C-503	CSX	CSX	Montgomery	AL	Autauga Crk	AL	12	0.0	0.4	0.4	0.0	0.4	0.4	0.0	1.3	1.3	0%	2	2	0	0	0	-								
3A	441	24	C-504	CSX	CSX	Calhoun	TN	Pelly	TN	9	0.0	1.0	1.0	0.0	1.0	1.0	0.0	0.7	0.7	0%	0	0	0	0	0	-								
3A	441	25	C-505	CSX	CSX	Dossett	TN	Harriman	TN	24	0.0	0.5	0.5	0.0	0.5	0.5	0.0	0.7	0.7	0%	0	0	0	0	0	-								
3A	441	26	C-506	CSX	CSX	Etowah	TN	Blue Ridge	GA	61	0.0	1.2	1.2	0.0	1.2	1.2	0.0	1.4	1.4	0%	0	0	0	0	0	-								
3A	441	27	C-507	CSX	CSX	Worthville	KY	Warsaw	KY	20	0.0	2.4	2.4	0.0	2.4	2.4	0.0	1.0	1.0	0%	4	4	0	1,000	1,000	0%								
3A	441	28	C-508	CSX	CSX	Louisville	KY	Medora	KY	10	0.0	2.1	2.1	0.0	2.1	2.1	0.0	9.1	9.1	0%	8	8	0	2,000	2,000	0%								
3A	441	29	C-509	CSX	CSX	Louisville	KY	Watson	IN	7	0.0	1.6	1.6	0.0	1.6	1.6	0.0	1.5	1.8	0%	0	0	0	0	0	-								
3A	441	30	C-510	CSX	CSX	Mckenzie	TN	Diesden	TN	16	0.0	1.6	1.6	0.0	1.6	1.6	0.0	0.6	0.6	0%	0	0	0	0	0	-								
3A	441	31	C-511	CSX	CSX	Park City	KY	Glasgow	KY	10	0.0	0.6	0.6	0.0	0.6	0.6	0.0	0.4	0.4	0%	0	0	0	0	0	-								
3A	441	32	C-512	CSX	CSX	Rockmart	GA	Stilesboro Jct	GA	22	0.0	1.2	1.2	0.0	1.2	1.2	0.0	3.0	3.0	0%	1	1	0	0	0	-								
3A	441	33	C-513	CSX	CSX	Stilesboro Jct	GA	Stilesboro	GA	3	0.0	4.0	4.0	0.0	4.0	4.0	0.0	11.3	11.3	0%	0	0	0	0	0	-								
3A	441	34	C-514	CSX	CSX	Monon	IN	Monticello	IN	10	0.0	0.2	0.2	0.0	0.2	0.2	0.0	0.0	0.0	0%	0	0	0	0	0	-								
3A	441	35	C-515	CSX	CSX	Monon	IN	Medaryville	IN	15	0.0	0.4	0.4	0.0	0.4	0.4	0.0	0.6	0.6	0%	0	0	0	0	0	-								
3A	441	36	C-516	CSX	CSX	Greencastle	IN	Bloomington	IN	24	0.0	0.6	0.6	0.0	0.6	0.6	0.0	0.1	0.1	0%	0	0	0	0	0	-								
3A	441	37	C-517	CSX	CSX	Mitchell	IN	Louisville	KY	67	0.0	7.8	7.8	0.0	4.0	4.0	3.8	8.5	3.1	-63%	19	8	-13	6,000	2,000	-67%								
3A	441	38	C-518	CSX	CSX	Long Branch	KY	Doe Run	KY	1	0.0	4.0	4.0	0.0	4.0	4.0	0.0	0.7	0.7	0%	9	9	0	3,000	3,000	0%								
3A	441	39	C-519	CSX	CSX	Twenty First St	WV	Hampshire	WV	11	0.0	3.4	3.4	0.0	3.4	3.4	0.0	1.0	1.0	0%	0	0	0	0	0	-								
3A	441	40	C-520	CSX	CSX	Hampshire	WV	MD-WV State Line	WV	29	0.0	3.4	3.4	0.0	3.4	3.4	0.0	4.7	4.7	0%	0	0	0	0	0	-								
3A	441	41	C-521	CSX	CSX	MD-WV State Line	WV	Bayard	WV	33	0.0	3.4	3.4	0.0	3.4	3.4	0.0	4.7	4.7	0%	0	0	0	0	0	-								
3A	441	42	C-522	CSX	CSX	Bayard	WV	Henry	WV	8	0.0	1.2	1.2	0.0	1.2	1.2	0.0	1.7	1.7	0%	0	0	0	0	0	-								
3A	441	43	C-523	CSX	CSX	MK Jct	WV	Kingwood	WV	18	0.0	1.2	1.2	0.0	1.2	1.2	0.0	1.9	1.9	0%	0	0	0	0	0	-								
3A	441	44	C-524	CSX	CSX	Grafton	WV	WD Tower	WV	27	0.0	1.6	1.6	0.0	3.5	3.5	1.9	4.8	7.6	59%	0	0	0	0	0	-								
3A	441	45	C-525	CSX	CSX	W Marietta	OH	Relief	OH	27	0.0	1.8	1.8	0.0	1.8	1.8	0.0	2.2	2.2	0%	15	20	5	5,000	7,000	40%					x			
3A	441	47	C-526	CSX	CSX	Belpre	OH	W Marietta	OH	12	0.0	1.8	1.8	0.0	1.8	1.8	0.0	2.4	2.4	0%	0	0	0	0	0	-								
3A	441	48	C-527	CSX	CSX	Belpre	OH	Parkersburg	OH	1	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.1	3.1	0%	2	2	0	0	0	-								
3A	441	49	C-528	CSX	CSX	Berkeley Jct	WV	Berryburg Jct	WV	11	0.0	7.2	7.2	0.0	7.2	7.2	0.0	13.5	13.5	0%	0	0	0	0	0	-								
3A	441	50	C-529	CSX	CSX	Berryburg Jct	WV	Tygart Jct	WV	11	0.0	7.2	7.2	0.0	7.2	7.2	0.0	10.8	10.8	0%	0	0	0	0	0	-								
3A	441	51	C-530	CSX	CSX	Tygart Jct	WV	Century Jct	WV	4	0.0	8.2	8.2	0.0	8.2	8.2	0.0	10.8	10.8	0%	0	0	0	0	0	-								
3A	441	52	C-531	CSX	CSX	Century Jct	WV	Buckhannon	WV	13	0.0	5.6	5.6	0.0	5.6	5.6	0.0	9.7	9.7	0%	0	0	0	0	0	-								
3A	442	01	C-532	CSX	CSX	Buckhannon	WV	Hampton Jct	WV	6	0.0	5.6	5.6	0.0	5.6	5.6	0.0	9.3	9.3	0%	0	0	0	0	0	-								
3A	442	02	C-533	CSX	CSX	Hampton Jct	WV	Burnsville Jct	WV	31	0.0	5.6	5.6	0.0	5.6	5.6	0.0	8.7	8.7	0%	0	0	0	0	0	-								
3A	442	03	C-534	CSX	CSX	Burnsville Jct	WV	WN Tower	WV	42	0.0	5.4	5.4	0.0	5.4	5.4	0.0	7.3	7.3	0%	0	0	0	0	0	-								
3A	442	04	C-535	CSX	CSX	WN Tower	WV	Allingdale	WV	11	0.0	0.6	0.6	0.0	0.6	0.6	0.0	0.2	0.2	0%	0	0	0	0	0	-								
3A	442	05	C-536	CSX	CSX	Tygart Jct	WV	Norton	WV	22	0.0	0.6	0.6	0.0	0.6	0.6	0.0	0.1	0.1	0%	0	0	0	0	0	-								
3A	442	06	C-537	CSX	CSX	Norton	WV	Elkins	WV	8	0.0	0.1	0.1	0.0	0.1	0.1	0.0	0.0	0.0	0%	0	0	0	0	0	-								
3A	442	07	C-538	CSX	CSX	Burnsville Jct	WV	Gilmer	WV	5	0.0	0.4	0.4	0.0	0.4	0.4	0.0	0.0	0.0	0%	0	0	0	0	0	-								
3A	442	08	C-539	CSX	CSX	Hampton Jct	WV	IC Jct	WV	6	0.0	0.4	0.4	0.0	0.4	0.4	0.0	0.6	0.6	0%	0	0	0	0	0	-								
3A	442	09	C-540	CSX	CSX	IC Jct	WV	Alexander	WV	10	0.0	0.4	0.4	0.0	0.4	0.4	0.0	0.6	0.6	0%	0	0	0	0	0	-								
3A	442	10	C-541	CSX	CSX	Berryburg Jct	WV	Sentinel	WV	13	0.0	0.6	0.6	0.0	0.6	0.6	0.0	2.9	2.9	0%	0	0	0	0	0	-								
3A	442	11	C-542	CSX	CSX	Century Jct	WV	Century	WV	5	0.0	0.1	0.1	0.0	0.1	0.1	0.0	0.0	0.0	0%	0	0	0	0	0	-								
3A	442	12	C-543	CSX	CSX	WN Tower	WV	Donaldson W	WV	3	0.0	0.2	0.2	0.0	0.2	0.2	0.0	0.2	0.2	0%	0	0	0	0	0	-								
3A	442	13	C-544	CSX	CSX	Donaldson W	WV	Beckley No 1	WV	19	0.0	0.1	0.1	0.0	0.1	0.1	0.0	0.1	0.1	0%	0	0	0	0	0	-								
3A	442	14	C-545	CSX	CSX	St Albans	WV	Sprout	WV	15	0.0	16.0	16.0	0.0	16.0	16.0	0.0	53.0	53.0	0%	2	2	0	0	0	-								
3A	442	15	C-546	CSX	CSX	Sprout	WV	Madison	WV	22	0.0	9.6	9.6	0.0	9.6	9.6	0.0	33.2	33.2	0%	3	3	0	1,000	1,000	0%								
3A	442	16	C-547	CSX	CSX	Madison	WV	Clothier	WV	12	0.0	3.0	3.0	0.0	3.0	3.0	0.0	10.2	10.2	0%	1	1	0	0	0	-								
3A	442	17	C-548	CSX	CSX	Clothier	WV	Sharples	WV	3	0.0	2.6	2.6	0.0	2.6	2.6	0.0	9.1	9.1	0%	1	1	0	0	0	-								
3A	442	18	C-549	CSX	CSX	Sharples	WV	Mondo	WV	1	0.0	2.6	2.6	0.0	2.6	2.6	0.0	9.0	9.0	0%	0	0	0	0	0	-								
3A	442	19	C-550	CSX	CSX	Barboursville	WV	Logan	WV	65	0.0	6.6	6.6	0.0	6.6	6.6	0.0	21.3	21.3	0%	2	2	0	0	0	-								

Δ = change due to Acquisition

(1) 1998% is reported for Δ where the 'pre' quantity is zero and the 'post' quantity greater than zero

APPENDIX A-1
MASTER TABLE OF ALL RAIL LINE SEGMENTS

ER REF			BEG ID	OWNERSHIP		SEGMENT COUNT: 1022 SEGMENT DESCRIPTION				35,733 BEG LENGTH (mi.)	PSGR & FRT TRAIN DATA								FREIGHT RAIL DATA										CRITERIA MET						
											1998 BASE			POST ACQ					MILLION GROSS TONS (1)			HAZ. MATERIAL CARS / DAY			EST. ANNUAL HAZ. MATERIAL CARS (1)											
				PRE ACQ	POST ACQ	BETWEEN		AND			PSGR TRN	FRT TRN	TOTAL	PSGR TRN	FRT TRN	TOTAL	Δ	1998 BASE	POST ACQ	Δ	1998 BASE	POST ACQ	Δ	1998 BASE	POST ACQ	Δ	CURRENT KEY ROUTE SEGMENTS									
SA	442	20	C-551	CSX	CSX	Logan	WV	Stollings	WV	2	00	42	42	00	42	42	00	134	134	0%	0	0	0	0	0										
SA	442	21	C-552	CSX	CSX	Stollings	WV	Rum Jct	WV	3	00	42	42	00	42	42	00	134	134	0%	0	0	0	0	0										
SA	442	22	C-553	CSX	CSX	Rum Jct	WV	Gilbert Yard	WV	21	00	30	30	00	30	30	00	78	78	0%	0	0	0	0	0										
SA	442	23	C-554	CSX	CSX	Meadow Crk	WV	Rainelle Jct	WV	20	00	13	13	00	13	13	00	31	31	0%	0	0	0	0	0										
SA	442	24	C-555	CSX	CSX	Rainelle Jct	WV	Swiss Jct	WV	47	00	09	09	00	09	09	00	18	18	0%	0	0	0	0	0										
SA	442	25	C-556	CSX	CSX	Rainelle Jct	WV	Clearco	WV	24	00	05	05	00	05	05	00	13	03	0%	0	0	0	0	0										
SA	442	26	C-557	CSX	CSX	Greenbrir E J	WV	Peasel Jct	WV	13	00	05	05	00	05	05	00	05	05	0%	0	0	0	0	0										
SA	442	27	C-558	CSX	CSX	Peasel Jct	WV	Lee	WV	1	00	05	05	00	05	05	00	01	05	0%	0	0	0	0	0										
SA	442	28	C-559	CSX	CSX	Prince	WV	Glen Daniels Jct	WV	27	00	25	25	00	25	25	00	46	46	0%	0	0	0	0	0										
SA	442	29	C-560	CSX	CSX	Raleigh	WV	Stone Coal Jct	WV	20	00	01	01	00	01	01	00	01	01	0%	0	0	0	0	0										
SA	442	30	C-561	CSX	CSX	Beckley Jct	WV	Cranberry	WV	6	00	01	01	00	01	01	00	00	00	0%	0	0	0	0	0										
SA	442	31	C-562	CSX	CSX	Glen Daniels Jct	WV	Maple Meadow	WV	4	00	25	25	00	25	25	00	20	20	0%	0	0	0	0	0										
SA	442	32	C-563	CSX	CSX	Gauley Br	WV	Rich Crk Jct	WV	7	00	01	01	00	01	01	00	01	01	0%	0	0	0	0	0										
SA	442	33	C-564	CSX	CSX	Madison	WV	Harris	WV	30	00	64	64	00	64	64	00	173	173	0%	0	0	0	0	0										
SA	442	34	C-565	CSX	CSX	Van Jct	WV	Robin Hood	WV	8	00	06	06	00	06	06	00	16	16	0%	0	0	0	0	0										
SA	442	35	C-566	CSX	CSX	Robinson Crk Jct	WV	Holbrook	WV	2	00	08	08	00	08	08	00	18	18	0%	0	0	0	0	0										
SA	442	36	C-567	CSX	CSX	Sproul	WV	Elk Run Jct	WV	34	00	84	84	00	84	84	00	189	189	0%	0	0	0	0	0										
SA	442	37	C-568	CSX	CSX	Elk Run Jct	WV	Jarrolds Vall	WV	3	00	19	19	00	19	19	00	49	49	0%	0	0	0	0	0										
SA	442	38	C-569	CSX	CSX	Seth	WV	Prenter No 5	WV	10	00	12	12	00	12	12	00	28	28	0%	0	0	0	0	0										
SA	442	39	C-570	CSX	CSX	Jarrolds Vall	WV	Pettus	WV	1	00	19	19	00	19	19	00	49	49	0%	0	0	0	0	0										
SA	442	40	C-571	CSX	CSX	Pettus	WV	Marfork	WV	2	00	14	14	00	14	14	00	33	33	0%	0	0	0	0	0										
SA	442	41	C-572	CSX	CSX	Pettus	WV	Sundial	WV	8	00	06	06	00	06	06	00	16	16	0%	0	0	0	0	0										
SA	442	42	C-573	CSX	CSX	Wylo	WV	Elk Crk No 1	WV	2	00	32	32	00	32	32	00	26	26	0%	0	0	0	0	0										
SA	442	43	C-574	CSX	CSX	Man	WV	Buffalo Mine	WV	16	00	19	19	00	19	19	00	59	59	0%	0	0	0	0	0										
SA	442	44	C-575	CSX	CSX	Snap Crk Jct	WV	Don	WV	3	00	01	01	00	01	01	00	01	01	0%	0	0	0	0	0										
SA	442	45	C-576	CSX	CSX	Rum Jct	WV	Macgregor	WV	6	00	03	03	00	03	03	00	19	19	0%	0	0	0	0	0										
SA	442	46	C-577	CSX	CSX	Stollings	WV	Band Mill Jct	WV	1	00	01	01	00	01	01	00	00	00	0%	0	0	0	0	0										
SA	442	47	C-578	CSX	CSX	Band Mill Jct	WV	Melville	WV	1	00	01	01	00	01	01	00	00	00	0%	0	0	0	0	0										
SA	442	48	C-579	CSX	CSX	Logan	WV	Trace Jct	WV	3	00	18	18	00	18	18	00	57	57	0%	0	0	0	0	0										
SA	442	49	C-580	CSX	CSX	Monitor Jct	WV	Omar	WV	8	00	14	14	00	14	14	00	39	39	0%	1	1	0	0	0										
SA	442	50	C-581	CSX	CSX	Logan	WV	Hobet No 7	WV	6	00	14	14	00	14	14	00	39	39	0%	0	0	0	0	0										
SA	442	51	C-582	CSX	CSX	Levisa Jct	KY	Slones Branch	KY	1	00	03	03	00	03	03	00	18	18	0%	0	0	0	0	0										
SA	442	52	C-583	CSX	CSX	Rum Jct	WV	Island Crk No 2	WV	8	00	03	03	00	03	03	00	11	11	0%	0	0	0	0	0										
SA	443	01	C-584	CSX	CSX	Glade Crk Jct	WV	Caren	WV	3	00	03	03	00	03	03	00	17	17	0%	0	0	0	0	0										
SA	443	02	C-585	CSX	CSX	Dawkins	KY	Skyline	KY	35	00	07	07	00	07	07	00	09	09	0%	1	1	0	0	0										
SA	443	03	C-586	CSX	CSX	Shelby Jct	KY	Myra 1	KY	15	00	14	14	00	14	14	00	54	54	0%	0	0	0	0	0										
SA	443	04	C-587	CSX	CSX	Coalrun	KY	Burke Station	KY	31	00	38	38	00	38	38	00	141	141	0%	0	0	0	0	0										
SA	443	05	C-588	CSX	CSX	Pennington	VA	St Charles	VA	5	00	08	08	00	08	08	00	12	12	0%	0	0	0	0	0										
SA	443	06	C-589	CSX	CSX	St Charles	VA	Turners Sta	VA	1	00	01	01	00	01	01	00	02	02	0%	0	0	0	0	0										
SA	443	07	C-590	CSX	CSX	Paskert	VA	St Charles	VA	1	00	05	05	00	05	05	00	11	11	0%	0	0	0	0	0										
SA	443	08	C-591	CSX	CSX	Savoy	KY	Gatliff	KY	18	00	10	10	00	10	10	00	22	22	0%	0	0	0	0	0										
SA	443	09	C-592	CSX	CSX	Hendrick	KY	Horse Crk Jct	KY	22	00	02	02	00	02	02	00	03	03	0%	0	0	0	0	0										
SA	443	10	C-593	CSX	CSX	Paskert	VA	Mayflower	VA	3	00	05	05	00	05	05	00	10	10	0%	0	0	0	0	0										
SA	443	11	C-594	CSX	CSX	Harbell	KY	Middlesboro	KY	10	00	03	03	00	03	03	00	07	07	0%	0	0	0	0	0										
SA	443	12	C-595	CSX	CSX	Calo	KY	Popeville	KY	1	00	01	01	00	01	01	00	01	01	0%	0	0	0	0	0										
SA	443	13	C-596	CSX	CSX	Calo	KY	Crummies	KY	2	00	01	01	00	01	01	00	00	00	0%	0	0	0	0	0										
SA	443	14	C-597	CSX	CSX	Middlesboro	KY	Stony Fork Jct	KY	3	00	03	03	00	03	03	00	07	07	0%	0	0	0	0	0										
SA	443	15	C-598	CSX	CSX	Stony Fork Jct	KY	Burley	KY	3	00	03	03	00	03	03	00	07	07	0%	0	0	0	0	0										
SA	443	16	C-599	CSX	CSX	Gilkden	KY	Creech	KY	2	00	03	03	00	03	03	00	08	08	0%	0	0	0	0	0										
SA	443	17	C-600	CSX	CSX	Straight Crk	KY	Clover	KY	21	00	37	37	00	37	37	00	82	82	0%	0	0	0	0	0										
SA	443	18	C-601	CSX	CSX	Straight Crk	KY	Heyburn	KY	5	00	12	12	00	12	12	00	25	25	0%	0	0	0	0	0										
SA	443	19	C-602	CSX	CSX	Heyburn	KY	Wen-Lar	KY	7	00	12	12	00	12	12	00	25	25	0%	0	0	0	0	0										
SA	443	20	C-603	CSX	CSX	Typo	KY	Wahoo	KY	3	00	04	04	00	04	04	00	08	08	0%	0	0	0	0	0										
SA	443	21	C-604	CSX	CSX	Jeff	KY	Kenmont	KY	1	00	14	14	00	14	14	00	32	32	0%	0	0	0	0	0										
SA	443	22	C-605	CSX	CSX	Blackey	KY	Hot Spot	KY	7	00	09	09	00	09	09	00	20	20	0%	0	0	0	0	0										
SA	443	23	C-606	CSX	CSX	Jeff	KY	Vicco	KY	6	00	16	16	00	16	16	00	36	36	0%	0	0	0	0	0										
SA	443	24	C-607	CSX	CSX	Pal	KY	Sapphire	KY	2	00	22	22	00	22	22	00	48	48	0%	0	0	0	0	0										
SA	443	25	C-608	CSX	CSX	Baxter	KY	Cloverlick Jct	KY	21	00	33	33	00	33	33	00	72	72	0%	0	0	0	0	0										
SA	443	26	C-609	CSX	CSX	Cloverlick Jct	KY	Lynch 3	KY	1	00	31	31	00	31	31	00	67	67	0%	0	0	0	0	0										
SA	443	27	C-610	CSX	CSX	Harlan	KY	Parkdale	KY	8	00	12	12	00	12	12	00	28	28	0%	0	0	0	0	0										
SA	443	28	C-611	CSX	CSX	Parkdale	KY	Pittsbury	KY	1	00	09	09	00	09	09	00	20	20	0%	0	0	0	0	0										
SA	443	29	C-612	CSX	CSX	Pittsbury	KY	Highsplint	KY	8	00	09	09	00	09	09	00	20	20	0%	0	0	0	0	0										
SA	443	30	C-613	CSX	CSX	Highsplint	KY	Glenbrook	KY	13	00	03	03	00	03	03	00	06	06	0%	0	0	0	0	0										
SA	443	31	C-614	CSX	CSX	Buffen	KY	Blue Grass 4	KY	3	00	02	02	00	02	02	00	05	05	0%	0	0	0	0	0										
SA	443	32	C-615	CSX	CSX	Dressen	KY	Guiston	KY	4	00	00	00	00	00	00	00	01	01	0%	0	0	0	0	0										
SA	443	33	C-616	CSX	CSX	Guiston	KY	Baldo	KY	3	00	00	00	00	00	00	00	01	01	0%	0	0	0	0	0										
SA	443	34	C-617	CSX	CSX	N Hazard	KY	Quane	KY	4	00	27	27	00	27	27	00	59	59	0%	14	29	15	5,000	10,000	100%						X	X		
SA	443	35	C-618	CSX	CSX	Parkdale	KY	Kenvir 3	KY	1	00	00	00	00	00	00	00	01	11	0%	0	0	0	0	0										

Δ = Change due to Acquisition

(1) 1000% is reported for Δ where the "pre" quantity = zero and the "post" quantity greater than zero

APPENDIX A-1
MASTER TABLE OF ALL RAIL LINE SEGMENTS

PA REF			SEG ID	OWNERSHIP		SEGMENT COUNT 1021 BEGMENT DESCRIPTION				35 733 SEG LENGTH (mi.)	PSGR & FRT TRAIN DATA							FREIGHT RAIL DATA									CRITERIA MET							
											1996 BASE			POST ACQ				MILLION GROSS TONS (1)			HAZ MATERIAL CARS / DAY			EST ANNUAL HAZ MATERIAL CARS (1)			29	19	21	23	24	232	66	82
				PRE ACQ	POST ACQ	BETWEEN		AND			PSGR TRN	FRT TRN	TOTAL	PSGR TRN	FRT TRN	TOTAL	Δ	1996 BASE	POST ACQ	Δ	1996 BASE	POST ACQ	Δ	1996 BASE	POST ACQ	Δ	CURRENT KEY ROUTE SEGMENTS	AIR	NOISE	PSGR TRN	FRT TRN	HAZMAT	NEW KEY ROUTE	NEW MAJOR KEY ROUTE
3A	443	36	C-619	CSX	CSX	High Springs	FL	Newberry	FL	42	0.0	2.9	2.9	0.0	2.9	2.9	0.0	0.1	0.1	0%	0	0	0	0	0	-								
3A	443	37	C-620	CSX	CSX	Starke	FL	Newberry	FL	40	0.0	3.8	3.8	0.0	4.4	4.4	0.6	8.5	7.5	15%	1	1	0	0	0	-								
3A	443	38	C-621	CSX	CSX	Newberry	FL	Dunnellon	FL	47	0.0	2.9	2.9	0.0	3.5	3.5	0.6	5.3	6.3	19%	48	77	29	17,000	28,000	65%						x			
3A	443	39	C-622	CSX	CSX	Dunnellon	FL	Red Level Jct	FL	10	0.0	2.9	2.9	0.0	3.5	3.5	0.6	5.3	6.3	19%	0	0	0	0	0	-								
3A	443	40	C-623	CSX	CSX	Vitis	FL	Lakeland	FL	19	2.0	16.4	18.4	2.0	16.4	18.4	0.0	17.3	18.2	5%	59	62	3	21,000	22,000	5%	x					x			
3A	443	41	C-624	CSX	CSX	Lakeland	FL	Eaton Park	FL	5	0.0	0.2	0.2	0.0	0.2	0.2	0.0	0.1	0.1	0%	0	0	0	0	0	-								
3A	443	42	C-625	CSX	CSX	Bartow	FL	Bowling Green	FL	19	0.0	3.2	3.2	0.0	3.2	3.2	0.0	2.8	2.8	0%	0	0	0	0	0	-								
3A	443	43	C-626	CSX	CSX	Burnetts Lake	FL	Gainesville	FL	14	0.0	3.4	3.4	0.0	3.4	3.4	0.0	0.3	0.3	0%	0	0	0	0	0	-								
3A	443	44	C-627	CSX	CSX	Clearwater	FL	St Petersburg	FL	15	0.0	0.6	0.6	0.0	0.6	0.6	0.0	0.3	0.3	0%	0	0	0	0	0	-								
3A	443	45	C-628	CSX	CSX	Hawthorne	FL	Keuka	FL	11	0.0	0.9	0.9	0.0	0.9	0.9	0.0	0.3	0.3	0%	0	0	0	0	0	-								
3A	443	46	C-629	CSX	CSX	Winston	FL	Mulberry	FL	12	0.0	8.9	8.9	0.0	8.9	8.9	0.0	15.3	15.3	0%	55	58	3	20,000	21,000	5%	x					x			
3A	443	47	C-630	CSX	CSX	Achan	FL	Mulberry	FL	8	0.0	24.0	24.0	0.0	24.0	24.0	0.0	9.4	9.4	0%	34	35	1	12,000	12,000	0%	x								
3A	443	48	C-631	CSX	CSX	Achan	FL	Bonnie	FL	4	0.0	18.0	18.0	0.0	18.0	18.0	0.0	5.7	5.7	0%	0	0	0	0	0	-								
3A	443	49	C-632	CSX	CSX	Achan	FL	Green Bay	FL	4	0.0	8.0	8.0	0.0	8.0	8.0	0.0	13.7	13.7	0%	30	31	1	10,000	11,000	10%	x					x			
3A	443	50	C-633	CSX	CSX	Green Bay	FL	Noralyn	FL	1	0.0	3.0	3.0	0.0	3.0	3.0	0.0	4.0	4.0	0%	0	0	0	0	0	-								
3A	443	51	C-634	CSX	CSX	Agricola	FL	Green Bay	FL	4	0.0	6.0	6.0	0.0	6.0	6.0	0.0	9.9	9.9	0%	9	9	0	3,000	3,000	0%									
3A	443	52	C-635	CSX	CSX	Yeoman Yard	FL	Sutton	FL	5	0.0	25.9	25.9	0.0	25.9	25.9	0.0	37.5	37.5	0%	3	3	0	1,000	1,000	0%									
3A	444	01	C-636	CSX	CSX	Sutton	FL	Big Bend Jct	FL	8	0.0	27.1	27.1	0.0	27.1	27.1	0.0	18.2	18.2	0%	1	1	0	0	0	-								
3A	444	02	C-637	CSX	CSX	Big Bend Jct	FL	Oneco	FL	28	0.0	2.8	2.8	0.0	2.8	2.8	0.0	3.3	3.3	0%	1	1	0	0	0	-								
3A	444	03	C-638	CSX	CSX	Welcome Jct	FL	Plant City	FL	11	0.0	10.9	10.9	0.0	10.9	10.9	0.0	3.1	3.1	0%	0	0	0	0	0	-								
3A	444	04	C-639	CSX	CSX	Edison Jct	FL	Welcome Jct	FL	2	0.0	10.9	10.9	0.0	10.9	10.9	0.0	34.6	34.6	0%	0	0	0	0	0	-								
3A	444	05	C-640	CSX	CSX	Edison Jct	FL	Mulberry	FL	5	0.0	24.0	24.0	0.0	24.0	24.0	0.0	19.4	19.4	0%	5	5	0	1,000	1,000	0%									
3A	444	06	C-641	CSX	CSX	Alert	FL	Bartow	FL	5	0.0	9.3	9.3	0.0	9.3	9.3	0.0	4.6	4.6	0%	6	7	1	2,000	2,000	0%									
3A	444	07	C-642	CSX	CSX	Edison Jct	FL	Brewster	FL	11	0.0	12.0	12.0	0.0	12.0	12.0	0.0	25.4	25.4	0%	1	1	0	0	0	-									
3A	444	08	C-643	CSX	CSX	Brewster	FL	Agrock	FL	4	0.0	12.0	12.0	0.0	12.0	12.0	0.0	17.9	17.9	0%	1	1	0	0	0	-									
3A	444	09	C-644	CSX	CSX	Agrock	FL	Four Corners	FL	12	0.0	1.1	1.1	0.0	1.1	1.1	0.0	3.7	3.7	0%	0	0	0	0	0	-									
3A	444	10	C-645	CSX	CSX	Agrock	FL	Arcadia	FL	35	0.0	0.6	0.6	0.0	0.6	0.6	0.0	0.7	0.7	0%	1	1	0	0	0	-									
3A	444	11	C-646	CSX	CSX	Brewster	FL	Lonesome	FL	12	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.9	1.9	0%	0	0	0	0	0	-									
3A	444	12	C-647	CSX	CSX	Bradley Jct	FL	Pierce	FL	6	0.0	12.0	12.0	0.0	12.0	12.0	0.0	3.2	3.2	0%	0	0	0	0	0	-									
3A	444	13	C-648	CSX	CSX	Achan	FL	Pierce	FL	5	0.0	1.5	1.5	0.0	1.5	1.5	0.0	3.4	3.4	0%	4	4	0	1,000	1,000	0%									
3A	444	14	C-649	CSX	CSX	Alert	FL	Bonnie	FL	2	0.0	4.0	4.0	0.0	4.0	4.0	0.0	6.6	6.6	0%	4	4	0	1,000	1,000	0%									
3A	444	15	C-650	CSX	CSX	Bradley Jct	FL	Agricola	FL	7	0.0	12.0	12.0	0.0	12.0	12.0	0.0	13.1	13.1	0%	0	0	0	0	0	-									
3A	444	16	C-651	CSX	CSX	Agricola	FL	Rockland Jct	FL	8	0.0	4.0	4.0	0.0	4.0	4.0	0.0	5.5	5.5	0%	9	9	0	3,000	3,000	0%									
3A	444	17	C-652	CSX	CSX	Hialeah	FL	Homestead	FL	30	0.0	0.8	0.8	0.0	0.8	0.8	0.0	1.3	1.3	0%	0	0	0	0	0	-									
3A	444	18	C-653	CSX	CSX	Gary	FL	Sulphur Spgs	FL	5	0.0	8.2	8.2	0.0	8.2	8.2	0.0	6.2	6.2	0%	1	1	0	0	0	-									
3A	444	19	C-654	CSX	CSX	Sulphur Spgs	FL	Clearwater	FL	26	0.0	2.2	2.2	0.0	2.2	2.2	0.0	1.2	1.2	0%	1	1	0	0	0	-									
3A	444	20	C-655	CSX	CSX	Welcome Jct	FL	Valrico	FL	12	0.0	20.4	20.4	0.0	20.4	20.4	0.0	31.6	31.6	0%	0	0	0	0	0	-									
3A	444	21	C-656	CSX	CSX	Sulphur Spgs	FL	Rock	FL	45	0.0	1.2	1.2	0.0	1.2	1.2	0.0	2.2	2.2	0%	0	0	0	0	0	-									
3A	445	01	C-657	CR	CSX	Columbus	OH	Hocking	OH	1	0.0	13.4	13.4	0.0	9.5	9.5	-3.9	29.0	11.7	-60%	3	4	1	1,000	1,000	0%									
3A	445	02	C-658	CR	CSX	Galion	OH	Columbus	OH	58	0.0	13.4	13.4	0.0	7.5	7.5	-5.9	28.6	11.8	-59%	49	0	49	17,000	0	-100%									
3A	445	05	C-659	CR	CSX	Crestline	OH	Galion	OH	3	0.0	28.3	28.3	0.0	26.5	26.5	-1.8	66.7	52.1	-22%	136	56	-80	50,000	21,000	-58%	x								
3A	445	06	C-660	CR	CSX	Galion	OH	Marion	OH	23	0.0	18.6	18.6	0.0	23.6	23.6	5.0	39.0	41.5	6%	89	58	-31	32,000	21,000	-34%	x								
3A	445	08	C-661	CR	CSX	Ridgeway	OH	Sidney	OH	38	0.0	24.2	24.2	0.0	31.0	31.0	6.8	51.0	55.0	8%	120	91	-29	43,000	33,000	-23%	x								
3A	445	09	C-662	CR	CSX	Sidney	OH	So. Anderson	IN	88	0.0	29.4	29.4	0.0	26.7	26.7	-2.7	51.4	40.0	-22%	120	70	-50	43,000	25,000	-42%	x								
3A	445	10	C-663	CR	CSX	So. Anderson	IN	Indianapolis	IN	35	0.0	32.0	32.0	0.0	25.7	25.7	-6.3	62.7	41.3	-34%	144	71	-73	52,000	25,000	-52%	x								
3A	445	11	C-664	CR	CSX	Indianapolis	IN	Avon	IN	13	0.0	26.0	26.0	0.0	21.7	21.7	4.3	61.5	38.3	-38%	144	97	-47	52,000	35,000	-33%	x								
3A	445	12	C-665	CR	CSX	Avon	IN	Greencastle	IN	28	0.0	23.0	23.0	0.0	19.9	19.9	-3.1	51.6	41.8	-19%	149	79	-70	54,000	28,000	-48%	x								
3A	445	13	C-666	CR	CSX	Greencastle	IN	Terre Haute	IN	32	0.0	28.4	28.4	0.0	19.9	19.9	-8.5	52.3	41.8	-20%	149	79	-70	54,000	28,000	-48%	x								
3A	445	14	C-667	CR	CSX	Terre Haute	IN	Effingham	IL	69	0.0	23.8	23.8	0.0	16.1	16.1	-7.7	49.5	31.9	-35%	138	74	-64	50,000	27,000	-46%	x								
3A	445	15	C-668	CR	CSX	Effingham	IL	St Elmo	IL	14	0.0	22.3	22.3	0.0	14.1	14.1	-8.2	47.5	27.6	-42%	123	66	-57	44,000	24,000	-45%	x								
3A	445	16	C-669	CR	CSX	St Elmo	IL	E St Louis	IL	83	0.0	16.0	16.0	0.0	9.1	9.1	-6.9	31.5	12.5	-60%	75	18	-57	27,000	8,000	-78%	x								
3A	445	17	C-670	CR	CSX	Terre Haute	IN	Paris	IL	22	0.0	1.6	1.6	0.0	1.7	1.7	0.1	1.7	0.4	-75%	4	0	-4	1,000	0	-100%									
3A	445	18	C-671	CR	CSX	Paris	IL	Chrisman	IL	11	0.0	1.6	1.6	0.0	0.0	0.0	-1.6	1.0	0.0	-100%	4	0	-4	1,000	0	-100%									
3A	445	19	C-672	CR	CSX	Chrisman	IL	Danville	IL	25	0.0	1.6	1.6	0.0	0.0	0.0	-1.6	1.0	0.0	-100%	4	0	-4	1,000	0	-100%									
3A	445	20	C-673	CR	CSX	Danville	IL	Olin	IN	11	0.0	1.8	1.8	0.0	1.8	1.8	0.0	0.5	0.5	0%	1	0	-1	0	0	-									
3A	445	21	C-674	CR	CSX	Indianapolis	IN	Kraft	IN	3	1.4	7.8	9.2	1.4	9.8	11.2	2.0	9.0	9.5	5%	1	1	0	0	0	-				x					
3A	445	22	C-675	CR	CSX	Kraft	IN	Avon	IN	6	1.4	9.6	11.0	1.4	11.6	13.0	2.0	9.0	9.9	10%	1	1	0	0	0	-				x					
3A	445	23	C-676	CR	CSX	Avon	IN	Clermont	IN	4	1.4	8.8	10.2	1.4	8.9	10.3	0.1	12.3	13.1	6%	0	17	17	0	6,000	1000%						x			
3A	445	24	C-677	CR	CSX	Clermont	IN	Crawfordsville	IN	34	1.4	7.4	8.8	1.4	7.5	8.9	0.1	11.8	12.0	1%	0	17	17	0	6,000	1000%						x			
3A	445	25	C-678	CR	CSX	Clermont	IN	Frankfort	IN	37	0.0	1.4	1.4	0.0	1.4	1.4	0.0	0.5	0.5	0%	0	0	0	0	0	-									
3A	445	26	C-679	CR	CSX	Shelbyville	IN	Indianapolis	IN	28	0.0	1.6	1.6	0.0	1.6	1.6	0.0	0.4	0.4	0%	0	1	1	0	0	-									
3A	445	27	C-680	CR	CSX	Stanley	OH	Dunkirk	OH	57	0.0	11.6	11.6	0.0	1.4	1.4	-10.2	19.2	0.4	-98%	13	0	-13	4,000	0	-100%									
3A	445	28	C-681	CR	CSX	Dunkirk	OH	Ridgeway	OH	21	0.0	13.2	13.2	0.0	1.4	1.4	-11.8	19.1	0.4	-98%	14	0	-14	5,000	0	-100%									
3A	445	29	C-682	CR	CSX	Ridgeway	OH	Marysville	OH	22	0.0	22.2	22.2	0.0	9.4	9.4	-12.8	27.0	13.9	-49%	40	4	-36	14,000	1,000	-93%									
3A	445	30	C-683	CR	CSX	Marysville	OH	Derby	OH	19	0.0	22.2	22.2	0.0	5.0	5.0	-17.2	27.0	4.8	-82%	40	4	-36	14,000	1,000	-93%									
3A	445	31	C-684	CR	CSX	Derby	OH	Mounds	OH	3	0.0	2.2	2.2	0.0	2.0	2.0	-0.2	2.5	1.3	-48%	0	4	4	0	1,000	1000%						x			
3A	445	32	C-685	CR	CSX	Mounds	OH	Scioto	OH	8	0.0	2.2	2.2	0.0	2.0	2.0	-0.2	2.5	1.3	-48%	0	4	4	0	1,000	1000%						x			
3A	445	33	C-686	CR	CSX	Decatur	IN	Adams	IN	16	0.0	1.4	1.4	0.0	1.4	1.4	0.0	1.0	1.0	0%	0	0	0	0	0	-									

(1) Change due to Acquisition

(2) 1000% is reported for Δ where the "pre" quantity is zero and the "post" quantity greater than zero

APPENDIX A-1
MASTER TABLE OF ALL RAIL LINE SEGMENTS

ER REF VOL	ER REF PG	ER REF LINE	SEG ID	OWNERSHIP PRE ACQ	OWNERSHIP POST ACQ	SEGMENT COUNT 1022 — SEGMENT DESCRIPTION BETWEEN		AND		SEG LENGTH (mi.) 38.733	PSGR & FRT TRAIN DATA — 1996 BASE PSGR TRN	1996 BASE FRT TRN	1996 BASE TOTAL	POST ACQ PSGR TRN	POST ACQ FRT TRN	POST ACQ TOTAL	Δ	FREIGHT RAIL DATA — MILLION GROSS TONS (1) 1996 BASE	MGT POST ACQ	MGT Δ	HAZ. MATERIAL CARS / DAY 1996 BASE	HMC/D POST ACQ	HMC/D Δ	EST. ANNUAL HAZ. MATERIAL CARS (1) 1996 BASE	EAHMC POST ACQ	EAHMC Δ	229 CURRENT KEY ROUTE SEGMENTS	CRITERIA MET 119 AIR	71 NOISE	93 PSGR TRN	94 FRT TRN	332 HAZMAT	86 NEW KEY ROUTE	62 NEW MAJOR KEY ROUTE
3A	446	40	C-667	CR	CSX	Buffalo	NY	Draw	NY	2	2.0	55.8	57.8	2.0	58.5	60.5	2.7	91.8	110.0	20%	112	128	16	40,000	46,000	15%	x			x		x			
3A	446	41	C-668	CR	CSX	Draw	NY	Buff Crk Jct	NY	1	2.0	55.8	57.8	2.0	52.5	54.5	-3.3	97.3	101.3	4%	112	128	16	40,000	46,000	15%	x					x			
3A	446	42	C-669	CR	CSX	Buff Crk Jct	NY	Buff Seneca	NY	3	2.0	55.8	57.8	2.0	52.5	54.5	-3.3	103.8	101.3	-2%	120	136	16	43,000	49,000	14%	x					x			
3A	446	43	C-690	CR	CSX	Buff Seneca	NY	Ashtabula	OH	123	2.0	50.1	52.1	2.0	50.8	52.8	0.7	102.6	100.2	-2%	112	128	16	40,000	46,000	15%	x					x			
3A	446	45	C-691	CR	CSX	Quaker	OH	Drawbridge	OH	8	2.0	53.4	55.4	2.0	12.9	14.9	-40.5	110.5	16.1	-85%	101	19	-82	36,000	6,000	-83%	x								
3A	47J	46	C-692	CR	CSX	Porter	IN	Willow Creek	IN	6	0.0	9.6	9.6	0.0	0.0	0.0	-9.6	21.3	0.0	-100%	11	0	-11	4,000	0	-100%									
3A	446	47	C-693	CR	CSX	Willow Creek	IN	Ivanhoe	IN	13	0.0	9.6	9.6	0.0	11.4	11.4	1.8	21.3	22.7	6%	11	30	19	4,000	10,000	150%						x	x		
3A	446	48	C-694	CR	CSX	Woodville	OH	Walbridge	OH	14	0.0	2.8	2.8	0.0	2.8	2.8	0.0	2.2	2.2	0%	0	0	0	0	0	-									
3A	446	49	C-695	CR	CSX	CP Maumee	OH	Oak	OH	1	0.0	15.2	15.2	0.0	4.0	4.0	-11.2	38.6	1.0	-97%	17	57	40	6,000	20,000	233%						x	x		x
3A	446	50	C-696	CR	CSX	Oak	OH	Walbridge	OH	2	0.0	15.2	15.2	0.0	4.0	4.0	-11.2	38.6	1.0	-97%	0	0	0	0	0	-									
3A	447	03	C-697	CR	CSX	Readville	MA	Boston	MA	9	150.0	0.1	150.1	150.0	0.1	150.1	0.0	26.3	26.3	0%	0	0	0	0	0	-									
3A	447	04	C-698	CR	CSX	Mansfield	MA	Readville	MA	16	84.0	4.0	88.0	84.0	4.0	88.0	0.0	16.3	16.3	0%	0	0	0	0	0	-									
3A	447	05	C-699	CR	CSX	Attleboro	MA	Mansfield	MA	7	48.0	4.0	52.0	48.0	4.0	52.0	0.0	10.6	10.6	0%	1	1	0	0	0	-									
3A	447	06	C-700	CR	CSX	MA-RI State Line	RI	Attleboro	MA	6	26.0	2.0	28.0	26.0	2.0	28.0	0.0	5.2	5.2	0%	0	0	0	0	0	-									
3A	447	07	C-701	CR	CSX	Bridgeport	CT	New Haven	CT	16	102.0	3.0	105.0	102.0	3.0	105.0	0.0	23.3	23.3	0%	1	1	0	0	0	-									
3A	447	08	C-702	CR	CSX	Norwalk	CT	Bridgeport	CT	16	92.0	2.0	94.0	92.0	2.0	94.0	0.0	20.1	20.1	0%	0	0	0	0	0	-									
3A	447	09	C-703	CR	CSX	New Rochelle	NY	Norwalk	CT	25	225.0	5.0	230.0	225.0	5.0	230.0	0.0	42.0	42.0	0%	0	0	0	0	0	-									
3A	447	10	C-704	CR	CSX	Woodlawn	NY	New Rochelle	NY	5	212.0	2.0	214.0	212.0	2.0	214.0	0.0	38.5	38.5	0%	0	0	0	0	0	-									
3A	447	11	C-705	CR	CSX	MO	NY	Woodlawn	NY	8	332.0	2.0	334.0	332.0	2.0	334.0	0.0	72.0	72.0	0%	0	0	0	0	0	-									
3A	447	12	C-706	CR	CSX	Mill River	CT	Cedar Hill	CT	7	0.0	2.0	2.0	0.0	2.0	2.0	0.0	1.0	1.0	0%	1	1	0	0	0	-									
3A	447	13	C-707	CR	CSX	Readville	MA	Walpole	MA	10	38.0	6.0	44.0	38.0	6.0	44.0	0.0	10.0	10.0	0%	0	0	0	0	0	-									
3A	447	14	C-708	CR	CSX	Walpole	MA	Franklin	MA	9	32.0	2.0	34.0	32.0	2.0	34.0	0.0	7.1	7.1	0%	0	0	0	0	0	-									
3A	447	15	C-709	CR	CSX	Transfer	MA	Tower	MA	10	46.0	2.0	48.0	46.0	2.0	48.0	0.0	9.2	9.2	0%	0	0	0	0	0	-									
3A	447	16	C-710	CR	CSX	Attleboro	MA	Dean	MA	11	0.0	3.6	3.6	0.0	3.6	3.6	0.0	1.5	1.5	0%	1	1	0	0	0	-									
3A	447	17	C-711	CR	CSX	Dean	MA	Cotley	MA	2	0.0	3.6	3.6	0.0	3.6	3.6	0.0	1.2	1.2	0%	1	1	0	0	0	-									
3A	447	18	C-712	CR	CSX	Weir	MA	New Bedford	MA	19	0.0	1.0	1.0	0.0	1.0	1.0	0.0	0.3	0.3	0%	1	1	0	0	0	-									
3A	447	19	C-713	CR	CSX	Swamp	MA	Warf	MA	12	0.0	1.0	1.0	0.0	1.0	1.0	0.0	0.1	0.1	0%	0	0	0	0	0	-									
3A	447	20	C-714	CR	CSX	Fitchburg	MA	Leominster	MA	4	0.0	1.6	1.6	0.0	1.6	1.6	0.0	0.1	0.1	0%	0	0	0	0	0	-									
3A	447	21	C-715	CR	CSX	Leominster	MA	Boro	MA	26	0.0	1.6	1.6	0.0	1.6	1.6	0.0	0.9	0.9	0%	0	0	0	0	0	-									
3A	447	22	C-716	CR	CSX	Boro	MA	Framingham Center	MA	5	0.0	1.6	1.6	0.0	1.6	1.6	0.0	0.6	0.6	0%	0	0	0	0	0	-									
3A	447	23	C-717	CR	CSX	Mansfield	MA	Walpole	MA	9	0.0	4.0	4.0	0.0	4.0	4.0	0.0	4.6	4.6	0%	0	0	0	0	0	-									
3A	447	24	C-718	CR	CSX	Walpole	MA	Medfield Jct	MA	5	0.0	6.0	6.0	0.0	6.0	6.0	0.0	4.6	4.6	0%	0	0	0	0	0	-									
3A	447	25	C-719	CR	CSX	Medfield Jct	MA	Framingham	MA	7	0.0	6.0	6.0	0.0	6.0	6.0	0.0	4.6	4.6	0%	0	0	0	0	0	-									
3A	447	26	C-720	CR	CSX	Boston Beacon Pa	MA	Framingham	MA	18	41.0	9.3	50.3	41.0	8.7	49.7	-0.6	22.3	24.3	9%	13	14	1	4,000	5,000	25%						x			
3A	447	27	C-721	CR	CSX	Framingham	MA	Westboro	MA	12	14.0	15.3	29.3	14.0	14.4	28.4	-0.9	20.6	24.6	19%	25	27	2	9,000	9,000	0%									
3A	447	28	C-722	CR	CSX	Westboro	MA	Worcester	MA	11	14.0	15.3	29.3	14.0	14.4	28.4	-0.9	23.6	25.6	9%	25	27	2	9,000	9,000	0%									
3A	447	29	C-723	CR	CSX	Worcester	MA	Palmer	MA	39	4.0	20.3	24.3	4.0	19.9	23.9	-0.4	27.7	30.5	10%	29	31	2	10,000	11,000	10%						x			
3A	447	30	C-724	CR	CSX	Palmer	MA	Springfield	MA	15	6.0	22.3	28.3	6.0	21.9	27.9	-0.4	27.7	29.6	7%	28	30	2	10,000	10,000	0%									
3A	447	31	C-725	CR	CSX	Springfield	MA	Westfield	MA	11	2.0	22.3	24.3	2.0	22.1	24.1	-0.2	33.0	34.1	3%	42	45	3	15,000	16,000	7%						x			
3A	447	32	C-726	CR	CSX	Westfield	MA	Selkirk	NY	85	2.0	24.3	26.3	2.0	24.1	26.1	-0.2	36.2	38.8	7%	36	39	3	13,000	14,000	8%						x			
3A	447	33	C-727	CR	CSX	Selkirk	NY	Port of Albany	NY	7	0.0	3.0	3.0	0.0	3.0	3.0	0.0	0.9	0.9	0%	0	0	0	0	0	-									
3A	447	34	C-728	CR	CSX	Carmen	NY	S Schenectady	NY	4	0.0	1.6	1.6	0.0	1.6	1.6	0.0	0.2	0.2	0%	1	1	0	0	0	-									
3A	447	35	C-729	CR	CSX	MO	NY	Poughkeepsie	NY	70	154.0	6.0	160.0	154.	6.0	160.0	0.0	33.6	34.6	3%	1	2	1	0	0	-									
3A	447	36	C-730	CR	CSX	Poughkeepsie	NY	Stuyvesant	NY	50	22.0	4.0	26.0	22.0	4.0	26.0	0.0	12.3	13.3	8%	1	2	1	0	0	-									
3A	447	37	C-731	CR	CSX	Stuyvesant	NY	Rensselaer	NY	18	22.0	1.0	23.0	22.0	1.0	23.0	0.0	10.2	10.2	0%	0	0	0	0	0	-									
3A	447	38	C-732	CR	CSX	Stuyvesant	NY	Selkirk	NY	10	0.0	4.0	4.0	0.0	4.0	4.0	0.0	5.8	5.8	0%	1	2	1	0	0	-									
3A	447	40	C-733	CR	CSX	Rensselaer	NY	W Albany	NY	4	14.0	3.4	17.4	14.0	3.4	17.4	0.0	7.8	7.8	0%	1	1	0	0	0	-									
3A	447	41	C-734	CR	CSX	W Albany	NY	Hoffmans	NY	23	7.4	0.1	7.5	7.4	0.1	7.5	0.0	6.8	6.8	0%	0	0	0	0	0	-									
3A	447	42	C-735	CR	CSX	Utica	NY	Syracuse	NY	51	9.0	36.9	45.9	9.0	43.4	52.4	6.5	77.5	88.5	14%	133	163	30	48,000	59,000	23%	x			x		x			
3A	447	44	C-736	CR	CSX	Syracuse	NY	Syracuse Jct	NY	6	9.0	40.0	49.0	9.0	46.6	55.6	6.6	81.8	89.3	9%	86	116	30	31,000	42,000	35%	x			x		x			
3A	447	45	C-737	CR	CSX	Syracuse Jct	NY	Solvay	NY	2	9.0	38.2	47.2	9.0	44.8	53.8	6.6	80.1	91.1	14%	86	111	25	31,000	40,000	29%	x			x		x			
3A	447	46	C-738	CR	CSX	Solvay	NY	Lyons	NY	42	9.0	39.5	48.5	9.0	44.8	53.8	5.3	79.7	91.1	14%	90	111	21	32,000	40,000	25%	x			x		x			
3A	447	47	C-739	CR	CSX	Lyons	NY	Fairport	NY	23	9.0	39.8	48.8	9.0	45.1	54.1	5.3	79.7	90.9	14%	90	111	21	32,000	40,000	25%	x			x		x			
3A	447	48	C-740	CR	CSX	Fairport	NY	Rochester	NY	11	9.0	31.8	40.8	9.0	38.5	45.5	4.7	66.0	72.8	10%	84	105	21	30,000	38,000	27%	x			x		x			
3A	447	49	C-741	CR	CSX	Rochester	NY	Chili	NY	13	9.0	33.4	42.4	9.0	36.9	45.9	3.5	69.0	76.0	10%	86	107	21	31,000	39,000	26%	x			x		x			
3A	447	51	C-742	CR	CSX	Frontier	NY	Buffalo	NY	4	9.0	52.8	61.8	9.0	49.5	58.5	-3.3	100.8	98.0	-3%	122	145	23	44,000	52,000	18%	x					x			
3A	447	52	C-743	CR	CSX	Lock	NY	CP 59	NY	3	0.0	6.0	6.0	0.0	6.0	6.0	0.0	5.4	5.7	5%	0	0	0	0	0	-									
3A	448	01	C-744	CR	CSX	Woodard	NY	Fort	NY	26	0.0	6.0	6.0	0.0	6.0	6.0	0.0	2.3	2.3	0%	1	1	0	0	0	-									
3A	448	02	C-745	CR	CSX	CP 59	NY	CP 22	NY	12	0.0	7.2	7.2	0.0	7.2	7.2	0.0	5.2	5.2	0%	38	0	-38	13,000	0	-100%									
3A	448	05	C-746	CR	CSX	Syracuse	NY	Oswego	NY	30	0.0	1.8	1.8	0.0	1.8	1.8	0.0	1.1	1.1	0%	0	0	0	0	0	-									
3A	448	06	C-747	CR	CSX	Buffalo	NY	Black Rock	NY	7	7.0	1.8	8.8	7.0	1.8	8.8	0.0	1.1	1.1	0%	0	0	0	0	0	-									
3A	448	07	C-748	CR	CSX	Black Rock	NY	Niagara Falls	NY	21	7.0	23.0	30.0	7.0	22.0	29.0	-1.0	16.9	19.0	12%	57	61	4	20,000	22,000	10%	x					x			
3A	448	08	C-749	CR	CSX	Fairport	NY	Genesee Jct	NY	14	0.0	11.4	11.4	0.0	11.2	11.2	-0.2	20.0	19.2	-4%	5	6	1	1,000	2,000	100%						x			
3A	448	09	C-750	CR	CSX	Genesee Jct	NY	Chili	NY	7	0.0	11.4	11.4	0.0	11.8	11.8	0.4	21.0	20.7	-1%	5	6	1	1,000	2,000	100%						x			
3A	448	10	C-751	CR	CSX	Syracuse	NY	Woodard	NY	4	0.0	10.0	10.0	0.0	10.0	10.0	0.0	13.7	13.8	1%	21	22	1	7,000	8,000	14%						x			
3A	448	11	C-752	CR	CSX	Woodard	NY	Philadelphia	NY	84	0.0	7.0	7.0	0.0	7.0	7.0	0.0	10.4	10.5	1%	23	25	2	8,000	9,000	13%						x			
3A	448	12	C-753	CR	CSX	Philadelphia	NY	Massena	NY	71	0.0	11.0	11.0	0.0	11.0	11.0	0.0	9.1	9.2	0%	18	19	1	6,000	6,000	0%									
3A	448	13	C-754	CR	CSX	Massena	NY	Huntingdon	PQ	39	0.0	7.0	7.0	0.0	7.0	7.0	0.0	5.2	5.2	0%	12	13	1	4,000	4,000	0%									

Δ = Change due to Acquisition

(1) 1000% is reported for Δ where the "pre" quantity is zero and the "post" quantity greater than zero

APPENDIX A-1
MASTER TABLE OF ALL RAIL LINE SEGMENTS

SEGMENT COUNT 1022 — 35,733

ER REF VOL	ER REF PG	ER REF LINE	SEQ ID	OWNERSHIP PRE ACQ	OWNERSHIP POST ACQ	SEGMENT DESCRIPTION BETWEEN		AND		SEG LENGTH (mi.)	PSGR & FRT TRAIN DATA 1998 BASE PSGR TRN	1998 BASE FRT TRN	1998 BASE TOTAL	POST ACQ PSGR TRN	POST ACQ FRT TRN	POST ACQ TOTAL	POST ACQ Δ	FREIGHT RAIL DATA MILLION GROSS TONS (1) 1998 BASE	MGT POST ACQ	MGT Δ	HAZ MATERIAL CARS / DAY 1998 BASE	HAZ CARS POST ACQ	HAZ CARS Δ	EST. ANNUAL HAZ MATERIAL CARS (1) 1998 BASE	EST HAZ POST ACQ	EST HAZ Δ	229 CURRENT KEY ROUTE SEGMENTS	CRITERIA MET 115 AIR	71 HORSE	83 PSGR TRN	84 FRT TRN	332 HAZMAT	98 NEW KEY ROUTE	82 NEW MAJOR KEY ROUTE
3A	448	14	C-755	CR	CSX	Huntingdon	PQ	Cecile Jct	PQ	14	0.0	4.0	4.0	0.0	4.0	4.0	0.0	1.2	1.2	0%	10	10	0	3,000	3,000	0%								
3A	448	15	C-756	CR	CSX	Cecile Jct	PQ	Adirondack Jct	PQ	24	0.0	2.0	2.0	0.0	2.0	2.0	0.0	1.2	1.2	0%	0	0	0	0	0	-								
3A	448	16	C-757	CR	CSX	Regis	NY	Philadelphia	NY	11	0.0	1.8	1.8	0.0	1.8	1.8	0.0	0.3	0.3	0%	0	0	0	0	0	-								
3A	448	17	C-758	CR	CSX	Ridgefield Heights	NJ	Newburgh	NY	45	0.0	23.6	23.6	0.0	24.8	24.8	1.2	40.5	48.4	19%	60	87	27	21,000	31,000	48%	X				X			
3A	448	18	C-759	CR	CSX	Newburgh	NY	Selkirk	NY	80	0.0	22.2	22.2	0.0	23.4	23.4	1.2	42.4	48.0	13%	60	87	27	21,000	31,000	48%	X				X			
3A	448	19	C-760	CR	CSX	Newtown Jct	PA	Quakertown	PA	36	164.0	1.6	165.6	164.0	1.6	165.6	0.0	32.0	32.0	0%	0	0	0	0	0	-								
3A	448	20	C-761	CR	CSX	Glenside	PA	Warminster	PA	8	42.0	1.6	43.6	42.0	1.6	43.6	0.0	8.7	8.7	0%	0	0	0	0	0	-								
3A	448	21	C-762	CR	CSX	Jenkintown	PA	Neshaminy Falls	PA	10	48.0	1.6	49.6	48.0	1.6	49.6	0.0	9.6	9.6	0%	0	0	0	0	0	-								
3A	448	22	C-763	CR	CSX	Lansdale	PA	Doylestown	PA	10	34.0	1.6	35.6	34.0	1.6	35.6	0.0	7.4	7.4	0%	0	0	0	0	0	-								
3A	448	23	C-764	CR	CSX	Park Jct	PA	Belmont	PA	1	0.0	17.0	17.0	0.0	18.3	18.3	1.3	33.2	34.4	4%	62	97	35	22,000	35,000	59%						X		
3A	448	24	C-765	CR	CSX	Belmont	PA	West Falls	PA	1	0.0	24.5	24.5	0.0	27.1	27.1	2.6	44.3	50.1	13%	65	104	39	23,000	37,000	61%						X		
3A	448	25	C-766	CR	CSX	West Falls	PA	CP Newtown Jct	PA	4	0.0	11.1	11.1	0.0	11.4	11.4	0.3	13.2	15.6	18%	16	57	41	5,000	20,000	300%						X	X	X
3A	448	26	C-767	CR	CSX	CP Newtown Jct	PA	CP Wood	PA	21	48.0	12.0	60.0	48.0	11.4	59.4	-0.6	16.4	15.6	-1%	56	53	-3	20,000	19,000	-5%								
3A	448	27	C-768	CR	CSX	CP Wood	PA	Trenton	NJ	6	48.0	14.3	62.3	48.0	10.0	58.0	-4.3	16.7	15.6	-7%	0	0	0	0	0	-								
3A	448	28	C-769	CR	CSX	Trenton	NJ	Port Reading	NJ	25	0.0	15.7	15.7	0.0	11.4	11.4	-4.3	17.0	15.6	-8%	20	55	35	7,000	20,000	186%						X	X	X
3A	448	35	C-771	CR	CSX	Brandywine	DE	Chalk Pt	MD	17	0.0	1.4	1.4	0.0	1.4	1.4	0.0	2.3	2.3	0%	0	0	0	0	0	-								
3A	448	36	C-772	CR	CSX	Bowie	MD	Brandywine	MD	25	0.0	1.8	1.8	0.0	1.8	1.8	0.0	2.5	2.5	0%	0	0	0	0	0	-								
3A	448	37	C-773	CR	CSX	Brandywine	MD	Morgantown	MD	21	0.0	1.0	1.0	0.0	1.0	1.0	0.0	2.0	2.0	0%	0	0	0	0	0	-								
3B	464	31a	N-001	NS	NS	Attalla	AL	Norris Yard	AL	48	0.0	7.4	7.4	0.0	12.5	12.5	5.1	21.9	25.2	15%	29	39	10	10,000	14,000	40%	X		X			X		
3B	460	15	N-010	CR	NS	Bell	DE	Edgemoor	DE	1	0.0	5.0	5.0	0.0	11.8	11.8	6.8	5.1	13.5	165%	11	17	6	4,000	6,000	50%			X			X		
3B	464	21	N-020	NS	NS	Howell	GA	Spring	GA	1	0.0	33.3	33.3	0.0	40.4	40.4	7.1	67.5	81.4	21%	88	111	23	32,000	40,000	25%	X		X			X		
3B	464	22	N-022	NS	NS	Spring	GA	Scherer Coal	GA	65	0.0	27.2	27.2	0.0	32.9	32.9	5.7	60.8	67.7	11%	85	107	22	31,000	39,000	26%	X		X			X		
3B	468	09	N-030	NS	NS	IC 95th St	IL	Pullman Jct	IL	1	0.0	2.0	2.0	0.0	5.9	5.9	3.9	4.8	13.4	179%	0	0	0	0	0	-			X	X				
3B	470	19a	N-032	NS	NS	Taylorsville	IL	Granite City	IL	77	0.0	10.0	10.0	0.0	15.0	15.0	5.0	17.1	19.4	13%	21	21	0	7,000	7,000	0%			X					
3B	469	21a	N-033	NS	NS	Tilton	IL	Decatur	IL	71	0.0	22.7	22.7	0.0	39.0	39.0	16.3	29.2	47.9	64%	30	47	17	10,000	17,000	70%	X		X	X		X	X	
3B	463	05	N-034	CR	NS	Colehour	IL	Calumet Park	IL	5	0.0	1.1	1.1	0.0	2.5	2.5	1.4	3.6	8.1	125%	0	2	2	0	0	-			X	X				
3B	470	05	N-040	NS	NS	Alexandria	IN	Muncie	IN	16	0.0	2.6	2.6	0.0	11.8	11.8	9.2	5.6	26.3	370%	7	19	12	2,000	8,000	200%			X	X		X	X	
3B	469	15	N-041	NS	NS	Butler	IN	Ft Wayne	IN	28	0.0	13.6	13.6	0.0	27.3	27.3	13.7	18.8	33.4	99%	16	77	61	5,000	28,000	460%			X	X		X	X	X
3B	463	02	N-042	CR	NS	Control Pt 501	IN	Indiana Hbr	IN	1	14.0	43.4	57.4	14.0	60.3	74.3	16.9	85.9	114.3	33%	208	179	-29	75,000	65,000	-13%			X	X	X	X		
3B	469	15a	N-043	NS	NS	Ft Wayne TC	IN	Ft Wayne Yard	IN	2	0.0	6.6	6.6	0.0	9.6	9.6	3.0	3.1	7.2	132%	0	0	0	0	0	-			X	X					
3B	469	17	N-044	NS	NS	Ft Wayne	IN	Peru	IN	53	0.0	19.0	19.0	0.0	34.9	34.9	15.9	23.3	46.7	100%	32	130	98	11,000	47,000	327%	X		X	X		X	X	X
3B	469	18d	N-045	NS	NS	Lafayette Jct	IN	Tilton	IL	49	0.0	23.6	23.6	0.0	41.0	41.0	17.4	29.8	53.6	80%	30	128	98	10,000	46,000	360%	X		X	X		X	X	X
3B	469	17a	N-046	NS	NS	Peru	IN	Lafayette Jct	IN	53	0.0	18.4	18.4	0.0	40.2	40.2	21.8	23.9	50.8	113%	32	130	98	11,000	47,000	327%	X		X	X		X	X	X
3B	463	03	N-047	CR	NS	Indiana Harbor	IN	South Chgo	IL	8	16.0	41.1	57.1	16.0	45.2	61.2	4.1	81.3	99.5	22%	208	182	-26	75,000	66,000	-12%			X		X				
3B	460	16	N-050	CR	NS	Croxton	NJ	Ridgewood Jct	NJ	17	64.0	4.7	68.7	64.0	7.9	71.9	3.2	14.8	22.3	51%	0	0	0	0	0	-			X		X				
3B	460	27	N-060	CR	NS	Corning	NY	Geneva	NY	57	0.0	0.2	0.2	0.0	1.6	1.6	1.4	0.2	1.2	500%	0	1	1	0	0	-			X	X					
3B	461	09	N-061	CR	NS	Ebenezer Jct	NY	Buffalo	NY	8	0.0	0.0	0.0	0.0	11.4	11.4	11.4	0.0	18.7	82233%	0	52	52	0	18,000	1000%			X	X		X	X	A	
3B	460	19	N-062	CR	NS	Suffern	NY	Campbell Hall	NY	35	18.0	4.7	22.7	18.0	7.7	25.7	3.0	8.2	16.1	96%	1	50	49	0	18,000	1000%			X		X		X	A	
3B	460	25	N-063	CR	NS	Campbell Hall	NY	Port Jervis	NY	30	18.0	7.9	25.9	18.0	12.0	30.0	4.1	14.4	22.4	56%	1	50	49	0	18,000	1000%			X		X		X	A	
3B	460	15a	N-064	CR	NS	Ridgewood Jct	NJ	Suffern	NY	11	94.0	7.6	101.6	94.0	10.6	104.6	3.0	23.2	51.8	123%	0	0	0	0	0	-			X	X	X				
3B	460	24	N-065	CR	NS	Corning	NY	Buffalo	NY	128	0.0	13.6	13.6	0.0	20.6	20.6	7.0	22.8	29.0	27%	7	46	39	2,000	16,000	700%			X			X	X	
3B	469	02	N-070	NS	NS	Buffalo Fw	NY	Ashtabula	OH	128	0.0	13.0	13.0	0.0	25.1	25.1	12.1	19.6	42.7	118%	22	73	51	8,000	26,000	225%			A	A		X	X	X	X
3B	468	13	N-071	NS	NS	Bucyrus	OH	Bellevue	OH	34	0.0	26.0	26.0	0.0	34.5	34.5	8.5	58.3	81.2	39%	37	47	10	13,000	17,000	31%	X		X			X	X	
3B	469	06	N-072	NS	NS	Vermilion	OH	Bellevue	OH	26	0.0	15.6	15.6	0.0	27.0	27.0	11.4	30.6	50.1	64%	26	43	17	9,000	15,000	67%	X		X			X	X	
3B	468	12	N-073	NS	NS	Fairgrounds (Colur	OH	Bucyrus	OH	61	0.0	26.0	26.0	0.0	34.3	34.3	8.3	54.2	76.3	41%	37	67	30	13,000	24,000	85%	X		X			X	V	
3B	462	14	N-074	CR	NS	Cleveland	OH	Shortline Jct	OH	7	0.0	2.0	2.0	0.0	4.2	4.2	2.2	0.7	11.5	1543%	0	19	19	0	6,000	1000%			X	X			X		
3B	469	03	N-075	NS	NS	Ashtabula	OH	Cleveland	OH	50	0.0	13.0	13.0	0.0	36.8	36.8	23.8	19.9	82.4	314%	21	102	81	7,000	37,000	429%	X		X	X		X	X	X
3B	469	32	N-076	NS	NS	Ivorydale	OH	Cincinnati	OH	6	0.0	31.3	31.3	0.0	36.0	36.0	4.7	49.6	65.0	31%	51	92	41	18,000	33,000	83%	X		X			X		
3B	462	17	N-077	CR	NS	Oak Harbor	OH	Miami	OH	22	4.0	48.0	52.0	4.0	61.5	65.5	13.5	99.9	120.3	20%	227	203	-24	82,000	74,000	-10%	X		X	X	X			
3B	462	10a	N-078	CR	NS	Dayton	OH	Ivorydale	OH	48	0.0	11.7	11.7	0.0	18.9	18.9	7.2	24.3	34.9	44%	19	21	2	6,000	7,000	17%			X			X		
3B	469	29	N-079	NS	NS	Oak Harbor	OH	Bellevue	OH	27	0.0	7.7	7.7	0.0	27.2	27.2	19.5	17.2	49.0	185%	9	51	42	3,000	18,000	500%			X	X		X	X		
3B	469	04	N-080	NS	NS	Cleveland	OH	Vermilion	OH	37	0.0	13.5	13.5	0.0	34.1	34.1	20.6	25.5	46.2	81%	26	89	63	9,000	32,000	256%	X		X	X		X	X	X	
3B	462	12	N-081	CR	NS	White	OH	Cleveland	OH	11	2.0	12.5	14.5	2.0	29.7	31.7	17.2	25.9	56.9	131%	35	94	59	12,000	34,000	183%	X		X	X		X	X		X
3B	461	25a	N-082	CR	NS	Youngstown	OH	Ashtabula	OH	59	0.0	11.7	11.7	0.0	23.8	23.8	12.1	31.0	54.5	76%	8	32	24	2,000	11,000	450%			X	X		X	X		
3B	462	11	N-084	CR	NS	Alliance	OH	White	OH	46	2.0	26.4	28.4	2.0	30.1	32.1	3.7	57.5	60.3	5%	82	93	11	29,000	33,000	14%			X		X		X		
3B	468	14	N-085	NS	NS	Bellevue	OH	Sandusky Dock	OH	15	0.0	1.4	1.4	0.0	11.7	11.7	10.3	5.9	14.1	139%	0	2	2	0	0	-			X	X		X			
3B	462	17a	N-086	CR	NS	Miami	OH	Airline	OH	2	4.0	55.4	59.4	4.0	64.0	68.0	8.6	112.4	123.0	9%	236	221	-15	86,000	80,000	-7%	X		X	X	X	X			
3B	459	10	N-090	CR	NS	Rutherford	PA	Harrisburg	PA	6	0.0	44.3	44.3	0.0	57.9	57.9	13.6	85.8	89.6	4%	199	152	-47	72,000	55,000	-24%	X		X	X		X			
3B	461	02	N-091	CR/NS	NS	Harrisburg	PA	Riverton Jct	VA	133	0.0	11.1	11.1	0.0	19.6	19.6	8.5	18.5	33.7	82%	34	31	-3	12,000	11,000	-8%			X	X		X			
3B	459	11	N-092	CR	NS	Harrisburg	PA	Marysville	PA	9	4.0	42.4	46.4	4.0	49.1	53.1	6.7	85.2	100.6	18%	198	124	-74	72,000	45,000	-38%	X		X		X				
3B	461	01	N-093	CR	NS	Harrisburg	PA	Shocks	PA	22	0.0	2.2	2.2	0.0	6.0	6.0	3.8	2.8	6.8	143%	2	3	1	0	1,000	1000%			X	X			X		
3B	459	09	N-094	CR	NS	WM Jct	PA	Rutherford	PA	45	0.0	42.4	42.4	0.0	49.7	49.7	7.3	86.8	91.0	5%	196	131	-65	71,000	47,000	-34%	X		X						
3B	461	25	N-095	CR	NS	Rochester	PA	Youngstown	OH	39	0.0	12.6	12.6	0.0	17.7	17.7	5.1	31.8	37.1	17%	8	32	24	2,000	11,000	450%			X			X	X		
3B	464	13	N-100	NS	NS	Riverton Jct	VA	Roanoke	VA	181	0.0	3.9	3.9	0.0	12.1	12.1	8.2	8.8	28.9	228%	4	16	12	1,000	5,000	400%			X	X		X	X		
3B	468	23	N-110	NS	NS	Elmore	WV	Deepwater	WV	60	0.0	0.3	0.3	0.0	2.3	2.3	2.0	0.5	6.3	1160%	0	0	0	0	0	-			X	X					
3B	462	04	N-111	CR	NS	Deepwater	WV	Fola Mine	WV	17	0.0	0.6	0.6	0.0	2.0	2.0	1.4	1.3	5.8	346%	0	0	0	0	0	-			X	X					
3B	462	24	N-120	CR	NS	Jackson	MI	Kalamazoo	MI	67	8.0	5.4	13.4	8.0	12.0	20.0	6.6	7.8	20.4	162%	0	0	0	0	0	-			X	X	X				
3B	462	23	N-121	CR	NS	West Detroit	MI	Jackson	MI	74	6.0	2.9	8.9	6.0	12.1	18.1	9.2	4.8	19.8	313%	0	0	0	0	0	-			X	X	X	X			

Δ = change due to Acquisition

(1) 1000% is reported for Δ where the "pre" quantity is zero and the "post" quantity greater than zero

APPENDIX A-1
MASTER TABLE OF ALL RAIL LINE SEGMENTS

ER REF VOL	ER REF PG	ER REF LINE	SEG ID	OWNERSHIP PRE ACQ	OWNERSHIP POST ACQ	SEGMENT DESCRIPTION BETWEEN		AND		SEG LENGTH (mi.)	PSGR & FRT TRAIN DATA 1996 BASE PSGR TRN	FRT TRN	TOTAL	POST ACQ PSGR TRN	FRT TRN	TOTAL	Δ	FREIGHT RAIL DATA MILLION GROSS TONS (1) 1996 BASE	POST ACQ	Δ	HAZ MATERIAL CARS / DAY 1996 BASE	POST ACQ	Δ	FRT ANNUAL HAZ MATERIAL CARS (1) 1996 BASE	POST ACQ	Δ	226 CURRENT KEY ROUTE SEGMENTS	CRITERIA MET 110 AIR	111 NOISE	93 PSGR TRN	94 FRT TRN	332 HAZMAT	98 NEW KEY ROUTE	82 NEW MAJOR KEY ROUTE
38	459	01	N 200	CR	NS	Oak Island	NJ	Aldene	NJ	8	58.0	21.5	77.5	58.0	12.5	68.5	-9.0	42.4	26.9	-37%	88	30	-58	32,000	10,000	-69%										
38	459	02	N 201	CR	NS	Aldene	NJ	Manville	NJ	20	0.0	21.8	21.8	0.0	12.8	12.8	-9.0	41.6	25.8	-38%	91	32	-59	33,000	11,000	-67%										
38	459	03	N 202	CR	NS	Manville	NJ	Bethlehem	PA	52	0.0	18.7	18.7	0.0	17.4	17.4	-1.3	30.2	24.1	-20%	75	47	-28	27,000	17,000	-37%										
38	459	04	N 203	CR	NS	Bethlehem	PA	Allentown	PA	3	0.0	17.2	17.2	0.0	13.3	13.3	-3.9	24.8	22.8	-8%	22	31	9	8,000	11,000	38%						x	x			
38	459	05	N 204	CR	NS	Allentown	PA	Bum	PA	3	0.0	24.9	24.9	0.0	21.3	21.3	-3.6	49.7	56.0	13%	86	91	5	31,000	33,000	6%	x						x			
38	459	06	N 205	CR	NS	Bethlehem	PA	Bum	PA	5	0.0	10.1	10.1	0.0	9.6	9.6	-0.5	15.1	11.7	-23%	56	18	-38	20,000	6,000	-70%										
38	459	07	N 206	CR	NS	Bum	PA	Reading Bell Jct	PA	37	0.0	38.4	38.4	0.0	30.9	30.9	-5.5	65.7	67.8	3%	143	108	-35	52,000	39,000	-25%	x									
38	459	08	N 207	CR	NS	Reading Bell Jct	PA	WM Jct	PA	4	0.0	31.2	31.2	0.0	26.3	26.3	-4.9	58.2	55.7	-4%	131	80	-51	47,000	29,000	-38%	x									
38	459	12	N 208	CR	NS	Oak Island	NJ	Greenville	NJ	4	0.0	17.1	17.1	0.0	8.7	8.7	-8.4	22.9	10.1	-56%	36	25	-11	13,000	9,000	-31%										
38	459	13	N 209	CR	NS	Oak Island	NJ	E Rail T V	NJ	6	0.0	10.4	10.4	0.0	15.2	15.2	4.8	15.1	18.4	22%	37	56	19	13,000	20,000	54%						x				
38	459	14	N 210	CR	NS	E Rail T V	NJ	Port Reading	NJ	8	0.0	5.7	5.7	0.0	6.0	6.0	0.3	10.8	8.7	-19%	38	19	-19	13,000	6,000	-54%										
38	459	15	N 211	CR	NS	Port Reading	NJ	South Amboy	NJ	6	0.0	2.9	2.9	0.0	2.4	7.4	-0.5	3.2	1.6	-50%	10	4	-6	3,000	1,000	-67%										
38	459	16	N 212	CR	NS	Bound Brook	NJ	Port Reading	NJ	15	0.0	2.4	2.4	0.0	5.1	5.1	2.7	7.5	7.6	1%	19	14	-5	6,000	5,000	-17%										
38	459	17	N 213	CR	NS	Phillipsburg	NJ	Dover	NJ	47	0.0	1.1	1.1	0.0	1.4	1.4	0.3	0.6	0.5	-17%	0	0	0	0	0	-										
38	459	18	N 214	CR	NS	Hazelton	PA	Lehighton	PA	29	0.0	1.4	1.4	0.0	1.4	1.4	0.0	0.4	0.4	0%	0	0	0	0	0	-										
38	459	19	N 215	CR	NS	Lehighton	PA	Allentown	PA	29	0.0	5.7	5.7	0.0	4.3	4.3	-1.4	8.2	4.1	-50%	8	8	0	2,000	2,000	0%										
38	459	20	N 216	CR	NS	Reading	PA	Reading Bell Jct	PA	2	0.0	6.0	6.0	0.0	4.9	4.9	-1.1	8.5	12.4	46%	13	28	15	4,000	10,000	150%	x					x	x			
38	459	21	N 217	CR	NS	West Falls	PA	Abrams	PA	14	0.0	17.3	17.3	0.0	14.0	14.0	-3.3	24.9	28.0	-24%	60	44	-16	21,000	16,000	-24%	x									
38	459	22	N 218	CR	NS	Abrams	PA	WM Jct	PA	39	0.0	25.1	25.1	0.0	27.4	27.4	2.3	50.8	44.1	-13%	107	70	-37	39,000	25,000	-36%	x									
38	459	24	N 220	CR	NS	Morrisville	PA	Abrams	PA	32	0.0	7.7	7.7	0.0	10.3	10.3	2.6	11.3	12.0	6%	42	23	-19	15,000	8,000	-47%										
38	459	25	N 221	CR	NS	Earnest	PA	Coatsville	PA	29	0.0	1.4	1.4	0.0	1.4	1.4	0.0	1.4	1.7	21%	0	0	0	0	0	-										
38	459	26	N 222	CR	NS	West Falls	PA	Wayne Jct	PA	4	0.0	7.3	7.3	0.0	4.0	4.0	-3.3	14.3	2.4	-83%	32	4	-28	11,000	1,000	-91%										
38	459	27	N 223	CR	NS	Zoo	PA	Arsenal	PA	2	0.0	5.4	5.4	0.0	9.3	9.3	3.9	7.1	14.7	107%	5	24	19	1,000	8,000	700%						x				
38	459	28	N 224	CR	NS	Arsenal	PA	Greenwich	PA	3	0.0	5.4	5.4	0.0	6.9	6.9	1.5	7.1	6.5	-8%	5	2	-3	1,000	0	-100%										
38	459	29	N 225	CR	NS	Eastwick	PA	Marcus Hook	PA	12	0.0	3.0	3.0	0.0	7.8	7.8	4.8	7.0	11.7	67%	15	23	8	5,000	8,000	60%						x				
38	459	30	N 226	CR	NS	CSX Park Jct	PA	Frankford Jct	PA	5	0.0	4.7	4.7	0.0	6.1	6.1	1.4	12.9	8.3	-36%	37	18	-19	13,000	6,000	-54%										
38	459	31	N 227	CR	NS	Frankford Jct	PA	Pavonia	NJ	4	28.0	4.7	32.7	28.0	5.7	33.7	1.0	18.6	14.2	-24%	36	18	-18	13,000	6,000	-54%				x						
38	460	03	N 230	CR	NS	Paulsboro	NJ	Carneys Pnt	NJ	18	0.0	1.7	1.7	0.0	1.7	1.7	0.0	2.2	1.2	-45%	4	2	-2	1,000	0	-100%										
38	460	04	N 232	CR	NS	Bulson St	NJ	Winslow Jct	NJ	23	0.0	1.7	1.7	0.0	0.6	0.6	-1.1	1.7	0.7	-59%	1	0	-1	0	0	-										
38	460	05	N 233	CR	NS	Winslow Jct	NJ	Palermo Coal	NJ	34	0.0	0.3	0.3	0.0	0.3	0.3	0.0	1.1	0.4	-64%	1	0	-1	0	0	-										
38	460	06	N 234	CR	NS	Pavonia	NJ	Burlington	NJ	15	0.0	1.4	1.4	0.0	1.4	1.4	0.0	1.0	0.6	-40%	4	2	-2	1,000	0	-100%										
38	460	14	N 241	CR	NS	Newark	DE	Harrington	DE	56	0.0	3.1	3.1	0.0	4.5	4.5	1.4	6.3	7.0	11%	11	12	1	4,000	4,000	0%										
38	460	15	N 242	CR	NS	Harrington	DE	Pocomoke	DE	64	0.0	1.2	1.2	0.0	1.4	1.4	0.2	1.7	1.6	-6%	3	3	0	1,000	1,000	0%										
38	460	16	N 243	CR	NS	Harrington	DE	Indian River Coal	DE	43	0.0	0.9	0.9	0.0	0.9	0.9	0.0	2.7	2.9	7%	0	0	0	0	0	-										
38	460	17	N 244	CR	NS	Wayne	NJ	Croxton	NJ	19	0.0	0.6	0.6	0.0	0.9	0.9	0.3	0.9	0.8	13%	0	0	0	0	0	-										
38	460	21	N 245	CR	NS	Port Jervis	NY	Binghamton	NY	126	0.0	7.9	7.9	0.0	12.0	12.0	4.1	11.5	19.4	69%	1	50	49	0	18,000	1000%						x	x			
38	460	22	N 246	CR	NS	Binghamton	NY	Waverly	NY	42	0.0	13.0	13.0	0.0	19.9	19.9	6.9	19.1	28.0	47%	1	50	49	0	18,000	1000%						x	x			
38	460	23	N 247	CR	NS	Waverly	NY	Corning	NY	36	0.0	18.4	18.4	0.0	21.4	21.4	5.0	22.5	31.1	38%	2	52	50	0	18,000	1000%						x	x			
38	460	25	N 248	CR	NS	Waverly	NY	Mehoopany	PA	59	0.0	1.5	1.5	0.0	1.5	1.5	0.0	0.9	0.9	0%	1	1	0	0	0	-										
38	460	26	N 249	CR	NS	Sayre	PA	Ludlowvle Coal	NY	49	0.0	2.0	2.0	0.0	1.3	1.3	-0.7	2.4	2.2	-8%	0	0	0	0	0	-										
38	460	27	N 250	CR	NS	Marysville	PA	Enola	PA	5	0.0	23.7	23.7	0.0	18.4	18.4	-5.3	58.1	46.9	-19%	66	51	-15	24,000	18,000	-25%	x									
38	460	28	N 251	CR	NS	Enola	PA	Wago Yorkhaven	PA	18	0.0	19.3	19.3	0.0	12.9	12.9	-6.4	48.0	34.8	-28%	34	28	-6	12,000	10,000	-17%	x									
38	460	30	N 252	CR	NS	Wago Yorkhaven	PA	Perryville	PA	58	0.0	16.0	16.0	0.0	14.1	14.1	-1.9	40.3	31.5	-22%	34	29	-5	12,000	10,000	-17%	x									
38	460	31	N 253	CR	NS	Wago Yorkhaven	PA	York	PA	10	0.0	1.7	1.7	0.0	1.1	1.1	-0.6	2.0	1.9	-5%	1	1	0	0	0	-										
38	460	32	N 254	CR	NS	Cola	PA	Lancaster	PA	12	0.0	2.0	2.0	0.0	1.7	1.7	-0.3	3.5	3.4	-3%	1	1	0	0	0	-										
38	461	03	N 255	CR	NS	Rockville	PA	Watsontown	PA	64	0.0	5.0	5.0	0.0	7.0	7.0	2.0	11.4	15.3	34%	20	12	-8	7,000	4,000	-43%										
38	461	04	N 256	CR	NS	Watsontown	PA	Montgomery	PA	7	0.0	7.8	7.8	0.0	6.9	6.9	-0.7	14.9	15.5	4%	20	12	-8	7,000	4,000	-43%										
38	461	05	N 257	CR	NS	Montgomery	PA	Linden North	PA	22	0.0	3.3	3.3	0.0	5.0	5.0	1.7	4.4	11.0	150%	16	12	-4	5,000	4,000	-20%										
38	461	06	N 258	CR	NS	Montgomery	PA	Linden South	PA	22	0.0	4.2	4.2	0.0	2.0	2.0	-2.2	10.6	4.6	-57%	4	0	-4	1,000	0	-100%										
38	461	07	N 259	CR	NS	Linden	PA	Kealing	PA	59	0.0	7.4	7.4	0.0	7.9	7.9	0.5	15.7	15.8	1%	20	11	-9	7,000	4,000	-43%										
38	461	08	N 260	CR	NS	Keating	PA	Ebenezer Jct	NY	149	0.0	4.2	4.2	0.0	4.2	4.2	0.0	7.7	7.8	1%	22	14	-8	8,000	5,000	-38%										
38	461	10	N 261	CR	NS	Watsontown	PA	Strew Rdg Ct	PA	13	0.0	2.3	2.3	0.0	1.7	1.7	-0.6	5.8	5.7	-2%	0	0	0	0	0	-										
38	461	11	N 262	CR	NS	Marysville	PA	Pitcairn	PA	227	4.0	42.5	46.5	4.0	42.8	46.8	0.3	101.3	88.2	-13%	174	104	-70	63,000	37,000	-41%	x									
38	461	12	N 263	CR	NS	Pitcairn	PA	Jacks Run	PA	18	4.0	32.8	36.8	4.0	36.8	40.8	3.8	70.2	70.7	1%	167	119	-48	60,000	43,000	-28%	x			x						
38	461	13	N 264	CR	NS	Jacks Run	PA	Conway East	PA	18	4.0	50.4	54.4	4.0	49.8	53.8	-0.6	115.5	100.7	-13%	198	124	-74	72,000	45,000	-38%	x									
38	461	14	N 265	CR	NS	Conpit Jct	PA	Avonmre Coal	PA	28	0.0	1.4	1.4	0.0	2.9	2.9	1.5	2.9	2.9	0%	0	0	0	0	0	-										
38	461	15	N 266	CR	NS	Avonmre Coal	PA	Etna	PA	44	0.0	0.6	0.6	0.0	1.7	1.7	1.1	1.5	1.7	13%	0	0	0	0	0	-										
38	461	16	N 267	CR	NS	Etna	PA	Federal St	PA	6	0.0	1.7	1.7	0.0	2.0	2.0	0.3	3.1	3.0	-3%	9	9	0	3,000	3,000	0%										
38	461	17	N 268	CR	NS	Pitcairn	PA	Thomson	PA	3	0.0	9.7	9.7	0.0	6.7	6.7	-3.0	29.0	16.5	-43%	10	0	-10	3,000	0	100%										
38	461	18	N 269	CR	NS	Thomson	PA	Jacks Run	PA	18	0.0	15.5	15.5	0.0	9.9	9.9	-5.6	41.0	26.1	-36%	16	4	-12	5,000	1,000	80%										
38	461	19	N 270	CR	NS	Thomson	PA	W Brownsville	PA	42	0.0	23.1	23.1	0.0	11.8	11.8	-11.3	65.0	33.6	-48%	6	1	-5	2,000	0	-100%										
38	461	20	N 271	CR	NS	W Brownsville	PA	Blacksvle Coal	WV	54	0.0	10.5	10.5	0.0	5.5	5.5	-5.0	31.4	15.8	-50%	0	0	0	0	0	-										
38	461	21	N 272	CR	NS	Blacksvle Coal	WV	Fed 2 Coal	WV	6	0.0	2.4	2.4	0.0	0.9	0.9	-1.5	7.0	2.4	-66%	0	0	0	0	0	-										
38	461	22	N 273	CR	NS	Emerald Coal	PA	Bailey Mined	PA	15	0.0	8.4	8.4	0.0	5.6	5.6	-2.8	27.4	16.4	-40%	0	0	0	0	0	-										
38	461	23	N 274	CR	NS	W Brownsville	PA	Lovehdge Coal	WV	81	0.0	5.2	5.2	0.0	3.1	3.1	-2.1	11.0	6.4	-45%	0	0	0	0	0	-										
38	461	24	N 275	CR	NS	Conway East	PA	Rochester	PA	5	4.0	57.1	61.1	4.0	48.7	52.7	-8.4	130.3	114.5	-12%	207	131	-76	75,000	47,000	-37%	x										
38	461	25	N 276	CR	NS	Ashtabula	OH	Ashtabula Harbor	OH	2	0.0	5.9	5.9	0.0	4.0	4.0	-1.9	15.7	3.0	-81%	0	0	0	0	0	-										
38	461	27	N 277	CR	NS	Hubbard	OH	Oil City	PA	80	0.0	1.9	1.9	0.0	1.8	1.8	-0.1	2.4	2.1	-13%	10	10	0	3,000	3,000	0%										

Δ = Change due to Acquisition

(1) 1996% is assumed for Δ where the 'pre' quantity is zero and the 'post' quantity greater than zero

APPENDIX A-1
MASTER TABLE OF ALL RAIL LINE SEGMENTS

ER REF. VOL	ER REF. PG	ER REF. LINE	SEG ID	OWNERSHIP PRE ACQ	OWNERSHIP POST ACQ	SEGMENT COUNT 1022 BEGMENT DESCRIPTION BETWEEN		AND		35,733 SEG LENGTH (mi.)	PSGR & FRT TRAIN DATA 1996 BASE PSGR TRN	1996 BASE FRT TRN	1996 BASE TOTAL	POST ACQ PSGR TRN	POST ACQ FRT TRN	POST ACQ TOTAL	POST ACQ Δ	FREIGHT RAIL DATA MILLION GROSS TONS (1) 1996 BASE	MGT POST ACQ	MGT Δ	HAZ. MATERIAL CARS / DAY 1996 BASE	HAZ CARS POST ACQ	HAZ CARS Δ	EST. ANNUAL HAZ. MATERIAL CARS (1) 1996 BASE	EST HAZ POST ACQ	EST HAZ Δ	258 CURRENT KEY ROUTE SEGMENTS	CRITERIA MET 119 AIR	71 NOISE	83 PSGR TRN	84 FRT TRN	332 HAZMAT	66 NEW KEY ROUTE	82 NEW MAJOR KEY ROUTE
38	481	28	N 278	CR	NS	Youngstown	OH	Alliance	OH	42	0.0	1.8	1.8	0.0	2.5	2.5	0.7	3.1	2.8	-10%	10		0	3,000	3,000	0%									
38	481	29	N 279	CR	NS	Latimer	OH	Warren	OH	11	0.0	0.9	0.9	0.0	0.6	0.6	-0.3	2.5	1.5	-40%	0	0	0	0	0	-										
38	481	30	N 280	CR	NS	Rochester	PA	Yellow Creek	OH	26	0.0	6.2	6.2	0.0	4.6	4.6	-1.6	14.7	13.6	-7%	5	5	0	1,000	1,000	0%										
38	481	31	N 281	CR	NS	Yellow Creek	OH	Mingo Jct	OH	20	0.0	7.7	7.7	0.0	7.2	7.2	-0.5	18.5	18.9	2%	5	5	0	1,000	1,000	0%										
38	481	32	N 282	CR	NS	Mingo Jct	OH	Weirton	OH	3	0.0	6.0	6.0	0.0	6.9	6.9	0.9	11.5	11.5	0%	5	5	0	1,000	1,000	0%										
38	482	01	N 283	CR	NS	Mingo Jct	OH	Martinsferry	OH	18	0.0	1.7	1.7	0.0	1.4	1.4	-0.3	2.7	2.7	0%	0	0	0	0	0	-										
38	482	02	N 284	CR	NS	Yellow Creek	OH	Alliance	OH	41	0.0	2.0	2.0	0.0	2.6	2.6	0.6	4.7	6.1	30%	0	0	0	0	0	-										
38	482	03	N 285	CR	NS	Rochester	PA	Alliance	OH	57	2.0	37.9	39.9	2.0	26.3	28.3	-11.6	82.3	58.5	-29%	194	97	-97	70,000	35,000	-50%	x									
38	482	04	N 286	CR	NS	Alliance	OH	Crestline	OH	106	0.0	19.1	19.1	0.0	4.1	4.1	-15.0	36.1	8.5	-76%	122	16	-106	44,000	5,000	-89%										
38	482	05	N 287	CR	NS	Columbus	OH	Charleston	WV	185	0.0	4.1	4.1	0.0	3.4	3.4	-0.7	9.5	8.7	-8%	21	22	1	7,000	8,000	14%						x				
38	482	06	N 288	CR	NS	Charleston	WV	Dickinson	WV	14	0.0	4.3	4.3	0.0	4.6	4.6	0.3	7.6	7.2	-5%	11	19	8	4,000	6,000	50%						x				
38	482	07	N 289	CR	NS	Dickinson	WV	Peters Jct	WV	41	0.0	1.8	1.8	0.0	2.7	2.7	1.1	4.5	7.2	60%	0	0	0	0	0	-										
38	482	08	N 290	CR	NS	Scioto	OH	Alton	OH	6	0.0	3.3	3.3	0.0	5.6	5.6	2.3	5.3	8.8	66%	9	3	-6	3,000	1,000	-67%										
38	482	10	N 291	CR	NS	Alton	OH	Dayton	OH	61	0.0	10.9	10.9	0.0	18.0	18.0	7.1	27.4	36.1	32%	22	23	1	8,000	8,000	0%										
38	482	13	N 292	CR	NS	Kinsman	OH	North Randall	OH	9	0.0	0.9	0.9	0.0	1.4	1.4	0.5	0.3	0.3	0%	0	0	0	0	0	-										
38	482	15	N 293	CR	NS	Cleveland	OH	Vermilion (2)	OH	43	4.0	48.4	52.4	4.0	32.9	36.9	-15.5	100.8	69.5	-31%	231	110	-121	84,000	40,000	-52%										
38	482	18	N 294	CR	NS	Vermilion	OH	Oak Harbor	OH	43	4.0	48.3	52.3	4.0	41.4	45.4	-6.9	100.3	82.3	-18%	227	160	-67	82,000	58,000	-29%										
38	482	18	N 295	CR	NS	Airline	OH	River Rouge	MI	50	0.0	11.6	11.6	0.0	14.5	14.5	2.9	22.0	24.0	9%	21	15	-6	7,000	5,000	-29%										
38	482	19	N 296	CR	NS	River Rouge	MI	West Detroit	MI	5	0.0	22.9	22.9	0.0	25.6	25.6	2.7	32.8	32.3	-2%	15	10	-5	5,000	3,000	-40%										
38	482	20	N 297	CR	NS	West Detroit	MI	North Yd	MI	6	0.0	9.4	9.4	0.0	12.1	12.1	2.7	10.5	6.9	-34%	12	7	-5	4,000	2,000	-50%										
38	482	21	N 298	CR	NS	North Yard	MI	Sterling	MI	14	0.0	8.0	8.0	0.0	8.1	8.1	0.1	4.7	2.5	-47%	0	0	0	0	0	-										
38	482	22	N 299	CR	NS	Ecorse Jct	MI	Brownstown	MI	4	0.0	1.4	1.4	0.0	1.4	1.4	0.0	1.7	1.2	-29%	1	0	-1	0	0	-										
38	482	25	N 300	CR	NS	Kalamazoo	MI	Elkhart	IN	55	0.0	7.0	7.0	0.0	6.5	6.5	-0.5	11.0	8.6	-22%	1	2	1	0	0	-										
38	482	26	N 301	CR	NS	Jackson	MI	Lansing	MI	37	0.0	1.6	1.6	0.0	3.1	3.1	1.5	0.9	1.2	33%	0	0	0	0	0	-										
38	483	27	N 302	CR	NS	Kalamazoo	MI	Grand Rapids	MI	49	0.0	1.9	1.9	0.0	3.0	3.0	1.1	2.2	2.8	27%	0	0	0	0	0	-										
38	483	28	N 303	CR	NS	Alvine	OH	Butler	IN	68	4.0	50.4	54.4	4.0	48.2	52.2	-2.2	108.1	92.0	-15%	235	187	-48	85,000	68,000	-20%										
38	483	29	N 304	CR	NS	Butler	IN	Elkhart	IN	63	4.0	51.1	55.1	4.0	39.3	43.3	-11.8	111.3	85.6	-23%	242	142	-100	88,000	51,000	-42%										
38	483	30	N 305	CR	NS	Goshen	IN	Alexandria	IN	99	0.0	4.7	4.7	0.0	6.8	6.8	2.1	13.5	19.9	47%	35	46	11	12,000	16,000	33%						x				
38	483	31	N 306	CR	NS	Alexandria	IN	Anderson	IN	13	0.0	4.3	4.3	0.0	0.0	0.0	-4.3	12.0	0.0	-100%	30	0	-30	10,000	0	-100%										
38	483	32	N 307	CR	NS	Elkhart	IN	Porter	IN	61	4.0	53.0	57.0	4.0	45.2	49.2	-7.8	109.0	101.2	-7%	219	191	-28	79,000	69,000	-13%										
38	483	01	N 308	CR	NS	Porter	IN	Control Pt 501	IN	20	14.0	69.4	83.4	14.0	69.5	83.5	0.1	129.2	131.6	2%	211	186	-25	77,000	67,000	-13%										
38	483	04	N 309	CR	NS	South Chgo	IL	Ashland Ave	IL	9	16.0	28.5	44.5	18.0	12.3	28.3	-16.2	61.8	30.8	-50%	90	53	-37	32,000	19,000	-41%										
38	483	06	N 311	CR	NS	Indiana Harbor	IN	Kankakee	IL	57	0.0	6.6	6.6	0.0	4.0	4.0	-2.6	12.3	7.8	-36%	6	3	-3	2,000	1,000	-50%										
38	483	07	N 312	CR	NS	Kankakee	IL	Streator	IL	49	0.0	4.9	4.9	0.0	5.0	5.0	0.1	8.3	9.2	11%	4	9	5	1,000	3,000	200%						x				
38	483	08	N 313	CR	NS	Streator	IL	Hennepin	IL	32	0.0	2.3	2.3	0.0	1.0	1.0	-1.3	2.9	2.7	-7%	0	1	1	0	0	-										
38	483	09	N 314	CR	NS	Schneider	IL	Wheefld Coal	IL	21	0.0	2.6	2.6	0.0	2.9	2.9	0.3	6.9	6.8	-1%	0	0	0	0	0	-										
38	484	01	N 315	NS	NS	Alexandria	VA	Manassas	VA	22	16.7	7.8	24.5	16.7	9.6	26.3	1.8	12.9	15.4	19%	1	46	45	0	18,000	1000%				x		x	x			
38	484	02	N 316	NS	NS	Manassas	VA	Montview	VA	142	2.2	13.7	15.9	2.2	15.0	17.2	1.3	20.3	23.4	15%	42	35	-7	15,000	12,000	-20%	x			x						
38	484	03	N 317	NS	NS	Montview	VA	Altavista	VA	21	2.0	15.4	17.4	2.0	19.6	21.6	4.2	23.0	30.5	33%	48	50	2	17,000	18,000	6%	x			x		x				
38	484	04	N 318	NS	NS	Altavista	VA	Greensboro	NC	86	2.0	15.9	17.9	2.0	16.6	18.6	0.7	29.1	29.0	-3%	55	40	-15	20,000	14,000	-30%	x									
38	484	05	N 319	NS	NS	Greensboro	NC	Linwood	NC	41	6.0	20.2	26.2	6.0	18.3	24.3	-1.9	32.4	38.2	18%	59	69	10	21,000	25,000	19%	x						x			
38	484	06	N 320	NS	NS	Linwood	NC	Salisbury	NC	9	6.0	24.7	30.7	6.0	23.3	29.3	-1.4	46.5	47.3	2%	78	78	0	28,000	28,000	0%	x									
38	484	07	N 321	NS	NS	Salisbury	NC	Charlotte	NC	50	6.0	21.1	27.1	6.0	18.1	24.1	-3.0	36.7	34.6	-6%	63	51	-12	22,000	18,000	-18%	x									
38	484	08	N 322	NS	NS	Charlotte	NC	Beaumont	SC	70	2.0	18.1	20.1	2.0	14.0	16.0	-4.1	25.5	23.0	-10%	59	45	-14	21,000	16,000	-24%	x									
38	484	09	N 323	NS	NS	Beaumont	SC	Hayne Yd	SC	2	2.0	19.2	21.2	2.0	17.6	19.6	-1.6	27.1	30.0	11%	59	47	-12	21,000	17,000	-19%	x									
38	484	10	N 324	NS	NS	Hayne Yd	SC	Howell	GA	181	2.0	16.9	18.9	2.0	16.5	18.5	-0.4	25.6	29.7	16%	55	52	-3	20,000	18,000	-10%	x									
38	484	11	N 325	NS	NS	Riverton Jct	VA	Manassas	VA	51	0.0	11.3	11.3	0.0	8.8	8.8	-2.5	13.7	10.6	-23%	34	16	-18	12,000	5,000	-58%										
38	484	14	N 326	NS	NS	Cincinnati	OH	SJ Jct	KY	112	0.0	31.0	31.0	0.0	28.0	28.0	-3.0	53.7	55.9	4%	62	89	27	22,000	32,000	45%	x					x				
38	484	15	N 327	NS	NS	SJ Jct	KY	Harriman	TN	144	0.0	37.9	37.9	0.0	35.0	35.0	-2.9	71.5	71.2	0%	94	105	11	34,000	38,000	12%	x					x				
38	484	16	N 328	NS	NS	Harriman	TN	Citico Jct	TN	74	0.0	26.8	26.8	0.0	28.1	28.1	1.5	51.6	53.6	4%	58	67	9	21,000	24,000	14%	x					x				
38	484	17	N 329	NS	NS	Citico Jct	TN	Ooltewah	TN	12	0.0	37.0	37.0	0.0	44.0	44.0	7.0	69.4	82.1	18%	81	103	22	29,000	37,000	28%	x					x				
38	484	18	N 330	NS	NS	Ooltewah	TN	Cohutta	GA	12	0.0	27.9	27.9	0.0	33.4	33.4	5.5	52.2	59.0	13%	46	55	9	16,000	20,000	25%	x					x				
38	484	19	N 331	NS	NS	Cohutta	GA	Austell	GA	108	0.0	32.8	32.8	0.0	36.5	36.5	3.7	66.4	71.0	7%	47	55	8	17,000	20,000	18%	x					x				
38	484	20	N 332	NS	NS	Austell	GA	Howell	GA	16	2.0	49.7	51.7	2.0	50.4	52.4	0.7	97.7	101.4	4%	134	175	41	48,000	63,000	31%	x					x				
38	484	23	N 333	NS	NS	Scherer Coal	GA	Macon Jct	GA	20	0.0	21.9	21.9	0.0	27.4	27.4	5.5	42.7	50.6	19%	86	108	22	31,000	39,000	26%	x					x				
38	484	24	N 334	NS	NS	Macon Jct	GA	Brosnan Yd	GA	2	0.0	37.0	37.0	0.0	40.0	40.0	3.0	72.6	75.0	3%	95	129	34	34,000	47,000	38%						x				
38	484	25	N 335	NS	NS	C of G Jct	GA	Langdale Yd	GA	148	0.0	15.3	15.3	0.0	16.5	16.5	1.2	24.2	27.1	12%	72	74	2	26,000	27,000	4%	x					x				
38	484	26	N 336	NS	NS	Langdale Yd	GA	FEC Bowden Yd	FL	118	0.0	10.8	10.8	0.0	12.4	12.4	1.6	16.7	18.8	13%	40	41	1	14,000	14,000	0%	x									
38	484	27	N 337	NS	NS	Norris Yd	AL	Austell	GA	142	2.0	19.1	21.1	2.0	14.5	16.5	-4.6	37.7	33.6	-11%	90	115	25	32,000	41,000	28%	x					x				
38	484	28	N 338	NS	NS	Norris Yd	AL	Birmingham 50th St	AL	5	2.0	37.4	39.4	2.0	34.3	36.3	-3.1	74.5	74.6	0%	164	152	-12	59,000	55,000	-7%	x									
38	484	29	N 339	NS	NS	Birmingham 50th St	AL	Wilson	AL	141	0.0	9.2	9.2	0.0	5.2	5.2	-4.0	17.8	14.7	-17%	33	27	-6	12,000	9,000	-25%										
38	484	30	N 340	NS	NS	Citico Jct	TN	Chattanooga	TN	2	0.0	63.2	63.2	0.0	55.7	55.7	-7.5	116.6	111.6	-4%	118	149	31	43,000	54,000	26%	x					x				
38	484	31	N 341	NS	NS	Wauhatchie	TN	Attalla	AL	82	0.0	6.5	6.5	0.0	11.9	11.9	5.4	20.1	23.4	16%	26	36	10	10,000	13,000	30%	x					x				
38	484	32	N 342	NS	NS	Birmingham 50th St	AL	Bursful	AL	18	2.0	27.8	29.8	2.0	25.8	27.8	-2.0	52.1	54.7	5%	127	125	-2	46,000	45,000	-2%	x									
38	485	01	N 343	NS	NS	Bursful	AL	Meridian	MS	140	2.0	16.2	18.2	2.0	16.2	18.2	0.0	31.7	36.0	14%	92	94	2	33,000	34,000	3%	x					x				
38	485	02	N 344	NS	NS	Meridian	MS	Oliver Jct	LA	194	2.0	9.1	11.1	2.0	13.5	15.5	4.4	21.0	22.0	5%	71	64	-7	25,000	23,000	-8%	x			x						
38	485	03	N 345	NS	NS	Oliver Jct	LA	KCS Shrewsbury	LA	11	2.0	17.7	19.1	2.0	14.9	16.9	-2.2	28.6	29.7	0%	44	44	0	16,000	16,000	0%	x									
38	485	04	N 346	NS	NS	Oliver Jct	LA	Oliver Yd	LA	2	0.0	15.0	15.0	0.0	18.1	18.1	3.1	28.6	30.6	7%	106	107	1	38,000	39,000	3%	x					x				

Δ = Change due to Acquisition

(1) 1000% is reported for Δ where the "pre" quantity is zero and the "post" quantity is other than zero

APPENDIX A-1
MASTER TABLE OF ALL RAIL LINE SEGMENTS

ER REF VOL	ER REF PG	ER REF LINE	SEG ID	OWNERSHIP PRE ACQ	OWNERSHIP POST ACQ	SEGMENT COUNT 1022 SEGMENT DESCRIPTION BETWEEN		AND		SEG LENGTH (mi.) 30,733	PSGR & FRT TRAIN DATA 1998 BASE PSGR TRN	FRT TRN	TOTAL	PSGR & FRT TRAIN DATA POST ACQ PSGR TRN	FRT TRN	TOTAL	Δ	FREIGHT RAIL DATA MILLION GROSS TONS (1) 1998 BASE	POST ACQ	Δ	HAZ. MATERIAL CARS / DAY 1998 BASE	POST ACQ	Δ	EST. ANNUAL HAZ. MATERIAL CARS (1) 1998 BASE	POST ACQ	Δ	220 CURRENT KEY ROUTE SEGMENTS	CRITERIA MET 110 ABR	71 NORSE	83 PSGR TRN	84 FRT TRN	332 HAZMAT	98 NEW KEY ROUTE	62 NEW MAJOR KEY ROUTE
38	465	06	N 347	NS	NS	Greensboro	NC	Raleigh Yd	NC	83	4.0	5.0	9.0	4.0	5.1	9.1	0.1	10.3	10.2	-1%	31	33	2	11,000	12,000	9%	x					x			
38	465	08	N 348	NS	NS	Raleigh Yd	NC	Chocowinity	NC	100	0.0	2.4	2.4	0.0	2.4	2.4	0.0	6.9	6.4	-7%	40	35	-5	14,000	12,000	-14%										
38	465	07	N 349	NS	NS	Chocowinity	NC	New Bern	NC	30	0.0	2.8	2.8	0.0	2.8	2.8	0.0	2.5	2.3	-8%	11	12	1	4,000	4,000	0%										
38	465	08	N 350	NS	NS	Chocowinity	NC	Lee Creek	NC	31	0.0	3.1	3.1	0.0	2.8	2.8	-0.3	5.1	5.7	12%	28	30	2	10,000	10,000	0%										
38	465	09	N 351	NS	NS	Chocowinity	NC	Plymouth	NC	38	0.0	1.4	1.4	0.0	1.4	1.4	0.0	3.0	3.0	0%	0	0	0	0	0	-										
38	465	10	N 352	NS	NS	Raleigh Jct	NC	Goldsboro	NC	50	4.0	1.6	5.6	4.0	1.6	5.6	0.0	2.2	2.2	0%	7	0	-7	2,000	0	-100%										
38	465	11	N 353	NS	NS	Goldsboro	NC	New Bern	NC	56	0.0	0.9	0.9	0.0	0.9	0.9	0.0	0.1	0.1	0%	0	15	15	0	5,000	1000%						x				
38	465	12	N 354	NS	NS	New Bern	NC	Morehead City	NC	36	0.0	2.0	2.0	0.0	2.6	2.6	0.6	2.3	2.5	9%	11	11	0	4,000	4,000	0%										
38	465	13	N 355	NS	NS	Greensboro	NC	Gulf	NC	51	0.0	1.9	1.9	0.0	1.4	1.4	-0.5	2.9	2.2	-24%	0	0	0	0	0	-										
38	465	14	N 356	NS	NS	Gulf	NC	Raleigh Jct	NC	56	0.0	3.3	3.3	0.0	0.9	0.9	-2.4	0.4	0.7	75%	0	0	0	0	0	-										
38	465	15	N 357	NS	NS	Fayetteville	NC	Fuquay-Varina	NC	44	0.0	1.4	1.4	0.0	1.4	1.4	0.0	0.8	0.8	0%	0	0	0	0	0	-										
38	465	16	N 358	NS	NS	Charlotte Jct	NC	Columbia	SC	109	0.0	9.4	9.4	0.0	4.5	4.5	-4.9	14.5	9.7	-33%	12	8	-4	4,000	2,000	-50%										
38	465	17	N 359	NS	NS	Columbia	SC	Millen	GA	135	0.0	6.0	6.0	0.0	5.2	5.2	-0.8	11.0	8.3	-30%	8	11	3	2,000	4,000	100%						x				
38	465	18	N 360	NS	NS	Salisbury	NC	Asheville	NC	142	0.0	6.6	6.6	0.0	5.4	5.4	-1.2	16.7	14.8	-11%	22	28	6	8,000	10,000	25%						x	x			
38	465	19	N 361	NS	NS	Asheville	NC	Leadvale	TN	74	0.0	8.4	8.4	0.0	7.6	7.6	-0.8	23.2	22.1	-5%	24	31	7	8,000	11,000	38%						x	x			
38	465	20	N 362	NS	NS	Asheville	NC	Hayne Yd	SC	69	0.0	1.5	1.5	0.0	2.4	2.4	0.9	3.3	4.2	27%	0	1	1	0	0	-										
38	465	21	N 363	NS	NS	Beaumont	SC	Columbia	SC	94	0.0	3.7	3.7	0.0	3.7	3.7	0.0	7.5	7.5	0%	0	2	2	0	0	-										
38	465	22	N 364	NS	NS	Andrews Yd	SC	Charleston	SC	120	0.0	5.5	5.5	0.0	4.7	4.7	-0.8	8.0	8.7	9%	5	5	0	1,000	1,000	0%										
38	465	23	N 365	NS	NS	Murphy Jct	SC	Waynesville	NC	27	0.0	2.4	2.4	0.0	1.6	1.6	-0.8	3.2	2.7	-16%	2	1	-1	0	0	-										
38	465	24	N 366	NS	NS	Rock Hill	SC	Kershaw	SC	41	0.0	1.7	1.7	0.0	0.8	0.8	-0.9	1.8	1.0	-44%	1	1	0	0	0	-										
38	465	25	N 367	NS	NS	Eastover	SC	Kingville	SC	5	0.0	2.2	2.2	0.0	1.6	1.6	-0.6	2.5	2.4	-4%	1	1	0	0	0	-										
38	465	26	N 368	NS	NS	Hasskamp	SC	Weleree Coal	SC	18	0.0	2.0	2.0	0.0	1.4	1.4	-0.6	1.5	1.5	0%	0	0	0	0	0	-										
38	465	27	N 369	NS	NS	Anderson	SC	Seneca	SC	24	0.0	2.0	2.0	0.0	1.4	1.4	-0.6	1.9	2.4	26%	0	0	0	0	0	-										
38	465	28	N 370	NS	NS	Green	GA	Wansley Jct	GA	60	0.0	3.5	3.5	0.0	3.5	3.5	0.0	6.7	6.5	-3%	0	0	0	0	0	-										
38	465	30	N 371	NS	NS	Athens	GA	Lula	GA	39	0.0	2.0	2.0	0.0	1.8	1.8	-0.2	1.5	0.9	-40%	0	0	0	0	0	-										
38	465	31	N 372	NS	NS	Industry Yd	GA	Edgewood	GA	95	0.0	1.4	1.4	0.0	1.4	1.4	0.0	0.9	1.1	22%	0	1	1	0	0	-										
38	465	32	N 373	NS	NS	Krannert	GA	Forrestville	GA	12	0.0	4.0	4.0	0.0	2.0	2.0	-2.0	10.2	4.0	-61%	2	0	-2	0	0	-										
38	466	01	N 374	NS	NS	Macon Jct	GA	Millen	GA	112	0.0	10.0	10.0	0.0	11.3	11.3	1.3	22.9	20.4	-11%	22	23	1	8,000	8,000	0%										
38	466	02	N 375	NS	NS	Millen	GA	Savannah	GA	70	0.0	7.4	7.4	0.0	9.0	9.0	1.6	14.2	14.4	1%	18	17	-1	6,000	6,000	0%										
38	466	03	N 376	NS	NS	Brosnan Yd	GA	Brunswick	GA	183	0.0	2.1	2.1	0.0	2.0	2.0	-0.1	3.1	3.1	0%	4	4	0	1,000	1,000	0%										
38	466	04	N 377	NS	NS	Ft Valley	GA	Albany	GA	77	0.0	3.1	3.1	0.0	3.7	3.7	0.6	6.5	6.9	6%	4	4	0	1,000	1,000	0%										
38	466	05	N 378	NS	NS	Albany	GA	Dothan	GA	85	0.0	3.2	3.2	0.0	1.4	1.4	-1.8	3.1	3.1	0%	1	1	0	0	0	-										
38	466	06	N 379	NS	NS	Valdosta	GA	Occidental	FL	42	0.0	5.4	5.4	0.0	3.8	3.8	-1.6	6.7	6.6	-1%	63	65	2	22,000	23,000	5%	x					x				
38	466	07	N 380	NS	NS	Madison	GA	Mogul	GA	68	0.0	2.6	2.6	0.0	1.8	1.8	-0.8	2.8	2.3	-18%	0	0	0	0	0	-										
38	466	08	N 381	NS	NS	E Warrenton	GA	Waynesboro	GA	56	0.0	1.9	1.9	0.0	1.7	1.7	-0.2	1.6	1.6	0%	0	0	0	0	0	-										
38	466	09	N 382	NS	NS	Mahrt	AL	Greenville	GA	75	0.0	2.1	2.1	0.0	1.5	1.5	-0.6	1.9	1.8	-5%	0	0	0	0	0	-										
38	466	10	N 383	NS	NS	Childersburg	AL	Ft Valley	GA	178	0.0	1.8	1.8	0.0	1.9	1.9	0.1	2.2	2.3	5%	1	1	0	0	0	-										
38	466	11	N 384	NS	NS	Ft Valley	GA	Rutland Jct	GA	22	0.0	5.3	5.3	0.0	4.4	4.4	-0.9	9.8	10.0	2%	5	5	0	1,000	1,000	0%										
38	466	12	N 385	NS	NS	Walton	VA	Bulls Gap	TN	187	0.0	8.8	8.8	0.0	10.3	10.3	1.7	12.7	23.2	83%	18	25	7	8,000	9,000	50%						x				
38	466	13	N 386	NS	NS	Bulls Gap	TN	New Line	TN	16	0.0	18.2	18.2	0.0	17.7	17.7	-0.5	39.3	49.3	25%	46	64	18	16,000	23,000	44%	x					x				
38	466	14	N 387	NS	NS	New Line	TN	Sevier Yd	TN	32	0.0	21.9	21.9	0.0	21.1	21.1	-0.8	48.1	60.0	25%	66	98	32	24,000	35,000	46%	x					x				
38	466	15	N 388	NS	NS	Sevier Yd	TN	Cleveland	TN	88	0.0	15.1	15.1	0.0	17.1	17.1	2.0	35.0	44.7	28%	31	50	19	11,000	18,000	64%	x					x				
38	466	16	N 389	NS	NS	Cleveland	TN	Ooltewah	TN	14	0.0	9.2	9.2	0.0	12.6	12.6	3.4	17.1	26.8	56%	35	54	19	12,000	19,000	58%	x					x				
38	466	17	N 390	NS	NS	Cleveland	TN	Collutla	TN	15	0.0	6.3	6.3	0.0	4.6	4.6	-1.7	17.7	15.3	-14%	1	0	-1	0	0	-										
38	466	18	N 391	NS	NS	Bulls Gap	TN	Leadvale	TN	17	0.0	4.4	4.4	0.0	4.3	4.3	-0.1	12.3	12.2	-1%	1	1	0	0	0	-										
38	466	19	N 392	NS	NS	New Line	TN	Leadvale	TN	11	0.0	4.9	4.9	0.0	5.1	5.1	0.2	11.4	10.7	-6%	25	34	9	9,000	12,000	33%	x					x	x			
38	466	20	N 393	NS	NS	Harriman	TN	Sevier Yd	TN	58	0.0	15.8	15.8	0.0	9.4	9.4	-6.2	20.0	23.1	11%	38	40	2	13,000	14,000	8%	x					x				
38	466	21	N 394	NS	NS	Beverly	TN	Burley	KY	68	0.0	3.6	3.6	0.0	2.9	2.9	-0.7	5.6	5.2	-7%	0	0	0	0	0	-										
38	466	22	N 395	NS	NS	Waynatchie	TN	Sheffield	AL	154	0.0	10.2	10.2	0.0	10.8	10.8	0.6	24.7	29.4	19%	29	40	11	10,000	14,000	40%	x					x				
38	466	23	N 396	NS	NS	Sheffield	AL	Wilson	AL	2	0.0	23.1	23.1	0.0	22.2	22.2	-0.9	51.0	51.8	2%	88	84	-4	32,000	30,000	-6%	x					x				
38	466	24	N 397	NS	NS	Wilson	AL	Memphis	TN	144	0.0	14.8	14.8	0.0	16.5	16.5	1.7	33.4	36.7	10%	54	57	3	19,000	20,000	5%	x					x				
38	466	25	N 398	NS	NS	Corinth	MS	Fulton	KY	123	0.0	3.0	3.0	0.0	2.4	2.4	-0.6	3.0	4.0	33%	2	2	0	0	0	-										
38	466	26	N 399	NS	NS	Bulls Gap	TN	Frisco	TN	41	0.0	18.0	18.0	0.0	12.1	12.1	-5.9	40.0	38.8	-3%	23	36	13	8,000	13,000	63%	x					x	x			
38	466	27	N 400	NS	NS	Frisco	TN	Appalchia	VA	46	0.0	12.2	12.2	0.0	9.3	9.3	-2.9	23.8	21.7	-9%	1	0	-1	0	0	-										
38	466	28	N 401	NS	NS	Frisco	TN	St Paul	VA	79	0.0	7.4	7.4	0.0	6.6	6.6	-0.8	22.5	23.8	6%	0	0	0	0	0	-										
38	466	29	N 402	NS	NS	Appalachia	VA	Andover	VA	1	0.0	10.2	10.2	0.0	5.4	5.4	-4.8	17.2	13.3	-23%	2	0	-2	0	0	-										
38	466	30	N 403	NS	NS	Appalachia	VA	Norton	VA	13	0.0	6.1	6.1	0.0	4.3	4.3	-1.8	8.8	8.9	1%	1	0	-1	0	0	-										
38	466	31	N 404	NS	NS	Appalachia	VA	Bundy	VA	11	0.0	3.1	3.1	0.0	2.3	2.3	-0.8	5.5	5.4	-2%	0	0	0	0	0	-										
38	466	32	N 405	NS	NS	Knoxville	VA	Alcoa	TN	15	0.0	1.7	1.7	0.0	1.7	1.7	0.0	0.9	1.0	11%	0	0	0	0	0	-										
38	467	01	N 406	NS	NS	Frisco	TN	Kingsport	TN	6	0.0	4.0	4.0	0.0	4.0	4.0	0.0	4.5	6.2	38%	20	34	14	7,000	12,000	71%						x	x			
38	467	02	N 407	NS	NS	Burstal	AL	Selma	AL	89	0.0	10.6	10.6	0.0	7.2	7.2	-3.4	17.6	15.1	-16%	35	28	-7	12,000	10,000	-17%	x										
38	467	03	N 408	NS	NS	Selma	AL	Mobile	AL	162	0.0	4.6	4.6	0.0	4.9	4.9	0.3	8.2	8.5	4%	27	27	0	9,000	9,000	0%										
38	467	04	N 409	NS	NS	Wilton	AL	Roberta	AL	5	0.0	6.0	6.0	0.0	6.0	6.0	0.0	7.7	8.0	4%	12	2	-10	4,000	0	-100%										
38	467	05	N 410	NS	NS	Roberta	AL	Coosa Pines	AL	33	0.0	2.8	2.8	0.0	2.8	2.8	0.0	5.1	5.4	6%	2	2	0	0	0	-										
38	467	06	N 411	NS	NS	Berry Coal	AL	Parrish	AL	23	0.0	2.3	2.3	0.0	2.3	2.3	0.0	2.9	2.9	0%	0	0	0	0	0	-										
38	467	07	N 412	NS	NS	Lamopolis	AL	Marion Jct	AL	38	0.0	2.0	2.0	0.0	2.0	2.0	0.0	1.5	1.5	0%	0	3	3	0	1,000	1000%						x				
38	467	08	N 413	NS	NS	Maplesville	AL	Montgomery	AL	51	0.0	1.7	1.7	0.0	2.0	2.0	0.3	1.4	1.6	14%	0	0	0	0	0	-										
38	467	09	N 414	NS	NS	Clinton	TN	Pruden	TN	62	0.0	1.2	1.2	0.0	1.2	1.2	0.0	1.2	1.1	-8%	0	0	0	0	0	-										

Δ = Change due to Acquisition

(1) 1000% is reported for Δ where the "pre" quantity is zero and the "post" quantity greater than zero

APPENDIX A-1
MASTER TABLE OF ALL RAIL LINE SEGMENTS

ER REF VOL	ER REF PG	ER REF LINE	SEG ID	OWNERSHIP PRE ACQ	OWNERSHIP POST ACQ	SEGMENT COUNT 1022 SEGMENT DESCRIPTION BETWEEN		AND		35733 SEG LENGTH (mi.)	PSGR & FRT TRAIN DATA 1998 BASE PSGR TRN	1998 BASE FRT TRN	1998 BASE TOTAL	POST ACQ PSGR TRN	POST ACQ FRT TRN	POST ACQ TOTAL	POST ACQ Δ	FREIGHT RAIL DATA MILLION GROSS TONS (1) 1998 BASE	MGT POST ACQ	MGT Δ	HAZ. MATERIAL CARS / DAY 1998 BASE	HAZ CARS POST ACQ	HAZ CARS Δ	EST. ANNUAL HAZ. MATERIAL CARS (1) 1998 BASE	EST CARS POST ACQ	EST CARS Δ	239 CURRENT KEY ROUTE SEGMENTS	CRITERIA MET 119 AIR	71 NOISE	92 PSGR TRN	94 FRT TRN	332 HAZMAT	95 NEW KEY ROUTE	52 NEW MAJOR KEY ROUTE
38	407	10	N-415	NS	NS	Louisville	KY	SJ Jct	KY	87	0.0	13.7	13.7	0.0	11.2	11.2	-2.5	24.8	23.3	-6%	41	44	3	14,000	10,000	14%	x					x			
38	407	11	N-416	NS	NS	Louisville	KY	E St Louis	IL	263	0.0	11.8	11.8	0.0	11.7	11.7	-0.1	21.0	19.9	-5%	38	27	-11	13,000	9,000	-31%	x								
38	407	12	N-417	NS	NS	Norfolk	VA	Burkeville	VA	138	0.0	20.4	20.4	0.0	21.5	21.5	1.1	65.1	65.2	0%	14	12	-2	5,000	4,000	-20%									
38	407	13	N-418	NS	NS	Burkeville	VA	Pamplin	VA	37	0.0	11.4	11.4	0.0	11.8	11.8	0.2	18.4	18.3	-1%	5	2	-3	1,000	0	-100%									
38	407	14	N-419	NS	NS	Pamplin	VA	Roanoke	VA	85	0.0	18.3	18.3	0.0	18.9	18.9	0.6	28.3	32.1	13%	18	13	-5	6,000	4,000	-33%									
38	407	15	N-420	NS	NS	Roanoke	VA	Salem	VA	7	0.0	34.3	34.3	0.0	40.4	40.4	6.1	70.8	84.9	20%	32	41	9	11,000	14,000	27%	x					x			
38	407	16	N-421	NS	NS	Salem	VA	Walton	VA	33	0.0	28.2	28.2	0.0	32.1	32.1	3.9	52.1	56.9	9%	30	40	10	10,000	14,000	40%	x					x			
38	407	17	N-422	NS	NS	Walton	VA	Narrows	VA	30	0.0	21.0	21.0	0.0	21.0	21.0	0.0	38.3	32.6	-15%	18	18	0	5,000	5,000	0%									
38	407	18	N-423	NS	NS	Narrows	VA	Kellysville	WV	11	0.0	34.1	34.1	0.0	35.4	35.4	1.3	104.6	108.9	4%	34	17	-17	12,000	5,000	-50%									
38	407	19	N-424	NS	NS	Kellysville	WV	Bluefield	VA	22	0.0	31.9	31.9	0.0	31.6	31.6	-0.3	96.8	96.3	-1%	33	17	-16	12,000	6,000	-50%									
38	407	20	N-425	NS	NS	Abilene	VA	Pamplin	VA	16	0.0	3.9	3.9	0.0	3.9	3.9	0.0	6.5	5.4	-17%	5	3	-2	1,000	1,000	0%									
38	407	21	N-426	NS	NS	Burkeville	VA	Altavista	VA	78	0.0	9.8	9.8	0.0	11.0	11.0	1.2	50.4	52.2	4%	14	15	1	5,000	5,000	0%									
38	407	22	N-427	NS	NS	Altavista	VA	Tinkers Crk Conn	VA	41	0.0	10.0	10.0	0.0	8.4	8.4	-1.6	59.3	55.8	-6%	19	4	-15	6,000	1,000	-83%									
38	407	23	N-428	NS	NS	Tinkers Crk Conn	VA	Salem	VA	13	0.0	7.8	7.6	0.0	7.7	7.7	0.1	47.3	50.9	8%	16	0	-16	5,000	0	-100%									
38	407	24	N-429	NS	NS	Salem	VA	Narrows	VA	68	0.0	12.0	12.0	0.0	13.5	13.5	1.5	64.0	74.5	16%	17	2	-15	6,000	0	-100%									
38	407	25	N-430	NS	NS	Burkeville	VA	West Point	VA	91	0.0	1.9	1.9	0.0	1.7	1.7	-0.2	2.4	2.6	8%	2	2	0	0	0	-									
38	407	26	N-431	NS	NS	Petersburg	VA	Hopewell	VA	9	0.0	2.4	2.4	0.0	2.0	2.0	-0.4	3.2	3.0	-6%	10	9	-1	3,000	3,000	0%									
38	407	27	N-432	NS	NS	Poe ML	VA	Petersburg	VA	3	0.0	8.4	8.4	0.0	8.0	8.0	-0.4	16.4	12.3	-25%	21	32	11	7,000	11,000	57%	x					x	x		
38	407	28	N-433	NS	NS	Suffolk	VA	Edgerton	VA	71	0.0	1.7	1.7	0.0	1.1	1.1	-0.6	3.1	3.1	0%	0	0	0	0	0	-									
38	407	29	N-434	NS	NS	S Roanoke	VA	Belews Crk Jct	NC	99	0.0	7.0	7.0	0.0	7.9	7.9	0.9	17.8	17.8	0%	5	3	-2	1,000	1,000	0%									
38	407	30	N-435	NS	NS	Belews Crk Jct	NC	Winston Salem	NC	23	0.0	5.6	5.6	0.0	3.7	3.7	-1.9	12.7	8.3	-35%	5	3	-2	1,000	1,000	0%									
38	407	31	N-436	NS	NS	Winston Salem	NC	Greensboro	NC	26	0.0	4.7	4.7	0.0	2.7	2.7	-2.0	6.4	5.6	-13%	6	3	-3	2,000	1,000	-50%									
38	407	32	N-437	NS	NS	Belews Crk Jct	NC	Belews Crk Cl	NC	4	0.0	2.3	2.3	0.0	2.7	2.7	0.4	7.2	8.2	14%	0	0	0	0	0	-									
38	408	01	N-438	NS	NS	Kinney Yd	VA	Brookneal	VA	32	0.0	1.7	1.7	0.0	2.1	2.1	0.4	2.0	2.5	25%	0	0	0	0	0	-									
38	408	02	N-439	NS	NS	Vebrook	VA	Mayo Jct	NC	39	0.0	3.7	3.7	0.0	4.4	4.4	0.7	10.6	12.8	21%	0	0	0	0	0	-									
38	408	03	N-440	NS	NS	South Boston	VA	Clover	VA	16	0.0	0.6	0.6	0.0	0.6	0.6	0.0	1.3	1.7	31%	0	0	0	0	0	-									
38	408	04	N-441	NS	NS	Kimballton	VA	Norcross	VA	2	0.0	1.4	1.4	0.0	2.9	2.9	1.5	1.2	1.8	50%	4	4	0	1,000	1,000	0%									
38	408	05	N-442	NS	NS	Elkton	VA	Harrisonburg	VA	20	0.0	1.8	1.8	0.0	2.8	2.8	1.0	2.8	2.8	8%	1	1	0	0	0	-									
38	408	06	N-443	NS	NS	Bluefield	VA	Iager	WV	56	0.0	27.7	27.7	0.0	28.7	28.7	1.0	83.5	84.1	1%	30	17	-13	10,000	6,000	-40%									
38	408	07	N-444	NS	NS	Iager	WV	Whamcliffe	WV	16	0.0	35.1	35.1	0.0	35.4	35.4	0.3	101.1	101.7	1%	30	17	-13	10,000	6,000	-40%									
38	408	08	N-445	NS	NS	Whamcliffe	WV	Williamson	WV	32	0.0	36.0	36.0	0.0	36.6	36.6	0.6	99.7	100.2	1%	30	17	-13	10,000	6,000	-40%									
38	408	09	N-446	NS	NS	Williamson	WV	Wolf Creek	WV	18	0.0	33.7	33.7	0.0	35.6	35.6	1.9	93.0	93.7	1%	30	18	-12	10,000	6,000	-40%									
38	408	10	N-447	NS	NS	Wolf Creek	WV	Kenova	OH	55	0.0	24.5	24.5	0.0	26.3	26.3	1.8	67.6	67.0	-1%	30	18	-12	10,000	6,000	-40%									
38	408	11	N-448	NS	NS	Kenova	OH	Fairgrounds (Colum	OH	130	0.0	21.1	21.1	0.0	23.3	23.3	2.2	52.7	53.2	1%	36	24	-12	13,000	8,000	-38%									
38	408	12	N-449	NS	NS	Bluefield	VA	Cedar Bluff	VA	34	0.0	6.7	6.7	0.0	6.9	6.9	0.2	15.8	16.8	6%	0	0	0	0	0	-									
38	408	13	N-450	NS	NS	Cedar Bluff	VA	St Paul	VA	42	0.0	11.1	11.1	0.0	10.4	10.4	-0.7	27.6	28.4	3%	0	0	0	0	0	-									
38	408	14	N-451	NS	NS	St Paul	VA	Norton	VA	22	0.0	8.4	8.4	0.0	5.4	5.4	-3.0	17.3	16.5	-7%	0	0	0	0	0	-									
38	408	15	N-452	NS	NS	Norton	VA	Ramsey	VA	5	0.0	3.5	3.5	0.0	2.9	2.9	-0.6	7.8	7.6	-3%	0	0	0	0	0	-									
38	408	16	N-453	NS	NS	Weller	VA	Richlands	VA	46	0.0	4.1	4.1	0.0	4.2	4.2	0.1	7.9	8.0	1%	0	0	0	0	0	-									
38	408	17	N-454	NS	NS	Weller	VA	Devon	WV	27	0.0	5.7	5.7	0.0	6.5	6.5	0.8	22.3	23.1	4%	0	0	0	0	0	-									
38	408	18	N-455	NS	NS	Cedar Bluff	VA	Iager	WV	45	0.0	6.7	6.7	0.0	6.4	6.4	-0.3	18.9	18.8	-1%	0	0	0	0	0	-									
38	408	19	N-456	NS	NS	Kellysville	WV	Elmore	WV	47	0.0	3.7	3.7	0.0	5.4	5.4	1.7	8.7	13.7	57%	0	0	0	0	0	-									
38	408	20	N-457	NS	NS	Elmore	WV	Pinnacle Crk Jct	WV	17	0.0	4.6	4.6	0.0	4.9	4.9	0.3	12.9	13.9	8%	0	0	0	0	0	-									
38	408	21	N-458	NS	NS	Pinnacle Crk Jct	WV	Simon	WV	23	0.0	1.7	1.7	0.0	2.0	2.0	0.3	4.1	4.9	20%	0	0	0	0	0	-									
38	408	22	N-459	NS	NS	Simon	WV	Whamcliffe	WV	23	0.0	3.8	3.8	0.0	4.1	4.1	0.3	12.1	13.2	9%	0	0	0	0	0	-									
38	408	23	N-460	NS	NS	Simon	WV	Kopperston	WV	21	0.0	1.9	1.9	0.0	1.9	1.9	0.0	5.4	5.6	4%	0	0	0	0	0	-									
38	408	24	N-461	NS	NS	Pinnacle Crk Jct	WV	Pinnacle Crk	WV	4	0.0	2.9	2.9	0.0	2.9	2.9	0.0	8.8	8.9	1%	0	0	0	0	0	-									
38	408	25	N-462	NS	NS	Mullens	WV	Winding Gulf	WV	29	0.0	0.4	0.4	0.0	0.4	0.4	0.0	0.6	0.9	50%	0	0	0	0	0	-									
38	408	26	N-463	NS	NS	Amigo	WV	Stone Coal Jct	WV	1	0.0	0.3	0.3	0.0	0.3	0.3	0.0	0.3	0.3	0%	0	0	0	0	0	-									
38	408	27	N-464	NS	NS	Wolf Creek	WV	Pontiki	KY	12	0.0	4.3	4.3	0.0	4.5	4.5	0.2	12.8	13.6	6%	0	0	0	0	0	-									
38	408	28	N-465	NS	NS	Pontiki	KY	Pevler	KY	10	0.0	0.3	0.3	0.0	0.3	0.3	0.0	0.6	0.6	0%	0	0	0	0	0	-									
38	408	29	N-466	NS	NS	Marrowbone	WV	Naugatuck	WV	3	0.0	3.5	3.5	0.0	3.7	3.7	0.2	9.2	11.0	20%	0	0	0	0	0	-									
38	409	01	N-467	NS	NS	Bellevue	OH	Ft Wayne	IN	120	0.0	23.9	23.9	0.0	28.5	28.5	4.6	40.8	43.2	6%	61	27	-34	22,000	9,000	-59%	x								
38	409	02	N-468	NS	NS	Ft Wayne	IN	Hobart	IN	120	0.0	11.7	11.7	0.0	11.1	11.1	-0.6	22.0	14.4	-35%	26	11	-15	9,000	4,000	-56%									
38	409	03a	N-469	NS	NS	Hobart	IN	Hammond	IN	17	0.0	26.3	26.3	0.0	11.2	11.2	-15.1	39.1	13.4	-66%	82	11	-71	29,000	4,000	-86%									
38	409	03	N-470	NS	NS	Hammond	IN	Calumet	IL	8	0.0	26.5	26.5	0.0	13.2	13.2	-13.3	40.7	13.5	-67%	85	11	-74	31,000	4,000	-87%									
38	409	10	N-471	NS	NS	Hadley	IN	Hobart	IN	111	0.0	6.8	6.8	0.0	0.9	0.9	-5.9	9.3	2.3	-75%	55	1	-54	20,000	0	-100%									
38	409	11	N-472	NS	NS	Argos	IN	Dillon	IN	22	0.0	2.3	2.3	0.0	1.4	1.4	-0.9	2.3	0.1	-96%	4	0	-4	1,000	0	-100%									
38	409	12	N-473	NS	NS	Buffalo	NY	Black Rock	NY	7	0.0	10.6	10.6	0.0	5.1	5.1	-5.5	14.3	6.0	-58%	2	6	4	0	2,000	1000%						x			
38	409	13	N-474	NS	NS	Black Rock	NY	St Thomas	ON	131	0.0	1.8	1.8	0.0	2.5	2.5	0.7	1.6	2.5	56%	0	0	0	0	0	-									
38	409	14	N-475	NS	NS	St Thomas	ON	West Detroit	MI	94	0.0	2.0	2.0	0.0	2.4	2.4	0.4	2.7	3.6	33%	0	0	0	0	0	-									
38	409	15	N-476	NS	NS	Oakwood	MI	Butler	IN	107	0.0	15.2	15.2	0.0	17.3	17.3	2.1	18.3	22.5	23%	17	25	8	8,000	9,000	50%						x			
38	409	22	N-477	NS	NS	Decatur	IL	Moberly	MO	209	0.0	10.8	10.8	0.0	17.3	17.3	6.5	15.9	28.1	77%	9	21	12	3,000	7,000	133%						x			
38	409	23	N-478	NS	NS	Moberly	MO	CA Jct	MO	94	0.0	18.6	18.6	0.0	25.9	25.9	7.3	27.7	39.4	42%	18	29	11	8,000	10,000	67%	x					x	x		
38	409	24	N-479	NS	NS	CA Jct	MO	N Kansas City	MO	31	0.0	30.0	30.0	0.0	31.3	31.3	1.3	50.8	56.3	11%	17	22	5	8,000	8,000	35%						x			
38	409	25	N-480	NS	NS	Feeder	ON	Wellerd	ON	6	0.0	2.0	2.0	0.0	2.0	2.0	0.0	1.3	1.3	0%	1	1	0	0	0	-									
38	409	26	N-481	NS	NS	Sheffield Yard	OH	South Lorain	OH	4	0.0	3.6	3.6	0.0	4.6	4.6	1.0	2.6	3.3	27%	0	0	0	0	0	-									
38	409	27	N-482	NS	NS	Milan	OH	Homestead	OH	35	0.0	4.1	4.1	0.0	0.0	0.0	-4.1	6.2	0.0	-100%	5	0	-5	1,000	0	-100%									

Δ = Change due to Acquisition

(1) 1000% is reported for Δ where the "pre" quantity is zero and the "post" quantity greater than zero

APPENDIX A-1
MASTER TABLE OF ALL RAIL LINE SEGMENTS

SEGMENT COUNT 1022 — 35,733

ER REF. VOL	ER REF. PG	ER REF. LINE	SEG ID	OWNERSHIP PRE ACQ	OWNERSHIP POST ACQ	SEGMENT DESCRIPTION BETWEEN		SEGMENT DESCRIPTION AND		SEG LENGTH (mi.)	PSGR & FRT TRAIN DATA 1996 BASE PSGR TRN	1996 BASE FRT TRN	1996 BASE TOTAL	POST ACQ PSGR TRN	POST ACQ FRT TRN	POST ACQ TOTAL	Δ	FREIGHT RAIL DATA MILLION GROSS TONS (1) 1996 BASE	MGT POST ACQ	MGT Δ	HAZ. MATERIAL CARS / DAY 1996 BASE	HMC POST ACQ	HMC Δ	EST. ANNUAL HAZ. MATERIAL CARS (1) 1996 BASE	EAHMC POST ACQ	EAHMC Δ	239 CURRENT KEY ROUTE SEGMENTS	CRITERIA MET 119 AIR	71 NOISE	83 PSGR TRN	84 FRT TRN	333 HAZMAT	85 NEW KEY ROUTE	52 NEW MAJOR KEY ROUTE
38	469	29	N-483	NS	NS	Homestead	OH	Oak Harbor	OH	20	0.0	6.6	6.6	0.0	4.4	4.4	-2.2	16.6	6.3	-44%	9	8	-1	3,000	2,000	-33%										
38	469	30	N-484	NS	NS	Ft Wayne	IN	Muncie	IN	64	0.0	19.6	19.6	0.0	15.0	15.0	-4.6	28.6	21.5	-25%	41	27	-14	14,000	9,000	-36%	x									
38	469	31	N-485	NS	NS	Muncie	IN	Ivorydale	OH	106	0.0	20.6	20.6	0.0	20.5	20.5	-0.1	34.4	40.9	19%	42	67	25	15,000	24,000	60%	x					x				
38	470	01	N-486	NS	NS	Vera	OH	Sardenia	OH	57	0.0	3.4	3.4	0.0	0.0	0.0	-3.4	5.7	0.0	-100%	4	0	-4	1,000	0	-100%										
38	470	02	N-487	NS	NS	Sardenia	OH	Norwood	OH	43	0.0	3.4	3.4	0.0	1.7	1.7	-1.7	5.7	0.3	-95%	4	0	-4	1,000	0	-100%										
38	470	03	N-488	NS	NS	Norwood	OH	Ivorydale	OH	5	0.0	3.4	3.4	0.0	2.0	2.0	-1.4	5.7	1.6	-72%	4	0	-4	1,000	0	-100%										
38	470	04	N-489	NS	NS	Lafayette Jct	IN	Alexandria	IN	67	0.0	3.0	3.0	0.0	4.4	4.4	1.4	5.3	7.8	47%	1	2	1	0	0	-										
38	470	07	N-490	NS	NS	Gibson City	IL	Bement	IL	41	0.0	5.4	5.4	0.0	7.0	7.0	1.6	11.0	18.4	49%	13	20	7	4,000	7,000	75%						x				
38	470	08	N-491	NS	NS	Gibson City	IL	E Peoria	IL	72	0.0	3.1	3.1	0.0	0.9	0.9	-2.2	4.0	2.6	-35%	8	5	-3	2,000	1,000	-50%										
38	470	09	N-492	NS	NS	Decatur	IL	Taylorville	IL	30	0.0	9.7	9.7	0.0	16.7	16.7	7.0	16.0	19.9	24%	17	21	4	6,000	7,000	17%						x				
38	470	10	N-493	NS	NS	Granite City	IL	E St Louis	IL	1	0.0	18.9	18.9	0.0	18.8	18.8	-0.1	18.6	14.8	-20%	26	25	-1	9,000	9,000	0%										
38	470	11	N-494	NS	NS	E St Louis	IL	Luther	MO	6	0.0	20.8	20.8	0.0	22.0	22.0	1.2	20.1	24.2	20%	26	24	-2	9,000	8,000	-11%										
38	470	12	N-495	NS	NS	Luther	MO	Moberly	MO	141	0.0	10.2	10.2	0.0	11.4	11.4	1.2	13.8	14.4	4%	9	8	-1	3,000	2,000	-33%										
38	470	13	N-496	NS	NS	Colleen Coal	IL	CNW Madison	IL	53	0.0	0.6	0.6	0.0	0.7	0.7	0.1	1.9	1.9	0%	0	0	0	0	0	-										
38	462	24a	N-497	CR	NS	Kalamazoo	MI	Porter	IN	97	8.0	0.7	8.7	8.0	7.0	15.0	6.3	7.8	20.4	162%	0	0	0	0	0	-				x						
38	470	06	N-498	NS	NS	IC 95th St	IL	Gibson City	IL	99	4.0	2.0	6.0	4.0	5.2	9.2	3.2	5.6	13.8	146%	20	10	-10	7,000	3,000	-57%				x						
3A	469	8	N-499	NS	NS	Calumet	IL	Landers	IL	8	0.0	23.2	23.2	0.0	18.0	18.0	-5.2	32.7	0.4	-99%	43	57	14	15,000	20,000	33%						x				
3A	450	48	S-001	AMTK	AMTK	Davis	DE	Perryville	MD	21	73.0	4.5	77.5	73.0	12.4	85.4	7.9	25.8	44.8	74%	43	48	5	15,000	17,000	13%		x			x		x			
3A	450	50	S-010	AMTK	AMTK	Baltimore	MD	Bowie	MD	29	117.0	2.4	119.4	117.0	7.7	124.7	5.3	24.7	38.7	46%	1	10	9	0	3,000	1000%		x			x		x			
3A	450	51	S-011	AMTK	AMTK	Bowie	MD	Landover	MD	8	117.0	3.2	120.2	117.0	9.3	126.3	6.1	28.5	43.0	51%	1	10	9	0	3,000	1000%		x			x		x			
3A	450	13	S-020	CR	SHARED	Carleton	MI	Ecorse	MI	20	0.0	2.0	2.0	0.0	11.2	11.2	9.2	0.5	14.5	2802%	0	3	3	0	1,000	1000%		x	x			x	x			
3A	450	09	S-021	CR	SHARED	West Detroit	MI	North Yard	MI	7	0.0	7.9	7.9	0.0	13.2	13.2	5.3	8.2	13.8	119%	9	10	1	3,000	3,000	0%		x	x							
3A	450	11	S-022	CR	SHARED	West Detroit	MI	Delray	MI	2	0.0	12.7	12.7	0.0	16.5	16.5	3.8	11.4	17.5	53%	10	10	0	3,000	3,000	0%		x								
3A	450	43	S-030	AMTK	AMTK	Lane	NJ	Union	NJ	7	277.0	3.4	280.4	277.0	11.0	288.0	7.6	58.6	15.6	29%	17	25	8	6,000	9,000	50%		x			x		x			
3A	450	45	S-031	AMTK	AMTK	Midway	NJ	Morrisville	PA	17	175.0	3.4	178.4	175.0	11.0	186.0	7.6	37.2	54.2	46%	9	15	6	3,000	5,000	67%		x			x		x			
3A	450	21	S-032	CR	SHARED	PN	NJ	Bayway	NJ	9	0.0	10.9	10.9	0.0	16.2	16.2	5.3	10.0	16.2	62%	29	62	33	10,000	22,000	120%		x					x			x
3A	450	44	S-033	AMTK	AMTK	Union	NJ	Midway	NJ	22	189.0	3.4	192.4	189.0	11.0	200.0	7.6	41.4	58.4	41%	18	24	6	6,000	8,000	33%		x			x		x			
3A	450	47	S-040	AMTK	AMTK	Arsenal	PA	Davis	DE	25	131.0	2.3	133.3	131.0	10.5	141.5	5.2	26.4	46.4	63%	36	48	12	13,000	17,000	31%		x	x	x	x	x				
3A	450	46	S-041	AMTK	AMTK	Morrisville	PA	Zoo	PA	29	145.0	3.4	148.4	145.0	7.1	152.1	3.7	32.9	41.2	25%	12	23	11	4,000	8,000	100%		x			x		x			
3A	448	30	S-042	CR	SHARED	South Philadelphia	PA	Field	PA	5	0.0	6.2	6.2	0.0	21.1	21.1	12.9	6.3	25.5	303%	3	21	18	1,000	7,000	600%		x	x		x	x				
3A	450	01	S-200	CR	SHARED	W Brownsville	PA	Waynesburg	PA	28	0.0	19.0	19.0	0.0	19.0	19.0	0.0	46.8	46.8	0%	0	0	0	0	0	-										
3A	450	02	S-201	CR	SHARED	W Brownsville	PA	Catawba Jct	PA	66	0.0	5.6	5.6	0.0	7.4	7.4	1.8	6.0	8.0	33%	1	1	0	0	0	-										
3A	450	03	S-202	CR	SHARED	Catawba Jct	PA	Loveridge Mine	WV	13	0.0	3.6	3.6	0.0	3.6	3.6	0.0	6.0	6.0	0%	0	0	0	0	0	-										
3A	450	04	S-203	CR	SHARED	Waynesburg	PA	Wana	PA	19	0.0	6.4	6.4	0.0	6.4	6.4	0.0	20.5	20.5	0%	0	0	0	0	0	-										
3A	450	05	S-204	CR	SHARED	Wana	PA	Clif	PA	2	0.0	3.4	3.4	0.0	3.4	3.4	0.0	5.8	5.8	0%	0	0	0	0	0	-										
3A	450	06	S-205	CR	SHARED	Clif	PA	Blacksville	PA	5	0.0	3.4	3.4	0.0	3.4	3.4	0.0	3.8	3.8	0%	0	0	0	0	0	-										
3A	450	07	S-206	CR	SHARED	Waynesburg	PA	Bailey	PA	15	0.0	10.2	10.2	0.0	10.2	10.2	0.0	24.4	24.4	0%	0	0	0	0	0	-										
3A	450	08	S-207	CR	SHARED	Clif	PA	Federal	PA	6	0.0	1.8	1.8	0.0	1.8	1.8	0.0	5.8	5.8	0%	0	0	0	0	0	-										
3A	450	10	S-208	CR	SHARED	North Yard	MI	Utica	MI	17	0.0	8.3	8.3	0.0	9.6	9.6	1.3	5.8	5.7	-2%	4	4	0	1,000	1,000	0%										
3A	450	12	S-209	CR	SHARED	Delray	MI	Trenton	MI	10	0.0	14.8	14.8	0.0	18.5	18.5	1.7	27.9	24.0	-14%	9	9	0	3,000	3,000	0%										
3A	450	14	S-210	CR	SHARED	West Detroit	MI	Dearborn	MI	5	8.0	1.6	7.6	8.0	3.4	9.4	1.8	3.2	3.2	0%	4	0	-4	1,000	0	-100%										
3A	450	15	S-211	CR	SHARED	Nave	NJ	N Bergen	NJ	8	0.0	4.4	4.4	0.0	1.4	1.4	-3.0	12.7	0.4	-97%	20	55	35	7,000	20,000	186%						x	x		x	
3A	450	16	S-212	CR	SHARED	N Bergen	NJ	Ridgefield Hts	NJ	6	0.0	23.1	23.1	0.0	22.1	22.1	-1.0	40.5	42.1	4%	60	87	27	21,000	31,000	48%	x					x				
3A	450	17	S-213	NJT	SHARED	Aldene	NJ	High Bridge	NJ	39	56.0	1.6	57.6	56.0	1.6	57.6	0.0	13.0	13.0	0%	0	0	0	0	0	-										
3A	450	18	S-214	NJT	SHARED	Union	NJ	Red Bank	NJ	16	88.0	1.6	89.6	88.0	1.6	89.6	0.0	13.0	13.0	0%	0	0	0	0	0	-										
3A	450	19	S-215	CR	SHARED	Red Bank	NJ	Lakehurst	NJ	29	0.0	1.6	1.6	0.0	1.6	1.6	0.0	0.2	0.2	0%	0	0	0	0	0	-										
3A	450	[illegible]	S-216	CR	SHARED	CQ	NJ	Monmouth Jct	NJ	19	0.0	3.4	3.4	0.0	3.4	3.4	0.0	0.2	0.2	0%	0	0	0	0	0	-										
3A	450	22	S-217	CR	SHARED	Bayway	NJ	PD	NJ	6	0.0	6.0	6.0	0.0	7.7	7.7	1.7	7.0	10.3	47%	19	24	5	6,000	8,000	33%						x				
3A	450	23	S-218	CR	SHARED	PD	NJ	Wood	NJ	3	0.0	4.0	4.0	0.0	4.0	4.0	0.0	3.6	3.6	1%	3	7	4	1,000	2,000	100%						x				
3A	450	24	S-219	CR	SHARED	Jamesburg	NJ	Farmingdale	NJ	19	0.0	1.6	1.6	0.0	1.6	1.6	0.0	0.0	0.0	0%	0	0	0	0	0	-										
3A	450	25	S-220	CR	SHARED	Nave	NJ	CP Green	NJ	4	0.0	18.5	18.5	0.0	16.5	16.5	-2.0	25.2	25.4	1%	40	76	36	14,000	27,000	93%						x				
3A	450	26	S-221	CR	SHARED	Nave	NJ	Croxton	NJ	2	0.0	18.5	18.5	0.0	15.5	15.5	-3.0	25.2	25.1	0%	40	69	29	14,000	25,000	79%						x				
3A	450	27	S-222	CR	SHARED	Green	NJ	Oak Island	NJ	1	0.0	18.5	18.5	0.0	18.5	18.5	0.0	25.2	27.9	11%	40	73	33	14,000	26,000	86%						x				
3A	450	28	S-223	CR	SHARED	Hack	NJ	Croxton	NJ	1	0.0	17.7	17.7	0.0	8.2	8.2	-9.5	17.2	8.3	-52%	9	16	7	3,000	5,000	67%						x				
3A	450	29	S-224	CR	SHARED	Croxton	NJ	North Bergen	NJ	3	0.0	19.1	19.1	0.0	19.2	19.2	0.1	25.1	28.4	13%	47	57	10	17,000	20,000	18%						x				
3A	450	30	S-225	CR	SHARED	Waldo	NJ	Hack	NJ	2	0.0	4.8	4.8	0.0	2.8	2.8	-2.0	7.1	0.7	-90%	16	0	-16	5,000	0	-100%										
3A	450	31	S-226	CR	SHARED	Hack	NJ	Kearny	NJ	2	0.0	17.4	17.4	0.0	8.2	8.2	-9.2	26.5	8.3	-69%	24	16	-8	8,000	5,000	-38%										
3A	450	32	S-227	CR	SHARED	Kearny	NJ	Valley	NJ	4	0.0	19.8	19.8	0.0	5.9	5.9	-13.7	21.2	4.1	-81%	30	16	-14	10,000	5,000	-50%										
3A	450	33	S-228	CR	SHARED	Valley	NJ	NK	NJ	1	0.0	24.5	24.5	0.0	23.7	23.7	-0.8	42.5	38.6	-9%	30	16	-14	10,000	5,000	-50%										
3A	450	34	S-229	CR	SHARED	Pt Reading Jct	NJ	Port Reading	NJ	16	0.0	3.6	3.6	0.0	5.3	5.3	1.7	5.5	7.8	43%	14	13	-1	5,000	4,000	-20%										
3A	450	35	S-230	CR	SHARED	NK	NJ	Boundbrook	NJ	22	56.0	36.0	92.0	56.0	25.5	81.5	-10.5	46.4	42.7	-8%	72	85	13	26,000	31,000	19%						x				
3A	450	36	S-231	CR	SHARED	Boundbrook	NJ	Pt Reading Jct	NJ	3	0.0	34.2	34.2	0.0	27.4	27.4	-6.8	44.2	45.5	3%	82	87	5	29,000	31,000	7%						x				
3A	450	37	S-232	CR	SHARED	Park Jct	PA	Frankford Jct	PA	8	0.0	7.8	7.8	0.0	10.7	10.7	2.9	13.5	17.2	27%	24	31	7	8,000	11,000	38%						x	x			
3A	450	38	S-233	CR	SHARED	Frankford Jct	PA	Camden	NJ	4	0.0	7.8	7.8	0.0	10.7	10.7	2.9	13.3	17.2	29%	24	31	7	8,000	11,000	38%						x	x			
3A	450	39	S-234	CR	SHARED	Eastwick	PA	Lester	PA	8	0.0	3.2	3.2	0.0	3.2	3.2	0.0	5.5	5.6	1%	29	31	2	10,000	11,000	10%	x					x				
3A	450	40	S-235	CR	SHARED	Woodbury	NJ	Paulsboro	NJ	6	0.0	3.2	3.2	0.0	3.2	3.2	0.0	3.7	3.7	0%	32	34	2	11,000	12,000	9%	x					x				
3A	450	41	S-236	CR	SHARED	Paulsboro	NJ	Deepwater	NJ	15	0.0	2.0	2.0	0.0	2.0	2.0	0.0	3.7	3.7	0%	4	4	0	1,000	1,000	0%										
3A	450	42	S-237	CR	SHARED	Cooper	NJ	Woodbury	NJ	9	0.0	2.0	2.0	0.0	2.0	2.0	0.0	4.5	4.5	0%	33	35	2	12,000	12,000	0%	x									

Δ = Change due to Acquisition

(1) 1000% is reported for Δ where the 'pre' quantity is zero and the 'post' quantity greater than zero

APPENDIX A-1
MASTER TABLE OF ALL RAIL LINE SEGMENTS

ER REF. VOL	ER REF. PG	ER REF. LINE	SEG ID	OWNERSHIP PRE ACQ	OWNERSHIP POST ACQ	SEGMENT COUNT 1022 / SEGMENT DESCRIPTION BETWEEN		AND		35,733 SEG LENGTH (mi.)	PSGR & FRT TRAIN DATA 1996 BASE PSGR TRN	FRT TRN	TOTAL	POST ACQ PSGR TRN	FRT TRN	TOTAL	Δ	FREIGHT RAIL DATA MILLION GROSS TONS (1) 1996 BASE	POST ACQ	Δ	HAZ. MATERIAL CARS / DAY 1996 BASE	POST ACQ	Δ	EST. ANNUAL HAZ. MATERIAL CARS (1) 1996 BASE	POST ACQ	Δ	239 CURRENT KEY ROUTE SEGMENTS	CRITERIA MET 219 AIR	71 HOME	93 PSGR TRN	94 FRT TRN	333 HAZMAT	95 NEW KEY ROUTE	92 NEW MAJOR KEY ROUTE
3A	460	49	B-238	AMTK	AMTK	Perryville	MD	Baltimore	MD	32	88.0	14.3	102.3	88.0	15.0	103.8	1.3	41.8	44.8	7%	8	12	4	2,000	4,000	100%					X		X			
3B	460	32	B-239	CR	SHARED	Pavonia	NJ	Woodbury	NJ	9	0.0	3.8	3.8	0.0	5.0	5.0	1.2	9.0	5.3	-41%	0	0	0	0	0	-										
3B	460	03	B-240	CR	SHARED	Woodbury	NJ	Millville	NJ	30	0.0	1.4	1.4	0.0	1.4	1.4	0.0	1.5	0.9	-40%	0	0	0	0	0	-										

Δ = Change due to Acquisition

(1) 1000% is reported for Δ where the "pre" quantity is zero and the "post" quantity greater than zero

APPENDIX B
Safety

APPENDIX B
SAFETY

In June 1997, CSX Corporation (CSX) and Norfolk Southern Corporation (NS), together with Conrail Inc., filed a joint application with the Surface Transportation Board (Board) seeking authority for CSX and NS to acquire control of Conrail. As part of this Acquisition, CSX and NS would divide Conrail's assets between the two companies. The proposed transaction involves over 44,000 miles of rail lines and related facilities extending over a large portion of the eastern United States. CSX and NS have stated that the transaction would increase service capabilities, improve operating efficiency, and promote competition.

The proposed transaction would result in a rerouting of train traffic that would generate increases and decreases in traffic along some rail line segments and in some rail yards. The proposed diversion of highway truck shipments to the expanded CSX and NS systems could result in increased local truck traffic in and around intermodal facilities and a corresponding decrease in long-haul truck traffic. In addition, the rerouting and consolidation activities associated with the proposed Acquisition would involve some rail line abandonment and construction projects and expansion of some rail yards and intermodal facilities.

The Board's Section of Environmental Analysis (SEA) has prepared an Environmental Impact Statement (EIS) to evaluate potential impacts that may result from the proposed Acquisition. As part of the EIS preparation process, a multi-disciplinary team conducted a comprehensive analysis of impacts to safety, traffic and transportation, energy, air quality, noise, cultural resources, hazardous materials, natural resources, land use/socioeconomics, and environmental justice. This Appendix focuses on SEA's approach to safety issues, including:

- Rail operations for freight, intercity passenger and commuter trains.
- Vehicle traffic safety at highway/rail at-grade crossings.
- The potential release of hazardous materials during rail transportation including hazardous materials handling at classification yards and intermodal terminals.

B.1 OVERVIEW

The safety evaluation for rail operations focuses on freight train accidents and passenger train accidents, both intercity and commuter trains. The methods for estimating the potential freight and passenger train safety effects are presented in Sections B.4.1 and B.4.2, respectively. The methods for estimating the potential effects from train/vehicle accidents at highway/rail at-grade crossings is addressed in Section B.4.3. The methods to assess potential safety-related effects resulting from hazardous materials transportation is addressed in Section B.4.4.

B.2 REGULATORY REQUIREMENTS

Federal Railroad Administration

SEA performed analyses in accordance with the Board's regulations in 49 CFR 1105.7 (e)(2), which requires a description of the safety effects of the Acquisition on the local, regional, and national transportation system. The Federal Railroad Administration (FRA) is the Federal agency with plenary authority over the safety of the railroad industry. FRA has regulatory and enforcement powers found in 49 CFR Parts 200 through 240. FRA rules fall within three general categories: procedural; safety; and financial assistance. The principal safety topics are as follows:

Track and Bridge Safety Standards (Part 214). Railroad track maintenance and employee safety standards as set forth in FRA rules 49 CFR Parts 213 and 214. The rules establish standards for the following items:

- Roadbed - Drainage and vegetation.
- Track Geometry - Gauge, alignment, super-elevation on curves and speed limitations.
- Track Structure - Ballast, crossties, defective rails, rail joints, tie plates, switches, turnouts, rail-end mismatch, etc.
- Inspection - Track, switch and track crossing, rail; and inspection records.
- Bridge - Employee safety.
- Roadway Workers - Employee safety.
- Classes of track and operating speed limits - Minimum maintenance and inspection standards established for six classes of track structure associated with maximum allowable operating speed as shown on Table B-1.

Railroad Signal Systems (Parts 233-236). The rules establish design and inspection standards for signal system reporting requirements and grade crossing signal system safety, instructions for discontinuance of a signal system, and installation and maintenance standards for a signal system.

Table B-1
Maximum Operating Speeds by Class of Track

Track Class	Maximum Allowable Freight Train Speed (miles per hour)	Maximum Allowable Passenger Train Speed (miles per hour)
1	10	15
2	25	30
3	40	60
4	60	80
5	80	90
6	110	110

Railroad Power Brakes, Safety Appliances and Locomotive and Freight Car Safety Standards (Parts 210, 215-216, 223, 229-232). Locomotive and freight car safety rules define defective parts such as freight car wheels, air brake systems, axles, roller bearings, trucks, couplers, and passenger and freight car bodies. Car component and train inspection procedures and intervals are also set forth in the rules. Standards for locomotive safety cover items such as brakes, suspension, electrical systems, internal combustion equipment, cabs, cab equipment, and periodic inspections and tests.

Railroad Operating Rules and Practices (Parts 217-221, 225-228, 240). FRA railroad operating rules and practices require that railroads establish a program of operational tests, inspections, record keeping, and instruction on operating rules. Control of alcohol and drug use, hours of service, safety and enforcement procedures are also addressed.

The FRA does not regulate track capacity, per se. Railroads may run any number of trains on a track so long as the operation is in conformance with all FRA regulations. The railroads determine whether or not the track can efficiently handle the number of trains to be operated. This determination is usually based on the amount of delay that can be tolerated on a particular rail line segment.

Other Regulations

Many of the states affected by the proposed Acquisition have legal clearance requirements along rail lines for track centers, bridges, tunnels, platforms, and signals. States that have implemented these regulations have done so to provide safe working conditions for rail workers primarily involved with train operations such as switchmen and brakemen. The appropriate state agency promulgated these requirements working with railroad employees having first-hand experience along the rail lines.

B.2.1 Regulatory Requirements for Rail Transport of Hazardous Materials

Surface Transportation Board

The Surface Transportation Board Manual and 49 CFR 1105.7(e)(7) requires the railroads to identify the following information if they expected that hazardous materials will be transported:

1. Materials and quantity.
2. Frequency of service.
3. Whether chemicals are being transported that, if mixed, could react to form more hazardous compounds.
4. Safety practices (including any speed restrictions).
5. Applicant's safety record (to the extent available) on derailments, accidents, and hazardous spills.
6. Contingency plans to deal with accidental spills.
7. Likelihood of an accidental release of hazardous materials.

Other Regulations

The Comprehensive Environmental Response, Compensation, and Liability Act of 1980 (CERCLA), reference 40 CFR Parts 305 and 306, directed the EPA to investigate uncontrolled or abandoned hazardous waste sites for priority remediation under the Superfund Program by establishing a National Priority List (NPL).

The Resource Conservation and Recovery Act of 1976 (RCRA), reference 40 CFR Parts 264 and 265, called for the EPA to compile a listing of facilities that generate, transport, store, treat, or dispose of hazardous waste.

The FRA has a number of regulations specifically applicable to the rail transport and handling of hazardous materials, notably 49 CFR Parts 171, 172, 173, 178, 179, 180, and 185. The FRA also has a series of regulations at 49 CFR Parts 200-399 that require minimum safety standards for the construction and maintenance of track, rolling stock and signal systems as well as operating rules. These regulations, and others in these Parts, provide assurances that the railroad will conduct operations in a safe manner and minimize the probability of a train accident that may cause the release of a hazardous materials.

B.3 DATA SOURCES AND TYPES

Conrail, CSX, NS, the FRA, and the Association of American Railroads (AAR) provided the data used to evaluate safety effects of the proposed Conrail Acquisition. The three railroads supplemented clarifying information about specific rail lines and yards and terminals, either directly or from the information presented in the Application. Most of the information from the Application was contained in Volumes 3A and 3B of 8, the Operating Plans. SEA obtained FRA data from the FRA's databases of Train Accident/Incident Reports, and from annual summaries thereof published as annual Bulletins. This reporting system has been in place for many years, actually preceding the existence of the FRA, and represents, in general and in the aggregate, an excellent source of consistent accident data. The AAR data are contained in a document titled, "Analysis of Class 1 Railroads, 1996."

B.3.1 Data Types and Sources for Freight Rail Operations

In its determination of the safety effects of highway truck diversions due to the proposed Acquisition, SEA used preliminary 1995 data published by the USDOT Bureau of Transportation (BOT) in its 1997 edition of National Transportation Statistics. NS used 1994 accident rates published by the USDOT National Highway Safety Administration (NHTSA) to generate their accident reduction estimates.

The BOT uses NHTSA as the source of heavy truck accident rate information. There are differences between the personal injury and fatality rates. For injury rate, the 1994 NHTSA rates are higher than the 1995 BOT rate (.55 million VMT versus .17 / million VMT). For the fatality rate, the NHSTA 1994 value of .027/million VMT is two-thirds the 1995 BOT rate of .04/million VMT. These personal injury and fatality rate differences are also present when comparing annual rates between 1990 and 1994.

B.3.2 Data Types and Sources for Highway/Rail At-Grade Crossings

SEA used the latest version of the FRA database to compile accident data for all crossings with at least one accident in the last five years for the identified states and counties. This data included the following attributes for analysis:

- State.
- County.
- FRA crossing identification number.
- Number of trains.
- Average daily vehicular traffic.

- Types of highway/rail at-grade crossing warning devices.
- Number of accidents.

B.3.3 Data Types and Sources for Rail Transport of Hazardous Materials

The United States Department of Transportation (DOT) Hazardous Materials Incident Reporting System (HMIRS) data and reports summarize the frequency, size, and nature of previously reported incidents. SEA examined and summarized previously published analyses of specific hazardous materials transportation concerns, including chemicals and nuclear materials. Examples include the *Waste Isolation Pilot Plant Disposal Phase Draft Supplemental Environmental Impact Statement* (DOE 1996), Alexeeff, et al. (1994) and Lindell and Perry (1997). SEA studied railroad and state and local contingency plans to gain an understanding of how the railroads and government authorities would work to limit the consequences of any accident involving hazardous materials transportation. SEA examined specifications for containers and rail cars to gain an understanding of the engineering measures in place to prevent any release of hazardous materials in the event of an accident. SEA used this information to assess the adequacy of existing means of preventing accidents and to develop mitigation strategies. SEA carefully reviewed the Applicants' Environmental Report and correlated data presented therein with other available data sources.

Hazardous Materials Release Reportability and Size

The HMIRS database is intended to capture all incidents of hazardous materials releases in transportation nationwide, regardless of reporting requirements for the transportation regulatory agencies (e.g. FRA's Form 6180-54 for railroads). Because the majority of hazardous materials releases are very small, there is a distinct difference in both the frequency of releases and the distribution of the quantity of hazardous materials released between reportable releases and non-reportable releases.

For the period 1971-1996, the HMIRS includes records for releases from 16,383 railroad cars, an average of about 630 per year. Examination of the reported damages and casualties associated with these releases indicates that 1,762 of them would meet the FRA reportability criteria (i.e., an average of 68 per year). By comparison, during the combined periods 1985-1989 and 1994-1996, hazardous materials releases were reported to the FRA from 542 cars, also an average of 68 per year. Therefore, only about 11 percent of hazardous materials releases in the HMIRS database meet FRA reportability requirements.

B.4 ASSUMPTIONS, EVALUATION CRITERIA AND ANALYSIS

The general analytic approach for quantitative evaluation of safety effects was to:

- Associate historical accident information, for example, number of accidents per year, with historical operations production information, such as annual train-miles or switch engine hours.

- Use knowledge of the operations and statistical methods such as regression analysis, to estimate a relationship, generally expressed as an accident rate (for example, accidents per million train-miles, or switch engine hours).

- Extrapolate the information to apply to the changed operations presented by the Applicants.

Separate analyses were conducted for passenger and freight train operations, hazardous materials accidents, and highway/rail at-grade crossing accidents. Each specific area of accident analysis has historically been studied within the industry, and SEA used the results of those historic studies as the springboard for these specific analyses.

B.4.1 Analysis Methods for Freight Operations Safety Effects

SEA employed two distinct methods in the evaluation of potential freight effects that could result from the proposed Acquisition. First, a system-wide method was used to estimate the potential net effects. SEA also used a segment-specific method to evaluate the 54 segments that would experience a traffic increase meeting the Board's threshold of an eight trains per day increase.

System-Wide Safety Effects Analysis

SEA examined system-wide freight operations accident risk for the pre- and post-Acquisition configurations, with identification of mainline, yard, and terminal accidents. The individual occurrence of train accidents are both infrequent and unpredictable. The number occurring on any single carrier, or even nationwide, varies significantly around a long-term average rate. As an example, the national accident rate was at its most stable (since 1965) from 1986 through 1992 based on FRA data. During that period, the annual per-train-mile accident rates varied between 87 and 120 percent of the average rate for the period as shown on Tables B-2 through B-4. For smaller units of analysis (e.g. individual railroads, and especially individual routes), the variability around a long-term average will actually be higher; this is in accord with the mathematical Central Limit Theorem (commonly called the "law of large numbers")[1]. SEA

[1] For a relatively straightforward discussion, see Hillier and Lieberman, *Introduction to Operations Research*, Holden-Day, Inc., San Francisco, 1967, pp. 65-66.

Table B-2
Annual Accident Rates Per Million Train Miles (1970-1996)
Conrail and Predecessor Companies

Year	Consolidated Rail Corporation	Erie-Lackawanna	Jersey Central (Central of New Jersey)	Lehigh Valley	Monongahela	Penn Central	Pennsylvania-Reading Seashore Lines	Pittsburgh & Lake Erie Railroad	Reading
1970		9.80	20.73	18.51	23.58	9.96	12.79	32.27	15.33
1971		9.21	18.25	18.71	30.12	5.79	13.68	42.73	12.51
1972		11.54	19.85	26.53	49.18	4.56	2.82	58.08	13.44
1973		14.33	16.02	27.31	26.14	6.1	6.01	56.32	17.64
1974		20.86	14.72	33.10	19.48	8.41	21.11	50.02	18.5
1975		14.20	13.60	29.10	86.7	9.1	5.5	25.90	9
1976	12.70	14.70	20.70	44.50	12.7	14.5	7.6	35.50	9
1977	15.10	15.1	15.1	15.1		15.1	15.1	36.70	15.1
1978	17.6							45.7	
1979	14.4							38.5	
1980	13.1							36.2	
1981	9.5							35.5	
1982	8.4							25.0	
1983	6.2							22.3	
1984	6.6							17.6	
1985	4.5							7.6	
1986	3.2							3.2	
1987	2.9								
1988	3.6								
1989	3.7								
1990	3.5								
1991	4.8								
1992	3.7								
1993	4.2								
1994	3.7								
1995	3.3								
1996	3.9								

Source: Accident/Incident Bulletin - FRA.
** Accident rates reported in accidents per million train miles.

Table B-3
Annual Accident Rates Per Million Train Miles (1970-1996)
CSX and Predecessor Companies

Year	Baltimore & Ohio Railroad	Chesapeake & Ohio Railroad	Chessie System Railroads	Chicago & Eastern Illinois	Clinchfield Railroad	CSX	Georgia	Louisville & Nashville Railroad	Monon	Richmod, Fredericksburg & Potomac	Seaboard Coastline Railroad	Seaboard Systems	Western Maryland Railway
1970	8.92	11.41		18.35	15		3.1	16.71	22.75	3.63	9.1		15.26
1971	8.92	10.78		16.45	14.43		7.72	17.61	13.38	4.87	10.75		20.89
1972	11.52	15.07		13.66	27.09		9.2	16.75	16.75	3.13	11.89		17.15
1973	15.09	15.92		20.97	28		5.74	17.77		3.79	12.52		33.24
1974	20.20	23.29		13.14	40.58		6.73	20.76		3.16	13.84		43.93
1975	13.20	13.40		8.40	21.6		10.1	14.7		16	13.6		23.50
1976	15.40	15.40		9.60	25.2		23.4	25.1		10	17.7		27.10
1977	14.50	16.40			25.7		40.6	25.8		10	22.5		21.10
1978	18.3	15.0			34.2		26.7	26.7		18.3	19.2		19.0
1979	18.8	15.6			31.2			16.4			12.9		23.4
1980	15.1	11.6			33.5			14.0			11.2		23.4
1981	10.7	8.3			25.1			7.2			6.7		12.4
1982	10.4	10.1			11.1			6.3			5.5		16.0
1983	7.1	6.1			6.1			4.5			4.5	4.5	10.2
1984	6.5	7.7			4.4							4.4	6.5
1985	7.6	7.6	7.6									4.4	7.6
1986			7.6									3.9	
1987			5.6			5.6						5.6	
1988						5.1							
1989						6.5							
1990						5.0							
1991						2.8							
1992						2.8							
1993						2.6							
1994						1.9							
1995						1.9							
1996						2.3							

Source: Accident/Incident Bulletin - FRA.
** Accident rates reported in accidents per million train miles.

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Table B-4
Annual Accident Rates Per Million Train Miles (1970-1996)
Norfolk Southern and Predecessor Compaines

Year	Akron, Canton & Youngston	Alabama Great Southern Railroad	Central of Georgia Railroad	Cincinnati, New Orleans & Texas Pacific Railway	Delaware & Hudson	Georgia & Southern Florida	Illinois Terminal	Norfolk & Western Railway	Norfolk Southern (to 1977)	Norfolk Southern	Southern Railway
1970	23.81	6.93	4.63	4.48	14.21	5.39	39.00	4.76	18.32		7.31
1971	14.66	4.88	3.16	5.88	12.65	7.85	32.65	3.93	19.13		7.86
1972	9.09	1.57	5.94	4.95	9.19	10.77	32.99	3.83	22.13		10.43
1973	2.73	5.33	5.93	4.14	20.97	12.07	39.66	4.01	47.01		10.88
1974	3.21	5.2	8.74	6.71	19.32	8.65	39.49	7.57	19.53		12.16
1975	4.20	4.5	7.5	4.3	12.90	11.6	31.70	8.20	19.50		11
1976	7.7	5.4	20.9	3.6	21.20	20.4	52.90	7.70	18.90		13.8
1977		6.4	14.9	5.1	16.70	11.9	71.60	7.50	6.10		12.1
1978		5.8	15.7	5.9	17.10	12.1	7.4	7.4	12.1		12.1
1979		4.2	12.1	4.3	19.70			5.9			10.1
1980		3.7	11.0	3.5	16.00			6.4			9.4
1981		2.7	6.8	2.2	23.10			6.9			4.8
1982		3.8	4.5	1.5	18.61			8.1			4.4
1983		3.1	4.4	3.4	19.67			7.2			4.0
1984		2.5	3.7	0.6	22.60			6.7			3.5
1985		0.5	5.6	1.9	11.92			7.7			2.6
1986		1.1	2.5	1.9	12.71			7.4			3.0
1987		4.1	4.1	4.1	12.68			4.1		4.1	4.1
1988					4.51					3.7	
1989					6.75					3.1	
1990					6.89					3.2	
1991					7.49					2.9	
1992					2.7					2.7	
1993										2.2	
1994										2.0	
1995										1.9	
1996										2.6	

Source: Accident/Incident Bulletin - FRA.
** Accident rates reported in accidents per million train miles.

performed an examination of system-wide accident risk for the pre- and post-Acquisition conditions.

Segment-Specific Safety Effects Analysis

SEA performed a segment-specific analysis of mainline accidents, other than rail-highway (at-grade crossing) accidents. SEA estimated three categories of accidents as follows:

- Derailments, based on segment train-miles, segment car-miles, and the segment's control method and track class.
- Collisions with other trains, based on train-miles and adjusted for traffic density and control method.
- Non-grade crossing accidents other than derailments and collisions with other trains, based on segment train-miles.

SEA derived the accident rates for derailments by estimating the total number of freight train- and car-miles operated annually in each of several strata, or combinations of FRA track class and control method, and dividing accidents designated either as train-mile- or car-mile-dependent by these quantities. SEA made minor adjustments to the historic rates to achieve overall consistency, with results as shown in Table B-5. SEA estimated annual derailments as:

$$A_{derail} = DR_{tm}\ TM + DR_{cm}\ CM$$

where:

TM is the annual train-miles on the segment.

CM is the annual car-miles on the segment.

DR_{tm} is the per-train-mile derailment rate for the segment.

DR_{cm} is the per-car-mile derailment rate for the segment.

SEA estimated annual collisions by a stratified collision rate per train-miles multiplied by an adjusting factor for density:

$$A_{collision} = F_{density}\ CR_{tm}\ TM$$

The stratified values for the rate CR_{tm} are shown in Table B-5. For some types of accidents, the presence of Automatic Train Protection (ATP) or Automatic Train Stop (ATS) signal enforcement devices will reduce accidents rates for signaled territory.

By comparing the actual and predicted collision rates among strata, SEA derived a density-adjustment factor:

$$F_{density} = 0.75 + \frac{0.75}{1.0 + e^{[\,2.25 - 0.034\ TPD - 0.445\ \ln\ (TPD + 0.001)]}}$$

where:

TPD is the total trains per day (freight and passenger) on the segment.

SEA found that non-grade crossing accidents other than derailments and collisions with other trains occur at a relatively uniform rate per train-mile when compared by the strata used for other types of accidents. Therefore, SEA applied a uniform rate:

$$A_{other\ ngc} = 9.7 \times 10^{-8}\ TM$$

Table B-5
Stratified Accident Rates for Mainline Segments

Control Method	FRA Track Class	Train-Mile Derailment Rate, DR_{tm}	Car-Mile Derailment Rate, DR_{cm}	Train-Mile Collision Rate, CR_{tm}
Unsignaled ("dark")	1 or exempt	6.20×10^{-7}	2.00×10^{-8}	1.98×10^{-7}
Unsignaled ("dark")	2	3.30×10^{-7}	1.80×10^{-8}	5.71×10^{-8}
Unsignaled ("dark")	3	2.90×10^{-7}	6.10×10^{-9}	5.71×10^{-8}
Unsignaled ("dark")	4	2.80×10^{-7}	7.10×10^{-9}	5.71×10^{-8}
Unsignaled ("dark")	5 or 6	2.80×10^{-7}	7.10×10^{-9}	5.71×10^{-8}
Signaled (ABS, CTC)	1 or exempt	3.30×10^{-7}	6.20×10^{-9}	1.35×10^{-7}
Signaled (ABS, CTC)	2	2.50×10^{-7}	7.50×10^{-9}	4.33×10^{-8}
Signaled (ABS, CTC)	3	1.90×10^{-7}	4.70×10^{-9}	4.33×10^{-8}
Signaled (ABS, CTC)	4	1.50×10^{-7}	5.50×10^{-9}	4.33×10^{-8}
Signaled (ABS, CTC)	5 or 6	1.50×10^{-7}	5.50×10^{-9}	4.33×10^{-8}
Signaled with ATP/ATS	1 or exempt	1.65×10^{-7}	6.20×10^{-9}	1.08×10^{-7}
Signaled with ATP/ATS	2	1.25×10^{-7}	7.50×10^{-9}	3.71×10^{-8}
Signaled with ATP/ATS	3	1.00×10^{-7}	4.70×10^{-9}	3.71×10^{-8}
Signaled with ATP/ATS	4	1.00×10^{-7}	5.50×10^{-9}	3.71×10^{-8}
Signaled with ATP/ATS	5 or 6	1.00×10^{-7}	5.50×10^{-9}	3.71×10^{-8}

Safety Effects of Highway Truck Diversions

CSX and NS estimated the number of truckloads of freight that could be expected to be diverted to rail because of the improved competition that they believe would result from the proposed Acquisition. SEA made no verification or validation efforts of the large truck vehicle miles of travel (VMT) reduction estimates made by the CSX and NS railroads. SEA notes that a minor amount of double counting of trucks diverted may have occurred because NS and CSX arrived at their estimates independently. The accident reduction calculations assumed that these were reasonable VMT estimates and could be used for comparison of projected accidents with or without the merger. Table B-6 shows large truck accident reduction calculations that could be attributed to the truck-rail diversions CSX and NS estimate.

Using either set of accident rates shows that there could be a significant reduction in the projected large truck accidents on the highway system that could be attributed to the proposed Acquisition. SEA used the preliminary 1995 accident data rates for consistency with the railroads' diversion estimates.

Criteria of Significance for Safety Effects of Freight Rail Operations

SEA determined that increases in rail activity could potentially create significant safety impacts if criteria were exceeded. First, SEA compared the Acquisition-related change in accident rate for a rail segment to the normal fluctuation in the state-wide accident rate. Second, SEA determined if the rail segment is predicted to experience an accident more frequently than once every 100 years per route mile. If a rail line segment is predicted to have an increase in accident rate greater than the normal variations in state-wide accident rates and to have an accident more frequently than once every 100 years per route mile, SEA considered mitigation for safety impacts. SEA based these two criteria of significance on the following:

- Annual variation in the state-wide accident rate, as detailed in FRA Accident/Incident Bulletins.

- National frequency of railroad accidents.

SEA determined that nationally, over the last 20 years, the number of accidents varies plus or minus 10 percent each year from the previous year. SEA calculated the annual state-wide fluctuation in accident rates for each state.

In 1996, a total of 1,078 freight and passenger train accidents occurred on the 126,682 miles of main line railroad tracks operated in the United States. This means that on each railroad route mile, a freight train accident can be expected to occur once every 117 years. In the last 20 years, the accident rate has decreased from 15.0 accidents per million train miles (in 1978) to 4.0 accidents per million train miles (in 1995), an overall decrease of 73 percent in the accident rate. To be conservative, SEA applied a level of one accident per 100 years as the significance criteria triggering mitigation analysis in the Draft EIS.

Table B-6
Highway Truck Diversion Accident Reduction Estimates

State	NS VMT Diversion (1,000s)	CSX VMT Diversion (1,000s)	Total VMT Diversion (1,000s)	Projected Annual Accident Reductions*			Projected Annual Accident Reductions**		
				Total	Pers. Inj.	Fatal	Total	Pers. Inj.	Fatal
AL	8,388	12,959	21,347	46.1	11.7	0.6	43.3	3.6	0.9
CT	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0
DC	0	8,931	8,931	19.3	4.9	0.2	18.1	1.5	0.4
DE	1,064	6,813	7,877	17.0	4.3	0.2	16.0	1.3	0.3
FL	4,837	0	4,837	10.4	2.7	0.1	9.8	0.8	0.2
GA	15,962	0	15,962	34.5	8.8	0.4	32.4	2.7	0.6
IL	7,237	13,949	21,186	45.8	11.7	0.6	43.0	3.6	0.8
IA	5,383	0	5,383	11.6	3.0	0.1	10.9	0.9	0.2
IN	15,668	13,903	29,571	63.9	16.3	0.8	60.0	5.0	1.2
KY	7,627	0	7,627	16.5	4.2	0.2	15.5	1.3	0.3
LA	978	0	978	2.1	0.5	0.0	2.0	0.2	0.0
MA	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0
MD	10,986	30,452	41,438	89.5	22.8	1.1	84.1	7.0	1.7
MI	2,977	0	2,977	6.4	1.6	0.1	6.0	0.5	0.1
MO	4,063	0	4,063	8.8	2.2	0.1	8.2	0.7	0.2
MS	2,132	0	2,132	4.6	1.2	0.1	4.3	0.4	0.1
NE	859	0	859	1.9	0.5	0.0	1.7	0.1	0.0
NC	18,768	20,486	39,254	84.8	21.6	1.1	79.7	6.7	1.6
NJ	15,150	691	15,841	34.2	8.7	0.4	32.2	2.7	0.6
NY	219	42,859	43,078	93.0	23.7	1.2	87.4	7.3	1.7
OH	53,717	188,675	242,392	523.6	133.3	6.5	492.1	41.2	9.7
PA	95,004	38,531	133,535	288.4	73.4	3.6	271.1	22.7	5.3
RI	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0
SC	15,400	22,810	38,210	82.5	21.0	1.0	77.6	6.5	1.5
TN	23,705	0	23,705	51.2	13.0	0.6	48.1	4.0	0.9
VA	58,451	0	58,451	126.3	32.1	1.6	118.7	9.9	2.3
WV	10,623	1,841	12,464	26.9	6.9	0.3	25.3	2.1	0.5
Total	379,198	402,900	782,098	1689.3	430.2	21.1	1587.7	133.0	31.3

*Accidents calculated with Large Truck (>10,000 lbs.) accident rates used by NS from U. S. DOT - National Highway Administration 1994 data.
Source: Traffic Safety Facts 1994. USDOT NHSTA.

**Accidents calculated with Large Truck (>10,000 lbs.) accident rates from U. S. DOT - National Highway Administration preliminary 1995 data.
Source: 1997 National Transportation Statistics. USDOT, Bureau of Transportation Statistics.

B.4.2 Analysis Methods for Passenger Rail Operation Safety Effects

System-Wide Safety Effects Analysis

Passenger trains operate on a relatively small number of system rail line segments compared to freight trains on the Conrail, CSX, and NS systems. The nature of freight traffic and passenger traffic on these segments also differs markedly. Passenger operations presently occur in one of three typical operating environments:

- The Northeast Corridor, a number of rail line segments where high-speed Amtrak trains, and in many cases commuter trains, predominate, and there is a relatively small volume of freight train traffic.

- Suburban rail lines, rail line segments in major metropolitan areas which are dominated by commuter trains, where freight trains comprise a small share of the traffic.

- Predominantly freight-carrying rail lines, where Amtrak or commuter trains comprise a minority of the total daily train traffic.

Aggregation of predicted accidents to a system-wide basis for such dramatically different rail line segments cannot provide a meaningful assessment of changes to accident potential from the proposed Acquisition. Therefore, SEA did not estimate the potential safety effects to passenger rail operations at the system-wide level.

Segment-Specific Safety Effects Analysis

SEA performed quantitative analysis on all rail segments carrying passenger trains where the number of freight trains would increase by one or more trains. SEA estimated only the expected annual change in FRA-reportable accidents on each such segment as a result of the introduction of additional freight traffic. SEA assumed these changes would comprise only collisions between passenger trains and freight trains, because the occurrence rate of derailments and other single-train events would not be significantly affected by the presence of additional freight traffic. SEA did not calculate the expected change in accidents on rail segments where the number of freight trains on a rail line would not change, or would decrease as a result of the proposed Acquisition.

SEA assumed that the basic accident rate for this analysis to be the reportable collisions per freight route contention (FRC). For the purposes of this analysis, a freight route contention is defined as an instance of a passenger train and a freight train operating in such a way that main track authority must be conferred on one of the trains in preference to the other. Freight route contentions include: possible delays as a freight train enters a route segment; meets on single-track territory; and overtakes in both single- and multiple-track territory. Freight route contentions may be resolved by operating rules, train orders, signal indications, or any other approved method of conferring main track authority. SEA estimated FRCs separately for both Amtrak and commuter trains, as discussed below.

Between 1993 through 1996 inclusive, SEA found an average of 1.5 reportable mainline collisions annually between passenger trains and freight trains, 0.25 involving commuter trains, and 1.25 involving Amtrak trains. The number of annual FRCs nationwide, estimated according to the methods described below, is about 12,000 for commuter trains, and 139,000 for Amtrak trains. The estimated collision rates are 20 per million FRCs for commuter trains, and 10 per million FRCs for intercity (Amtrak) trains. The higher estimated rate for commuter operations is consistent with the more frequent start-and-stop cycles typical of commuter service.

Therefore, SEA estimated the changes in annual commuter train accidents for a segment as:

$$CPA_c = 2.0 \times 10^{-5} \ (FRC_{c,after} - FRC_{c,before})$$

SEA estimated the change in annual Amtrak train accidents as:

$$CPA_a = 1.0 \times 10^{-5} \ (FRC_{a,after} - FRC_{a,before})$$

where CPA is the estimated change in annual reportable passenger train accidents, and the subscripted FRC values are those estimated for conditions before and after the Acquisition.

SEA estimated FRCs depend on both the segment's traffic characteristics and its physical configuration. The estimating formulas for each are presented below.

Route conflict issues are the same for commuter and Amtrak trains. This formula incorporates a typical distribution of commuter trains and freight trains at various traffic levels, to which an "Amtrak factor" may be applied to reflect the tendency of intercity train schedules to cluster less heavily toward peak periods. The values returned represent estimated annual FRCs for a rail line segment operating as a single mainline with passing sidings, under wayside signals (e.g. ABS or CTC). Adjustments for other operating situations are discussed later. The following equation estimated basic FRCs:

$$FRC = \frac{D_{eff} \ T_f \ L \ F_{control} \ F_{config} \ F_{amtrak}}{\left(1.0 + e^{(7.196 \ - \ 0.00023 \ T_p \ - \ 0.7441 \ \ln (\ T_p \ + \ 1 \ ))} \right)}$$

where:

FRC is the estimated number of annual freight route contentions.

T_f is the number of daily freight trains.

T_p is the number of daily passenger trains (applied separately for commuter and Amtrak).

L is the segment length in miles.

D_{eff} is the effective (traffic-equivalent) number of days in a calendar year (assumed to be 300 for this analysis).

$F_{control}$, F_{config}, and F_{amtrak} are defined below.

The factor $F_{control}$ depends on the control method used on the segment. For signaled territory without automatic train stop (ATS) or automatic train protection (ATP) , it assumes the value 1.00. For segments with ATS or ATP, it assumes the value 0.70. For unsignaled ("dark") segments, it assumes the value 1.50.

The "Amtrak factor" F_{amtrak} assumes the value 1.00 for commuter trains; for Amtrak trains, it is estimated by:

$$F_{amtrak} = 0.25 + 0.06\ T_a^{0.3} + 0.16\ T_a\ e^{(-.08\ T_a)}$$

where:

T_a is the number of daily Amtrak trains on the segment.

The factor F_{config} reflects the number of mainline tracks in the segment. It assumes the value 1.00 for segments with a single main track. For commuter trains on segments with multiple main tracks, it is given by:

$$F_{config} = F_{mt}\ (\ 0.24 + 0.042\ T_c^{0.2}\ )$$

where:

T_c is the number of daily commuter trains on the segment.

F_{mt} assumes the values: 1.00 for two (2) main tracks; 0.71 for three (3) main tracks; and 0.52 for four (4) main tracks.

For Amtrak trains, F_{config} is obtained by substituting T_a for T_c in the equation for commuter trains, and then multiplying the result by a factor of 0.75.

Criteria of Significance for Passenger Rail Operations Safety Effects

SEA determined that increased freight traffic on a rail line segment could increase the possibility of collision between a passenger train and a freight train. Nationally, the passenger train accident

rate varies about 30 percent from year to year. To assess significance, SEA first determined whether the Acquisition-related change in the projected accident rate was greater than a more conservative annual fluctuation of 25 percent.

Under second tier analysis, SEA then determined whether the rail line segment was predicted to experience an accident more frequently than once every 150 years. This reflects the annual experience for passenger train accidents on the route mileage of the various passenger service providers.

B.4.3 Analysis Methods for Safety Effects at Highway/Rail At-Grade Crossings

The methods used to evaluate the potential impacts related to highway/rail at-grade crossing safety is presented in this section. Appendix C, "Traffic and Transportation" contains discussions of the methods used to evaluate the potential effects relating to traffic delays, and the potential impacts to passenger and commuter rail traffic due to increased train traffic.

SEA developed methods to quantify vehicle-train accident risk. SEA use these methods to estimate the potential transportation effects due to increases in daily trains resulting from the proposed Acquisition. The evaluation of at-grade crossings on a system-wide basis is presented in Chapter 4, and in Chapter 5 on a site-specific basis.

System-Wide Safety Effects Analysis

Generalized Accident Model Development. SEA developed a set of mathematical functions based on compilation of the universe of accident data from 1991 through 1995 using linear regression techniques. SEA stratified these functions as follows:

1. Data for Average Daily Traffic (ADT) volumes of 5,000 vehicles or less.

2. Data for ADT volumes greater than 5,000 and less than or equal to 15,000.

3. Data for ADT volumes greater than 15,000.

SEA developed mathematical functions for each of the three groups to provide a relationship of number of accidents as a function of number of trains and warning device type. This information can be used for any increase or decrease in the number of daily freight trains. SEA developed three separate mathematical functions for each ADT range as follows:

$$A_i = a_i \times T_i + b_i \times D_i + C_i$$

where:

A_i is the number of accidents for ADT range I.

I is 1 for ADT of 0-5,000; 2 for ADT of 5,001 - 15,000; and 3 for ADT of 15,000+.

T is the number of trains.

D is the warning device type code: D is 1 for passive; 2 for flashing lights; and 3 for gates.

a_i is the regression coefficient for trains.

b_i is the regression coefficient for warning device.

c_i is the constant for ADT range I.

Accident Sensitivity Analysis. Based on the mathematical functions, SEA developed a model to conduct sensitivity analysis of accident estimates by variation in the increase in number of trains per segment and each warning device type. The sensitivity analysis shows that accident frequency increases slightly as the number of trains is increased and as the roadway traffic is higher. The analysis also shows that the accident frequency decreases significantly as the at-grade crossing warning devices are improved. SEA applied these general trends to individual crossings throughout the rail system. SEA developed ranges of roadway ADT, as shown in Table B-7. This table, which summarize the results of the sensitivity analysis, show indices of accident frequencies based on trains per day and type of warning device. The system-wide analysis provides an estimated change in accident rate that would result from all increases in daily train activity. It also provides a basis for assessing the reduction in accident rate that would be expected to result from improving crossing devices.

Table B-7
Highway/Rail At-Grade Crossing Accident Index
Roadway ADT More Than 15,000

Trains Per Day	Roadway ADT 0 to 5,000			Roadway ADT 5,001 to 15,000			Roadway ADT More Than 15,000		
	Grade Crossing Warning Device								
	Passive	Flashing Lights	Gates	Passive	Flashing Lights	Gates	Passive	Flashing Lights	Gates
1	1.66	1.33	1.00	1.73	1.40	1.06	2.00	1.67	1.34
2	1.68	1.34	1.01	1.74	1.41	1.08	2.01	1.68	1.35
3	1.69	1.36	1.02	1.75	1.42	1.09	2.02	1.69	1.36
4	1.70	1.37	1.03	1.76	1.43	1.10	2.03	1.70	1.37
5	1.71	1.38	1.05	1.77	1.44	1.11	2.05	1.71	1.38
6	1.72	1.39	1.06	1.79	1.45	1.12	2.06	1.73	1.39
7	1.73	1.40	1.07	1.80	1.47	1.13	2.07	1.74	1.41
8	1.75	1.41	1.08	1.81	1.48	1.15	2.08	1.75	1.42
9	1.76	1.42	1.09	1.82	1.49	1.16	2.09	1.76	1.43
10	1.77	1.44	1.10	1.83	1.50	1.17	2.10	1.77	1.44
11	1.78	1.45	1.12	1.84	1.51	1.18	2.12	1.78	1.45

Table B-7
Highway/Rail At-Grade Crossing Accident Index
Roadway ADT More Than 15,000

Trains Per Day	Roadway ADT 0 to 5,000			Roadway ADT 5,001 to 15,000			Roadway ADT More Than 15,000		
	Grade Crossing Warning Device								
	Passive	Flashing Lights	Gates	Passive	Flashing Lights	Gates	Passive	Flashing Lights	Gates
12	1.79	1.46	1.13	1.86	1.52	1.19	2.13	1.80	1.46
13	1.80	1.47	1.14	1.87	1.54	1.20	2.14	1.81	1.48
14	1.82	1.48	1.15	1.88	1.55	1.22	2.15	1.82	1.49
15	1.83	1.49	1.16	1.89	1.56	1.23	2.16	1.83	1.50
16	1.84	1.51	1.17	1.90	1.57	1.24	2.17	1.84	1.51
17	1.85	1.52	1.19	1.91	1.58	1.25	2.19	1.85	1.52
18	1.86	1.53	1.20	1.93	1.59	1.26	2.20	1.87	1.53
19	1.87	1.54	1.21	1.94	1.61	1.27	2.21	1.88	1.55
20	1.88	1.55	1.22	1.95	1.62	1.29	2.22	1.89	1.56
21	1.90	1.56	1.23	1.96	1.63	1.30	2.23	1.90	1.57
22	1.91	1.58	1.24	1.97	1.64	1.31	2.24	1.91	1.58
23	1.92	1.59	1.26	1.98	1.65	1.32	2.26	1.92	1.59
24	1.93	1.60	1.27	2.00	1.66	1.33	2.27	1.94	1.60
25	1.94	1.61	1.28	2.01	1.68	1.34	2.28	1.95	1.61
26	1.95	1.62	1.29	2.02	1.69	1.36	2.29	1.96	1.63
27	1.97	1.63	1.30	2.03	1.70	1.37	2.30	1.97	1.64
28	1.98	1.65	1.31	2.04	1.71	1.38	2.31	1.98	1.65
29	1.99	1.66	1.33	2.05	1.72	1.39	2.33	1.99	1.66
30	2.00	1.67	1.34	2.07	1.73	1.40	2.34	2.01	1.67
31	2.01	1.68	1.35	2.08	1.75	1.41	2.35	2.02	1.68
32	2.02	1.69	1.36	2.09	1.76	1.43	2.36	2.03	1.70
33	2.04	1.70	1.37	2.10	1.77	1.44	2.37	2.04	1.71
34	2.05	1.72	1.38	2.11	1.78	1.45	2.38	2.05	1.72
35	2.06	1.73	1.40	2.12	1.79	1.46	2.40	2.06	1.73
36	2.07	1.74	1.41	2.14	1.80	1.47	2.41	2.07	1.74
37	2.08	1.75	1.42	2.15	1.82	1.48	2.42	2.09	1.75
38	2.09	1.76	1.43	2.16	1.83	1.49	2.43	2.10	1.77
39	2.11	1.77	1.44	2.17	1.84	1.51	2.44	2.11	1.78
40	2.12	1.79	1.45	2.18	1.85	1.52	2.45	2.12	1.79
41	2.13	1.80	1.47	2.19	1.86	1.53	2.46	2.13	1.80
42	2.14	1.81	1.48	2.21	1.87	1.54	2.48	2.14	1.81
43	2.15	1.82	1.49	2.22	1.89	1.55	2.49	2.16	1.82
44	2.16	1.83	1.50	2.23	1.90	1.56	2.50	2.17	1.84
45	2.18	1.84	1.51	2.24	1.91	1.58	2.51	2.18	1.85
46	2.19	1.86	1.52	2.25	1.92	1.59	2.52	2.19	1.86

Table B-7
Highway/Rail At-Grade Crossing Accident Index
Roadway ADT More Than 15,000

Trains Per Day	Roadway ADT 0 to 5,000			Roadway ADT 5,001 to 15,000			Roadway ADT More Than 15,000		
	Grade Crossing Warning Device								
	Passive	Flashing Lights	Gates	Passive	Flashing Lights	Gates	Passive	Flashing Lights	Gates
47	2.20	1.87	1.54	2.26	1.93	1.60	2.53	2.20	1.87
48	2.21	1.88	1.55	2.28	1.94	1.61	2.55	2.21	1.88
49	2.22	1.89	1.56	2.29	1.95	1.62	2.56	2.23	1.89
50	2.23	1.90	1.57	2.30	1.97	1.63	2.57	2.24	1.91

For a highway/rail at-grade crossing with a passive warning device and with a roadway ADT of between 0 and 5,000 (see Table B-7), an increase in trains per day from 10 to 15 would result in an increase in the accident index from 1.77 to 1.83, a three percent increase. This represents an increase in accident frequency. If the crossing device at this location were to be upgraded to flashing lights, the accident index with 15 trains per day would be 1.49. This demonstrates that upgrading the warning device would result in a lower accident frequency than with 10 trains per day and the passive device.

Segment-Specific Safety Effects Analysis

SEA evaluated safety implications to roadway users from increased train operations on rail line segments resulting from the proposed Acquisition. For rail line segments, SEA determined the most appropriate evaluation as assessing accident potential at locations where tracks cross roadways at the same elevation, for example highway/rail at-grade crossings. Overpasses or underpasses where the roadway or railroad physically is separated from the other did not warrant attention in this study.

SEA conducted a safety analysis of highway/rail at-grade crossings by predicting the post-Acquisition accident risk. SEA analyzed 54 rail line segments with increases of eight or more trains per day. The results of this analysis are site-specific by rail line segment and are included in Chapter 5, "State Setting, Impacts and Proposed Mitigation," in the appropriate state sections.

The government or agency with local jurisdiction generally regulates the roadway portion of a highway/rail at-grade rail/crossing. This regulatory authority is applied under the guidance of a state public utility or commerce commission and follows the technical aspects of the *Manual Uniform Traffic Control Devices* (MUTCD).

SEA calculated the risk of accidents at highway/rail at-grade crossings using a standard method the FRA developed. The method is described in a report, *Summary of the DOT Rail-Highway*

Crossing Resource Allocation Procedure-Revised.[2] The method calculates the risk of an accident at a highway/rail at-grade crossing based upon the characteristics of the grade crossing and statistical information on historic accident experience. The historic data are based on FRA records of accidents and incidents, along with the inventory of physical and functional crossing characteristics. The method uses three formulas:

$$a = K \times EI \times DT \times MS \times MT \times HP \times HL$$

$$B = \frac{T_o}{T_o + T}(a) + \frac{T}{T_o + T}(N/T) \quad \text{where } T_o = 1/(0.05 + a)$$

A = 0.8239 x B (for crossings protected by passive devices only).
= 0.6935 x B (for crossings protected by flashing lights only).
= 0.6714 x B (for crossings protected by gates and flashing lights).

where:

a is the initial predicted number of accidents per year.

K is the basic accident prediction formula constant.

EI is the exposure index factor based on the product of the number of roadway vehicles and trains per day.

DT is the factor for the number of through trains per day during daylight.

MS is the factor for maximum timetable speed.

MT is the factor for number of main tracks.

HP is the factor for paved roadway.

HL is the factor for number of roadway lanes.

B is the weighted average of predicted accident rate and actual accident history.

T is the number of years of recorded accident history.

T_o is the weighting factor in DOT accident prediction formula.

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2 Federal Railroad Administration, Summary of the DOT Rail-Highway Crossing, Resource Allocation Procedure-Revise. 1992.

N is the number of accidents recorded for a crossing in T years.

A is the final predicted number of accidents per year.

The first formula is the result of the multiple regression analysis of data from the FRA databases. Because the FRA data cannot describe the precise characteristics of each crossing, such as sight distances, the calculation of predicted accident rates is improved by the addition of actual accident experience at a highway/rail at-grade crossing.

The results of the first formula serve as an input to the second formula, which averages the initial predicted accident rates for a highway/rail at-grade crossing with the actual experience. FRA recommends that actual accident experience be limited to the 1991 through 1995 period, as characteristics of the highway/rail at-grade crossing may have changed such that earlier experience is not representative of future conditions.

SEA input the result of the second formula to the third formula, which applies a constant that adjusts for the level of protection that the warning device at the crossing would provide. SEA updated the values shown in the third formula from the values included in the original report and used a more recent report, *Highway-Rail Crossing Accident/Incident and Inventory Bulletin*. The FRA database served as the source of pre-Acquisition information on train traffic. For the analysis of post-Acquisition conditions, SEA's analysis of train operations provided the information on the number of trains and time of day that they operate.

Criteria of Significance for Highway/Rail At-Grade Crossing Safety Effects

SEA established a two-step evaluation process to determine whether the proposed Conrail Acquisition would significantly affect safety at highway/rail at-grade crossings.

1. SEA identified those highway/rail at-grade crossings on rail line segments with increases of eight or more trains per day with high accident frequencies under pre- and post-Acquisition conditions.

2. SEA established the level of increases in accident frequency that result in a significant impact and thus merit consideration of mitigation strategies.

For highway/rail at-grade crossings with higher accident frequencies, a smaller increase in frequency merited further examination. That is, where there already may be a higher rate of accidents, an increase in the frequency is less acceptable. For at-grade crossings with lower accident frequencies, a larger increase in frequency would have to be present before SEA considered the potential impact to be significant, and thus warrant evaluating mitigation.
SEA considered highway/rail at-grade crossings that would either be within the top 50 for the state or have accident frequencies of at least 0.15 per year (or one accident every seven years) and an increase of at least 0.01 accidents per year (or one additional accident for every 100 years) as significant. For other highway/rail at-grade crossings that would not meet or exceed the 50

highest frequencies or the 0.15 accident rate, SEA considered an increase of at least 0.05 accidents per year (or one additional accident every 20 years) as significant.

B.4.4 Analysis Methods for Safety Effects of Hazardous Materials Rail Transportation

SEA analyzed po'ential safety impacts of the proposed Acquisition related to hazardous materials transportation on the rail segments and at yards and terminals, including classification and intermodal facilities. SEA developed methods to quantify the potential risk of a release of hazardous materials associated with the transportation of these substances. SEA used these methods to estimate the potential effects due to increases in activity as a result of the proposed Acquisition. The evaluation of the system-wide effects of hazardous materials transportation is presented in Chapter 4; Chapter 5 presents a site-specific analysis on a state-by-state basis.

The method for estimating hazardous materials releases is essentially an application of conditional probabilities to the estimated annual accidents in freight operation. SEA estimated conditional probabilities for three classes of mainline accident and for accidents in yards. SEA derived the conditional probabilities for mainline accidents from the FRA's accident/incident database for 1994-1996 inclusive. The estimate of total expected annual hazardous materials releases (HMR) associated with reportable mainline accidents on a segment is:

$$HMR = C_{hm} \left(P_{derail} A_{derail} + P_{rgc} A_{rgc} + P_{ngcd} A_{ngcd} \right)$$

where:

HMR is the expected annual hazardous materials releases on a segment.

C_{hm} is the number of cars in an average train's consist carrying hazardous materials.

P_{derail} is the conditional probability of a hazardous materials release for a car carrying hazardous materials which is involved in a derailment.

A_{derail} is the expected number of annual derailments in the segment, estimated according to the methods described in Section B.4.1.

P_{rgc} is the conditional probability of a hazardous materials release for a car carrying hazardous materials which is involved in a reportable grade crossing accident, estimated from FRA accident/incident data from 1994-1996 as 0.0081.

A_{rgc} is the expected number of annual reportable grade crossing accidents in the segment, estimated as 3.5 percent of total grade crossing accidents from the FRA formula as described in Section B.4.1.

P_{ngcd} is the conditional probability of a hazardous materials release for a car carrying hazardous materials which is involved in an non-grade crossing accident other than a derailment, estimated from FRA accident/incident data from 1994-1996 as 0.0078.

A_{ngcd} is the expected number of annual non-grade crossing accidents other than derailments in the segment, estimated according to the methods described in Section B.4.1.

SEA related the estimate of the conditional probability of release for derailments, P_{derail}, to the segment's typical freight speed (TFS):

$$P_{derail} = \frac{0.128}{1.0 + e^{[\,2.6135 - 0.0385\,TFS - 0.8075\,(\frac{TFS}{60})^2\,]}}$$

This expression increases with TFS, and SEA derived it from the FRA accident/incident database for 1994-96 for derailments occurring in various speed ranges. SEA estimated TFS in accordance with Table B-1. The value of P_{derail} is about 0.0091 at one mile per hour; it approaches 0.128 at very high speeds.

SEA calculated the pre- and post-Acquisition potential for accidental releases of hazardous materials from mainline accidents. These calculations indicated that the risk could increase by large percentages; however, the intervals between consecutive expected releases were in the hundreds and thousands of years. Because of the uncertainties in applying conditional probabilities to accurately predict the occurrence of accidental releases of hazardous materials, and the long interval between consecutive predicted accidents, SEA did not consider this analysis conclusive. SEA identified a more meaningful measure of the potential adverse effects. SEA examined the increases in hazardous materials traffic on a segment-by-segment basis. SEA found that certain rail line segments would increase in the number of cars carrying hazardous materials so that rail line segments not currently designated as a key route would become key routes after the proposed Conrail Acquisition. As previously discussed, the railroads currently manage the transportation of large volumes of hazardous materials on a key route basis with special operating restrictions to ensure public safety. SEA further identified the need to deal with large increases in the volume of hazardous material carloads moving on existing key routes.

Yards and Terminals

SEA estimated the number of hazardous materials releases associated with reportable yard accidents by applying a rate of 0.005 releases per involved hazardous materials carrying car. SEA derived this rate from examining 3,253 nationwide yard accidents for 1995 and 1996, in which 18 of the 3,569 involved hazardous materials carrying cars released some hazardous materials. From the total of 45,059 involved cars of all types, SEA assumed that each estimated yard accident would involve 14 cars. SEA also assumed the number of involved hazardous materials cars in each estimated accident was 14 times the fraction of the railroad's system total estimated carloads which carry hazardous materials. SEA estimated these fractions from AAR

statistics for 1996 as: eight percent for CSX; six percent for NS; and seven percent for CR. SEA did not assume any changes in these fractions for the post-Acquisition case.

Criteria of Significance for Safety Effects of Hazardous Materials Rail Transportation

SEA considered impacts of rerouting hazardous material car loads to be potentially significant if the change in volume would make a rail line segment whose volume did not warrant key route designation into a key route post-Acquisition. Statistically, that means the volume of hazardous material car loads would exceed the AAR's Circular OT-55 B volume level of 10,000 annual car loads on a rail line. A second threshold was whether the increase in volume would double the number of hazardous material car loads traveling on a key route. For rail lines whose pre-Acquisition volume did not warrant key route designation, SEA set the threshold at 20,000 annual car loads, double the minimum for key route status by the AAR standards. This second threshold would be the basis for designating a rail line segment as a "major key route".

B.5 SAFETY ANALYSIS RESULTS

Attachments B-1 through B-7 of this Appendix show the results of the safety analyses. Attachments B-1 through B-3 provide the results of rail line segment-specific estimates of accident frequency, grouped by state, based on the methods described in this Appendix. Each attachment is in the same format, and shows the rail line segment identifier, end points, the pre-Acquisition rail line owner, the rail line segment length in miles, the number of pre- and post-Acquisition trains, the percent increase in the accident rate, and the expected interval, in years, between consecutive occurrences of an accident, or release of hazardous material due to an accident.

Attachment B-1 shows the rail line segment-specific analysis of freight train safety on the rail line segments where the number of daily freight trains is expected to increase by eight or more.

Attachment B-2 indicates the rail line segment-specific analysis of passenger train safety on the rail line segments where passenger trains operate and the number of daily freight trains is expected to increase by one or more trains.

Attachment B-3 shows the rail line segment-specific analysis of all of the rail line segments where the number of hazardous material cars is expected to increase due to the proposed Acquisition.

Attachment B-4 provides the changes in cars switched per day at intermodal terminals and yards, the expected interval between consecutive accidents both pre- and post-Acquisition, and the percent change in the likelihood of an accidents involving the release of hazardous materials.

Attachments B-5 and B-6 show the rail line segments anticipated to have an increase in the number of hazardous material cars transported annually. Attachment B-5 shows all such rail line segments. Attachment B-6 shows the new key routes, that is, the rail line segments where the anticipated change in the volume of hazardous material cars would cause the rail line segment

to have more than 10,000 cars annually and the major key routes, where the annual number of cars is expected to at least double and be over 20,000 cars per year. Some of these rail line segments are already designated as key routes by the individual railroad companies.

Attachment B-7 shows the major highway/rail at-grade crossing accident frequency analysis by individual crossing for each rail line segment analyzed.

Attachment B-8 explains the history of the Applicants safety records, including train accidents and hazardous materials experience.

Attachment B-9 describes the CSX and NS safety programs and their hazardous materials programs.

Attachment B-10 contains the AAR Circular establishing the railroad industry norms for hazardous material rail transportation, with implementing instructions from NS and CSX.

LIST OF APPENDIX B ATTACHMENTS

Attachment B-1

Accident Predictions for Rail Segments with a Projected Change of at Least Eight Trains Per Day

Attachment B-1
Accident Predictions for Rail Segments with a Projected Change of at Least Eight Freight Trains Per Day

SEGMENTS			54		Passenger				Freight				Freight			Passenger			Hazardous Materials		
Site ID	Between	And	Pre Acq RR	Length (mi.)	Total / day	Amtrak / day	Commuter Mon-Fri	Commuter Sat-Sun	Pre- Trains / day	Post- Trains / day	Change Trains / day	Change MGT %	Percent Increase in Reportable Freight Train Accidents	Pre-Acquisition Interval between Train Accidents Per Mile (years)	Post-Acquisition Interval between Train Accidents Per Mile (years)	Post Acquisition % Increase in Passenger Train Accidents	Pre-Acquisition Interval between Passenger Collisions (years)	Post-Acquisition Interval between Passenger Collisions (years)	Percent Increase in Reportable Mainline Hazardous Material Releases	Pre-Acquisition Interval between Mainline Hazardous Material Releases (years)	Post-Acquisition Interval between Mainline Hazardous Material Releases (years)
C-001	Anacostia	Virginia Ave	CR	3	0	0	0	0	19.3	28.6	9.3	12%	43%	263	184	--	--	--	30.9%	7,782	5,943
C-002	Virginia Ave	Potomac Yard	CR	6	45	26	26	0	17.9	28.6	10.7	18%	53%	277	181	60%	538	337	30.7%	7,669	5,869
	DC Total			9																	
C-010	Barr Yd	Blue Island Jct	CSX	3	0	0	0	0	17.0	32.9	15.9	132%	97%	314	160	--	--	--	-6.3%	8,209	8,762
N-033	Tilton	Decatur	NS	71	0	0	0	0	20.7	39.0	18.3	64%	95%	216	111	--	--	--	60.6%	10,530	6,555
	IL Total			74																	
C-020	Adams	Ft Wayne	CR	5	0	0	0	0	5.9	13.9	8.0	460%	131%	769	333	--	--	--	20.6%	107,705	89,320
C-021	Evansville	Amqui	CSX	137	0	0	0	0	23.4	32.7	9.3	53%	43%	193	135	--	--	--	114.1%	5,667	2,647
C-025	Vincennes	Evansville	CSX	53	0	0	0	0	22.3	30.8	8.5	75%	41%	203	144	--	--	--	107.0%	5,848	2,826
C-027	Willow Creek	Pine Jct	CSX	12	2	2	0	0	20.1	36.6	16.5	105%	60%	225	141	-61%	1,781	4,524	126.8%	5,588	2,464
N-040	Alexandria	Muncie	NS	16	0	0	0	0	2.6	11.8	9.2	370%	368%	1,793	383	--	--	--	201.7%	54,939	18,209
N-041	Butler	Ft Wayne	NS	28	0	0	0	0	13.6	27.3	13.7	99%	107%	333	161	--	--	--	392.4%	19,896	4,040
N-042	Control Pt 501	Indiana Hbr	CR	1	14	14	0	0	43.4	60.3	16.9	33%	41%	119	85	39%	5,516	3,970	-13.0%	2,302	2,646
N-044	Ft Wayne	Peru	NS	53	0	0	0	0	19.0	34.9	15.9	100%	90%	236	124	--	--	--	316.0%	9,889	2,377
N-045	Lafayette Jct	Tilton	NS	49	0	0	0	0	23.6	41.0	17.4	80%	80%	189	105	--	--	--	336.8%	10,499	2,404
N-046	Peru	Lafayette Jct	NS	53	0	0	0	0	18.4	40.2	21.8	113%	128%	244	107	--	--	--	317.9%	9,896	2,368
	IN Total			407																	
C-036	Pt of Rocks	Harpers Ferry	CSX	13	25	13	17	0	33.3	41.6	8.3	30%	26%	155	122	25%	188	151	3.2%	8,787	8,511
	MD Total			13																	
C-040	Carleton	Toledo	CSX	26	0	0	0	0	21.9	33.1	11.2	61%	55%	207	133	--	--	--	140.5%	9,509	3,954
N-121	West Detroit	Jackson	CR	74	6	6	0	0	2.9	12.1	9.2	313%	313%	1,522	369	317%	571	137		--	--
S-020	Carleton	Ecorse	CR	20	0	0	0	0	2.0	11.2	9.2	2802%	453%	1,703	308	--	--	--		--	113,303
	MI Total			120																	
N-061	Ebenezer Jct	Buffalo	CR	6	0	0	0	0	0.0	11.4	11.4	62233%		-	403	--	--	--	#DIV/0!	#DIV/0!	8,445
N-070	Buffalo Fw	Ashtabula	NS	128	0	0	0	0	13.0	25.1	12.1	118%	99%	349	175	--	--	--	239.1%	14,480	4,270
	NY Total			134																	
C-061	Berea	Greenwich	CR	42	0	0	0	0	14.5	54.2	39.7	250%	219%	301	94	--	--	--	179.4%	6,761	2,420
C-062	Bucyrus	Adams	CR	114	0	0	0	0	5.9	13.9	8.0	412%	131%	769	333	--	--	--	4.0%	21,355	20,525
C-064	Crestline	Bucyrus	CR	12	0	0	0	0	6.5	14.5	8.0	417%	118%	697	319	--	--	--	5.1%	35,861	34,106
C-065	Deshler	Toledo	CSX	36	0	0	0	0	0.6	14.2	13.6	15913%	2415%	6,084	321	--	--	--	221.8%	14,301	4,444
C-066	Deshler	Willow Creek	CSX	174	2	2	0	0	21.4	47.7	26.3	111%	97%	211	107	-52%	115	239	179.7%	5,582	1,996
C-067	Greenwich	Crestline	CR	21	0	0	0	0	14.5	31.3	16.8	88%	82%	301	165	--	--	--	15.5%	5,507	4,766
C-068	Greenwich	Willard	CSX	12	2	2	0	0	32.5	55.2	22.7	96%	73%	160	93	70%	5,270	3,103	279.8%	5,471	1,440
C-069	Marcy	Short	CR	9	0	0	0	0	16.4	45.8	29.4	267%	172%	310	114	--	--	--	734.8%	33,400	4,001
C-070	Marion	Fostoria	CSX	40	0	0	0	0	17.8	27.4	9.6	56%	58%	256	162	--	--	--	804.3%	34,756	3,843
C-071	Marion	Ridgeway	CR	23	0	0	0	0	16.1	31.8	15.7	31%	94%	270	139	--	--	--	2.4%	4,055	3,959
C-072	Mayfield	Marcy	CR	6	0	0	0	0	3.4	43.8	40.4	933%	1236%	1,344	101	--	--	--		--	3,534
C-073	Quaker	Mayfield	CR	3	0	0	0	0	6.8	43.8	37.0	933%	562%	666	101	--	--	--		--	3,534
C-074	Short	Berea	CR	4	0	0	0	0	13.4	47.3	33.9	578%	245%	380	110	--	--	--	743.4%	33,453	3,966
C-075	Willard	Fostoria	CSX	37	2	2	0	0	32.5	54.0	21.5	97%	69%	160	95	66%	1,661	1,000	198.4%	6,116	2,050
N-071	Pucyrus	Bellevue	NS	34	0	0	0	0	26.0	34.5	8.5	39%	35%	170	126	--	--	--	29.2%	9,280	7,184
N-072	Vermilion	Bellevue	NS	26	0	0	0	0	15.6	27.0	11.4	64%	78%	290	163	--	--	--	68.8%	12,216	7,237
N-073	Fairgrounds (Columbus)	Bucyrus	NS	61	0	0	0	0	26.0	34.3	8.3	41%	35%	170	127	--	--	--	84.0%	8,493	4,615
N-075	Ashtabula	Cleveland	NS	50	0	0	0	0	13.0	36.6	23.6	214%	195%	349	118	--	--	--	401.3%	15,169	3,026
N-077	Oak Harbor	Miami	CR	22	4	4	0	0	48.0	61.5	13.5	20%	24%	101	82	28%	827	645	-13.8%	1,144	1,328
N-079	Oak Harbor	Bellevue	NS	27	0	0	0	0	7.7	27.2	19.5	185%	270%	597	161	--	--	--	484.0%	35,624	6,101

Attachment B-1

Accident Predictions for Rail Segments with a Projected Change of at Least Eight Freight Trains Per Day

SEGMENTS			54		Passenger				Freight				Freight			Passenger			Hazardous Materials		
Site ID	Between	And	Pre Acq RR	Length (mi.)	Total / day	Amtrak / day	Commuter Mon-Fri	Commuter Sat-Sun	Pre- Trains / day	Post- Trains / day	Change Trains / day	Change MGT %	Percent Increase in Reportable Freight Train Accidents	Pre-Acquisition Interval between Train Accidents Per Mile (years)	Post-Acquisition Interval between Train Accidents Per Mile (years)	Post Acquisition % Increase in Passenger Train Accidents	Pre-Acquisition Interval between Passenger Collisions (years)	Post-Acquisition Interval between Passenger Collisions (years)	Percent Increase in Reportable Mainline Hazardous Material Releases	Pre-Acquisition Interval between Mainline Hazardous Material Releases (years)	Post-Acquisition Interval between Mainline Hazardous Material Releases (years)
N-080	Cleveland	Vermilion	NS	37	0	0	0	0	13.5	34.1	20.6	81%	164%	336	127	--	--	--	252.4%	12,245	3,475
N-081	White	Cleveland	CR	11	2	2	0	0	12.5	29.7	17.2	131%	133%	407	174	138%	14,451	6,082	162.5%	13,373	5,096
N-082	Youngstown	Ashtabula	CR	59	0	0	0	0	11.7	23.8	12.1	76%	103%	383	188	--	--	--	294.4%	46,438	11,775
N-085	Bellevue	Sandusky Dock	NS	15	0	0	0	0	1.4	11.7	10.3	139%	738%	3,290	393	--	--	--		--	219,462
N-086	Miami	Airline	CR	2	4	4	0	0	55.4	64.0	8.6	9%	12%	88	78	16%	7,878	6,819	-9.5%	1,904	2,103
	OH Total			876																	
C-082	Rankin Jct	New Castle	CSX	51	0	0	0	0	28.9	38.3	9.4	74%	35%	157	116	--	--	--	25.4%	9,624	7,676
C-083	RG	Field	CR	2	0	0	0	0	0.0	16.0	16.0	#DIV/0!		-	288	--	--	--	#DIV/0!	#DIV/0!	23,282
C-085	Sinns	Brownsville	CSX	38	0	0	0	0	1.5	10.8	9.3	1055%	639%	1,301	176	--	--	--		--	--
C-086	Sinns	Rankin Jct	CSX	9	2	2	0	0	30.8	40.2	9.4	77%	32%	172	130	31%	7,168	5,492	19.6%	11,145	9,321
N-090	Rutherford	Harrisburg	CR	6	0	0	0	0	44.3	57.9	13.6	4%	28%	113	88	--	--	--	-25.8%	2,001	2,696
N-091	Harrisburg	Riverton Jct	CR/NS	133	0	0	0	0	11.1	19.6	8.5	82%	81%	417	231	--	--	--	-7.1%	11,351	12,217
S-040	Arsenal	Davis	AMTK	25	131	81	58	30	2.3	10.5	8.2	63%	357%	2,377	520	357%	712	156	33.3%	8,244	6,183
S-042	South Philadelphia	Field	CR	5	0	0	0	0	8.2	21.1	12.9	303%	153%	472	187	--	--	--	583.7%	116,969	17,107
	PA Total			269																	
N-100	Riverton Jct	Roanoke	NS	181	0	0	0	0	3.9	12.1	8.2	228%	219%	1,209	379	--	--	--	308.4%	97,630	23,905
	VA Total			181																	
	Grand Total			2,083																	

Attachment B-2

Accident Predictions for Rail Segments with Passenger Trains and an Increase of at Least One Freight Train Per Day

Attachment B-2

Accident Predictions for Rail Segments with Passenger Trains and an Increase of at Least One Freight Train Per Day

SEGMENTS			93		Passenger				Freight				Freight			Passenger			Hazardous Materials		
Site ID	Between	And	Pre Acq RR	Length (mi.)	Total / day	Amtrak / day	Commuter Mon-Fri	Commuter Sat-Sun	Pre- Trains / day	Post- Trains / day	Change Trains / day	Change MGT %	Percent Increase in Reportable Freight Train Accidents	Pre-Acquisition Interval between Train Accidents Per Mile (years)	Post-Acquisition Interval between Train Accidents Per Mile (years)	Post Acquisition % Increase in Passenger Train Accidents	Pre-Acquisition Interval between Passenger Collisions (years)	Post-Acquisition Interval between Passenger Collisions (years)	Percent Increase in Reportable Mainline Hazardous Material Releases	Pre-Acquisition Interval between Mainline Hazardous Material Releases (years)	Post-Acquisition Interval between Mainline Hazardous Material Releases (years)
C-387	Mobile	New Orleans	CSX	143	1	1	0	0	20.6	22.7	2.1	48%	11%	220	197	10%	307	279	69.4%	2,701	1,594
	AL Total			143																	
C-002	Virginia Ave	Potomac Yard	CR	6	45	26	26	0	17.9	28.6	10.7	18%	53%	277	181	60%	538	337	19.8%	5,544	4,627
C-003	Washington	Pt of Rocks	CSX	43	20	8	17	0	23.8	30.8	7.0	48%	31%	218	166	29%	90	70	28.0%	6,352	4,964
	DC Total			49																	
S-001	Davis	Perryville	AMTK	21	73	73	0	0	4.5	12.4	7.9	74%	176%	1,219	442	176%	3,037	1,102	9.3%	6,912	6,321
	DE Total			21																	
C-382	Jacksonville	Baldwin	CSX	18	3	3	0	0	21.9	23.3	1.4	9%	7%	206	191	6%	684	643	-45.3%	14,579	26,638
C-385	Pensacola	Flomaton	CSX	43	1	1	0	0	9.9	11.3	1.4	5%	15%	333	289	14%	1,418	1,242	20.2%	3,151	2,622
C-400	Orlando	Auburndale	CSX	51	4	4	0	0	7.7	9.1	1.4	13%	19%	600	503	18%	492	417	1.1%	59,235	58,598
C-401	Auburndale	Lakeland	CSX	12	4	4	0	0	7.2	8.6	1.4	1%	21%	643	532	19%	2,238	1,874	1.1%	33,155	32,795
C-402	Lakeland	Winston	CSX	4	4	4	0	0	17.6	18.9	1.3	20%	8%	298	275	7%	12,399	11,546	-7.5%	7,653	8,270
C-403	Winston	Plant City	CSX	5	4	4	0	0	9.8	11.1	1.3	10%	14%	470	410	13%	3,947	3,485	1.1%	11,077	10,960
	FL Total			133																	
C-346	Savannah	Jesup	CSX	52	8	8	0	0	17.3	22.8	5.5	9%	34%	260	194	32%	101	76	37.3%	6,858	4,996
C-381	Jesup	Folkston	CSX	54	8	8	0	0	10.3	12.4	2.1	0%	22%	443	364	20%	163	135	1.1%	11,016	10,891
	GA Total			106																	15,888
N-498	IC 95th St	Gibson City	NS	99	4	4	0	0	2.0	5.2	3.2	146%	164%	1,739	659	160%	651	250	-49.3%	16,447	32,458
	IL Total			99																	32,458
C-027	Willow Creek	Pine Jct	CSX	12	2	2	0	0	20.1	36.6	16.5	105%	60%	225	141	61%	1,781	4,524	437.7%	4,169	775
C-674	Indianapolis	Kraft	CR	3	1	1	0	0	7.8	9.8	2.0	5%	21%	578	476	26%	38,700	30,802		--	--
C-675	Kraft	Avon	CR	6	1	1	0	0	9.6	11.6	2.0	10%	17%	468	400	21%	16,845	13,941		--	--
N-042	Control Pt 501	Indiana Hbr	CR	1	14	14	0	0	43.4	60.3	16.9	33%	41%	119	85	39%	5,516	3,970	-13.0%	2,302	2,646
N-047	Indiana Harbor	South Chgo	CR	8	16	16	0	0	41.1	45.2	4.1	22%	11%	125	113	10%	664	604	-11.7%	2,301	2,606
	IN Total			30																	6,028
C-242	NJ Cabin	Covington	CSX	121	1	1	0	0	7.5	8.6	1.1	14%	16%	621	536	15%	998	870	31.6%	8,301	6,307
	KY Total			121																	6,307
C-031	Alexandria Jct	Washington	CSX	5	22	6	22	0	23.9	30.8	6.9	63%	30%	220	169	29%	695	540	150.5%	19,522	7,793
C-032	Baltimore	Relay	CSX	7	22	6	22	0	39.6	42.7	3.1	11%	9%	130	119	8%	300	279	12.2%	4,673	4,163
C-033	Cumberland	Sirins	CSX	133	2	2	0	0	27.4	32.5	5.1	33%	21%	193	160	19%	545	460	8.3%	8,051	7,431
C-034	Jessup	Alexandria Jct	CSX	17	22	6	22	0	33.4	37.1	3.7	45%	12%	154	138	11%	146	132	51.6%	4,437	2,927
C-036	Pt of Rocks	Harpers Ferry	CSX	13	25	13	17	0	33.3	41.6	8.3	30%	26%	155	122	25%	188	151	-0.5%	6,555	6,589
C-037	Relay	Jessup	CSX	7	22	6	22	0	33.1	37.0	3.9	26%	13%	156	138	12%	359	321	42.1%	4,502	3,169
S-010	Baltimore	Bowie	AMTK	29	117	86	44	0	2.4	7.7	5.3	49%	221%	2,278	710	221%	816	254		--	26,982
S-011	Bowie	Landover	AMTK	8	117	86	44	0	3.2	9.3	6.1	51%	191%	1,709	588	191%	2,110	726		--	26,982
S-238	Perryville	Baltimore	AMTK	32	88	88	0	0	14.3	15.6	1.3	7%	#VALUE!	349	#VALUE!	9%	271	248	#VALUE!	30,548	#VALUE!
	MD Total			251																	
N-120	Jackson	Kalamazoo	CR	67	8	8	0	0	5.4	12.0	6.6	162%	119%	810	370	122%	250	113		--	--
N-121	West Detroit	Jackson	CR	74	6	6	0	0	2.9	12.1	9.2	313%	313%	1,522	369	317%	571	137		--	--
N-497	Kalamazoo	Porter	CR	97	8	8	0	0	0.7	7.0	6.3	162%	888%	6,440	652	900%	1,334	133		--	--
S-210	West Detroit	Dearborn	CR	5	6	6	0	0	1.6	3.4	1.8	0%	105%	1,123	549	113%	11,342	5,337	-100.0%	43,191	--
	MI Total			243																	

Attachment B-2
Accident Predictions for Rail Segments with Passenger Trains and an Increase of at Least One Freight Train Per Day

SEGMENTS			93		Passenger				Freight				Freight			Passenger			Hazardous Materials		
Site ID	Between	And	Pre Acq RR	Length (mi.)	Total / day	Amtrak / day	Commuter Mon-Fri	Commuter Sat-Sun	Pre- Trains / day	Post- Trains / day	Change Trains / day	Change MGT %	Percent Increase in Reportable Freight Train Accidents	Pre-Acquisition Interval between Train Accidents Per Mile (years)	Post-Acquisition Interval between Train Accidents Per Mile (years)	Post Acquisition % Increase in Passenger Train Accidents	Pre-Acquisition Interval between Passenger Collisions (years)	Post-Acquisition Interval between Passenger Collisions (years)	Percent Increase in Reportable Mainline Hazardous Material Releases	Pre-Acquisition Interval between Mainline Hazardous Material Releases (years)	Post-Acquisition Interval between Mainline Hazardous Material Releases (years)
N-344	Meridian	Oliver Jct	NS	194	2	2	0	0	9 1	13 5	4 4	5%	51%	509	338	48%	243	164	-8 5%	6,198	6,770
	MS Total			194																	6,770
C-334	Weldon	Rocky Mt	CSX	37	10	10	0	0	19 6	25 5	5 9	12%	32%	228	172	30%	101	78	17 9%	2,838	2,407
C-335	Rocky Mt	Contentnea	CSX	19	10	10	0	0	19 6	22 1	2 5	6%	14%	266	234	13%	855	758	37 8%	4,955	3,595
C-336	Contentnea	Selma	CSX	22	10	10	0	0	18 2	21 0	2 8	2%	17%	246	211	15%	183	159	49 1%	4,588	3,077
C-337	Selma	Fayetteville	CSX	49	6	6	0	0	20 4	21 6	1 2	0%	7%	220	206	6%	123	116	39 7%	4,313	3,088
C-339	Pembroke	Dillon	CSX	21	6	6	0	0	15 7	17 2	1 5	24%	11%	289	261	10%	372	339	26 9%	8,166	6,434
	NC Total			148																	
N-050	Croxton	Ridgewood Jct	CR	17	64	3	64	54	4 7	7 9	3 2	51%	63%	1,032	634	68%	379	225		--	--
N-064	Ridgewood Jct	Suffern	CR	11	94	94	0	0	7 6	10 6	3 0	123%	35%	635	470	39%	1,423	1,020		--	--
S-030	Lane	Union	AMTK	7	277	120	184	88	3 4	11 0	7 6	29%	224%	1,607	497	224%	1,430	442	41 2%	17,454	12,363
S-031	Midway	Morrisville	AMTK	17	175	103	82	48	3 4	11 0	7 6	46%	224%	1,607	497	224%	1,015	314	87 5%	37,091	19,782
S-033	Union	Midway	AMTK	22	189	107	96	48	3 4	11 0	7 6	41%	224%	1,607	497	224%	743	230	33 3%	16,485	12,364
	NJ Total			74																	
C-051	Chili	Frontier	CR	51	7	7	0	0	40 6	45 9	5 3	16%	8%	120	111	13%	224	198	8 4%	855	789
C-053	Hoffmans	Utica	CR	66	7	7	0	0	38 3	44 8	6 5	17%	12%	127	114	17%	180	154	6 1%	3,562	3,358
C-687	Buffalo	Draw	CR	2	2	2	0	0	55 8	58 5	2 7	20%	1%	89	89	5%	20,946	19,980	6 4%	1,426	1,340
C-735	Utica	Syracuse	CR	51	9	9	0	0	36 9	43 4	6 5	14%	12%	132	118	18%	189	161	8 2%	1,034	955
C-736	Syracuse	Syracuse Jct	CR	6	9	9	0	0	40 0	46 6	6 6	9%	11%	122	110	17%	1,603	1,376	10 9%	1,192	1,075
C-737	Syracuse Jct	Solvay	CR	2	9	9	0	0	38 2	44 8	6 6	14%	12%	128	114	17%	4,617	3,937	9 6%	1,193	1,088
C-738	Solvay	Lyons	CR	42	9	9	0	0	39 5	44 8	5 3	14%	8%	123	114	13%	211	186	8 5%	1,181	1,088
C-739	Lyons	Fairport	CR	23	9	9	0	0	39 8	45 1	5 3	14%	8%	123	113	13%	379	334	8 5%	1,181	1,088
C-740	Fairport	Rochester	CR	11	9	9	0	0	31 8	36 5	4 7	10%	9%	154	141	15%	1,037	903	8 8%	1,207	1,109
C-741	Rochester	Chili	CR	13	9	9	0	0	33 4	36 9	3 5	10%	5%	146	139	10%	832	753	8 1%	876	811
N-062	Suffern	Campbell Hall	CR	35	18	18	0	0	4 7	7 7	3 0	96%	60%	914	571	64%	292	178	4747 0%	330,084	6,810
N-063	Campbell Hall	Port Jervis	CR	30	18	18	0	0	7 9	12 0	4 1	56%	49%	541	364	52%	203	133	4752 0%	329,012	6,781
	NY Total			331																	
C-060	Ashtabula	Quaker	CR	47	2	2	0	0	48 3	54 2	5 9	5%	7%	101	94	12%	885	788	7 7%	812	754
C-063	Cincinnati	Hamilton	CSX	21	1	1	0	0	28 2	31 2	3 0	18%	12%	188	168	11%	7,230	6,535	73 3%	7,331	4,231
C-066	Deshler	Willow Creek	CSX	174	2	2	0	0	21 4	47 7	26 3	111%	97%	211	107	-52%	115	239	483 8%	4,232	725
C-068	Greenwich	Willard	CSX	12	2	2	0	0	32 5	55 2	22 7	96%	73%	160	93	70%	5,270	3,103	547 9%	4,165	643
C-075	Willard	Fostoria	CSX	37	2	2	0	0	32 5	54 0	21 5	97%	69%	160	95	66%	1,661	1,000	489 0%	4,656	790
C-204	Youngstown	Sterling	CSX	79	2	2	0	0	32 6	33 9	1 3	24%	5%	160	152	4%	771	741	45 0%	6,143	4,236
C-206	Fostoria	Deshler	CSX	26	2	2	0	0	34 0	37 9	3 9	15%	-4%	130	136	-76%	486	2,016	497 3%	5,198	870
C-258	Hamilton	Indianapolis	CSX	99	1	1	0	0	3 0	5 0	2 0	34%	69%	1,571	930	67%	3,049	1,829	386 0%	71,904	14,794
N-077	Oak Harbor	Miami	CR	22	4	4	0	0	48 0	61 5	13 5	20%	24%	101	82	28%	827	645	-13 9%	1,144	1,329
N-081	White	Cleveland	CR	11	2	2	0	0	12 5	29 7	17 2	131%	133%	407	174	138%	14,451	6,082	162 5%	13,373	5,096
N-084	Alliance	White	CR	46	2	2	0	0	26 4	30 1	3 7	5%	11%	187	169	14%	1,636	1,435	9 1%	3,937	3,609
N-086	Miami	Airline	CR	2	4	4	0	0	55 4	64 0	8 6	9%	12%	88	78	16%	7,878	6,819	-9 4%	1,906	2,103
	OH Total			575																	
C-081	New Castle	Youngstown	CSX	18	2	2	0	0	32 6	39 6	7 0	46%	23%	160	130	21%	3,331	2,742	42 9%	6,045	4,229
C-086	Sinns	Rankin Jct	CSX	9	2	2	0	0	30 8	40 2	9 4	77%	32%	172	130	31%	7,168	5,492	9 6%	8,173	7,457

Attachment B-2

Accident Predictions for Rail Segments with Passenger Trains and an Increase of at Least One Freight Train Per Day

SEGMENTS			93		Passenger				Freight				Freight			Passenger			Hazardous Materials		
Site ID	Between	And	Pre Acq RR	Length (mi.)	Total / day	Amtrak / day	Commuter Mon-Fri	Commuter Sat-Sun	Pre- Trains / day	Post- Trains / day	Change Trains / day	Change MGT %	Percent Increase in Reportable Freight Train Accidents	Pre-Acquisition Interval between Train Accidents Per Mile (years)	Post-Acquisition Interval between Train Accidents Per Mile (years)	Post Acquisition % Increase in Passenger Train Accidents	Pre-Acquisition Interval between Passenger Collisions (years)	Post-Acquisition Interval between Passenger Collisions (years)	Percent Increase in Reportable Mainline Hazardous Material Releases	Pre-Acquisition Interval between Mainline Hazardous Material Releases (years)	Post-Acquisition Interval between Mainline Hazardous Material Releases (years)
N-092	Harrisburg	Marysville	CR	9	4	4	0	0	42.4	49.1	6.7	18%	12%	115	102	16%	2,267	1,975	-39.5%	1,799	2,971
N-227	Frankfrd Jct	Pavonia	CR	4	28	28	0	0	4.7	5.7	1.0	-24%	18%	900	762	21%	2,227	1,636	-51.6%	9,081	18,772
N-263	Pitcairn	Jacks Run	CR	18	4	4	0	0	32.8	36.6	3.8	1%	8%	149	138	12%	1,478	1,325	-31.2%	2,137	3,105
S-040	Arsenal	Davis	AMTK	25	131	81	58	30	2.3	10.5	8.2	63%	357%	2,377	520	357%	712	156	30.6%	6,244	6,314
S-041	Morrisville	Zoo	AMTK	29	145	98	52	36	3.4	7.1	3.7	25%	109%	1,607	770	109%	809	387	91.7%	24,730	12,902
	PA Total			112																	
C-340	Dillon	Florence	CSX	31	6	6	0	0	15.6	19.0	3.4	3%	23%	290	235	22%	253	208	23.1%	6,886	5,593
C-341	Florence	Lane	CSX	49	6	6	0	0	12.7	16.6	3.9	8%	33%	359	270	31%	197	151	33.6%	8,008	5,994
C-342	Lane	St Stephen	CSX	8	6	6	0	0	16.2	19.9	3.7	7%	25%	279	224	23%	945	769	22.4%	7,311	5,973
C-343	St Stephen	Ashley Jct	CSX	39	6	6	0	0	12.7	16.5	3.8	7%	32%	359	272	30%	247	190	22.4%	7,340	5,995
C-344	Ashley Jct	Yemassee	CSX	54	6	6	0	0	16.7	20.6	3.9	17%	25%	271	216	23%	136	110	38.8%	6,495	4,678
C-345	Yemassee	Savannah	CSX	47	6	6	0	0	12.2	16.1	3.9	21%	34%	374	279	32%	214	162	30.0%	7,664	5,896
	SC Total			228																	
C-100	Doswell	Fredericksburg	CSX	37	18	18	0	0	16.2	22.8	6.6	28%	43%	353	248	41%	485	345	13.5%	5,071	4,469
C-101	Fredericksburg	Potomac Yard	CSX	49	30	21	12	0	16.3	23.4	7.1	29%	45%	349	240	44%	154	107	14.8%	3,759	3,274
C-102	Richmond	Doswell	CSX	24	18	18	0	0	17.8	24.8	7.0	22%	41%	292	207	39%	476	342	13.3%	3,361	2,965
C-103	S. Richmond	Weldon	CSX	82	10	10	0	0	18.4	23.0	4.6	18%	27%	243	192	25%	49	39	14.4%	2,810	2,457
C-234	Clifton Forge	St Albans	CSX	195	1	1	0	0	9.8	10.9	1.1	5%	12%	540	481	11%	2,241	2,014	51.5%	38,440	25,365
N-315	Alexandria	Manassas	NS	22	17	5	16	0	7.8	9.6	1.8	19%	24%	660	53[illegible]	23%	618	502	5017.5%	374,940	7,327
N-316	Manassas	Montview	NS	142	2	2	0	0	13.7	15.0	1.3	15%	11%	378	342	9%	1,021	933	-15.8%	8,957	10,641
N-317	Montview	Altavista	NS	21	2	2	0	0	15.4	19.6	4.2	33%	29%	292	226	27%	1,328	1,044	5.6%	7,222	6,840
	VA Total			572																	
C-202	Harpers Ferry	Cherry Run	CSX	32	12	12	0	0	33.3	40.6	7.3	29%	23%	155	126	22%	254	208	4.3%	6,027	5,776
C-203	Cherry Run	Cumberland	CSX	65	2	2	0	0	29.0	31.0	2.0	9%	8%	180	167	7%	1,054	986	-6.3%	5,526	5,897
C-235	St Albans	Barboursville	CSX	29	1	1	0	0	10.9	12.8	1.9	-3%	19%	485	409	17%	13,546	11,535	42.7%	22,600	15,840
C-236	Barboursville	Huntington	CSX	10	1	1	0	0	13.4	14.9	1.5	-2%	12%	393	350	11%	31,953	28,737	34.7%	21,321	15,826
C-237	Huntington	Kenova	CSX	8	1	1	0	0	15.5	16.8	1.3	8%	9%	340	310	8%	34,530	31,858	16.7%	8,521	7,298
	WV Total			144																	
	Grand Total			3,573																	

Attachment B-3

Accident Predictions for Rail Segments with a Projected Increase in Hazardous Material Being Transported

Attachment B-3

Accident Predictions for Rail Segments with a Projected Increase in Hazardous Material BeingTransported

SEGMENTS			3?2		Passenger				Freight				Freight			Passenger			Hazardous Materials		
Site ID	Between	And	Pre Acq RR	Length (mi.)	Total / day	Amtrak / day	Commuter Mon-Fri	Commuter Sat-Sun	Pre- Trains / day	Post- Trains / day	Change Trains / day	Change MGT %	Percent Increase in Reportable Freight Train Accidents	Pre-Acquisition Interval between Train Accidents Per Mile (years)	Post-Acquisition Interval between Train Accidents Per Mile (years)	Post Acquisition % Increase in Passenger Train Accidents	Pre-Acquisition Interval between Passenger Collisions (years)	Post-Acquisition Interval between Passenger Collisions (years)	Percent Increase in Reportable Mainline Hazardous Material Releases	Pre-Acquisition Interval between Mainline Hazardous Material Releases (years)	Post-Acquisition Interval between Mainline Hazardous Material Releases (years)
C-267	Decatur	Black Creek	CSX	89	0	0	0	0	22 5	23 8	1 3	55%	7%	233	218	--	--	--	110 1%	6,071	2,890
C-268	Black Crk	Birmingham	CSX	5	0	0	0	0	33 7	31 0	(2 7)	37%	-7%	154	167	--	--	--	109 8%	6,047	2,883
C-269	Birmingham	Parkwood	CSX	12	0	0	0	0	32 8	30 7	(2 1)	38%	-6%	159	168	--	--	--	291 8%	9,073	2,317
C-270	Parkwood	Montgomery	CSX	87	0	0	0	0	14 1	14 3	0 2	23%	2%	326	319	--	--	--	671 4%	25,308	3,281
C-271	Montgomery	Flomaton	CSX	110	0	0	0	0	18 1	16 0	1 9	46%	13%	284	252	--	--	--	1877 6%	39,271	1,986
C-374	Stevenson	Chattanooga	CSX	39	0	0	0	0	19 6	17 5	(2 1)	2%	-10%	268	298	--	--	--	40 6%	11,604	8,251
C 386	Flomaton	Mobile	CSX	59	1	1	0	0	25 1	25 8	0 7	24%	4%	208	201	3%	2,891	2,813	109 1%	2,984	1,427
C-387	Mobile	New Orleans	CSX	143	1	1	0	0	20 8	22 7	2 1	48%	11%	220	197	10%	307	279	83 6%	2,855	1,555
C-469	Montgomery	Western Jct	CSX	51	0	0	0	0	1 0	1 0	-	0%	1%	1,954	1,934	--	--	--	51 7%	93,914	61,926
N-001	Attalla	Norris Yard	NS	48	0	0	0	0	7 4	12 5	5 1	15%	72%	621	361	--	--	--	48 3%	13,144	8,863
N-337	Norris Yd	Austell	NS	142	2	2	0	0	19 1	14 5	(4 6)	-11%	-24%	234	309	-24%	158	209	28 2%	3,835	2,991
N-343	Burstal	Meridian	NS	140	2	2	0	0	16 2	16 2	-	14%	1%	282	280	0%	189	189	2 9%	4,155	4,036
N-397	Wilson	Memphis	NS	144	0	0	0	0	14 8	16 5	1 7	10%	13%	218	193	--	--	--	8 6%	4,513	4,232
N-412	Demopolis	Marion Jct	NS	38	0	0	0	0	2 0	2 0	-	0%	1%	1,783	1,752	--	--	--		--	109,998
	AL Total			1,107																	
C-001	Anacostia	Virginia Ave	CR	3	0	0	0	0	19 3	28 6	9 3	12%	43%	263	184	--	--	--	30 9%	7,782	5,943
C-002	Virginia Ave	Potomac Yard	CR	6	45	26	26	0	17 9	28 6	10 7	18%	53%	277	181	60%	538	337	30 7%	7,869	5,869
C-003	Washington	Pt of Rocks	CSX	43	20	8	17	0	23 8	30 8	7 0	48%	31%	216	166	29%	90	70	47 1%	9,431	6,411
	DC Total			52																	
C-201	Wilsmere	Baltimore	CSX	68	0	0	0	0	26 9	28 8	1 9	14%	8%	194	180	--	--	--	53 1%	11,572	7,559
N-010	Bell	Edgemoor	CR	1	0	0	0	0	5 0	11 8	6 8	165%	129%	1,093	478	--	--	--	48 4%	26,250	17,686
S-001	Davis	Perryville	AMTK	21	73	73	0	0	4 5	12 4	7 9	74%	176%	1,219	442	176%	3,037	1,102	11 7%	6,912	6,190
	DE Total			90																	
C-383	Baldwin	Chattahoochee	CSX	189	1	1	0	0	11 7	11 1	(0 6)	-13%	-5%	394	413	-5%	410	432	12 4%	5,819	5,177
C-384	Chattahoochee	Pensacola	CSX	161	1	1	0	0	10 3	9 7	(0 6)	-12%	-5%	449	474	-6%	548	580	30 5%	6,972	5,344
C-385	Pensacola	Flomaton	CSX	43	1	1	0	0	9 9	11 3	1 4	5%	15%	333	289	14%	1,416	1,242	27 3%	3,410	2,679
C-390	Callahan	Baldwin	CSX	21	0	0	0	0	17 7	18 3	0 6	15%	4%	297	285	--	--	--	11 0%	5,398	4,865
C-391	Baldwin	Starke	CSX	26	2	2	0	0	22 7	23 3	0 6	11%	4%	231	223	3%	3,367	3,280	7 6%	4,963	4,615
C-392	Starke	Vitis	CSX	126	2	2	0	0	19 3	19 3	-	3%	1%	272	269	0%	617	617	7 5%	4,970	4,622
C-402	Lakeland	Winston	CSX	4	4	4	0	0	17 6	18 9	1 3	20%	6%	298	275	7%	12,399	11,546	-3 4%	8,503	8,798
C-403	Winston	Plant City	CSX	5	4	4	0	0	9 8	11 1	1 3	10%	14%	470	410	13%	3,947	3,485	4 8%	13,128	12,525
C-621	Newberry	Dunnellon	CSX	47	0	0	0	0	2 9	3 5	0 6	19%	22%	1,227	1,006	--	--	--	61 8%	7,004	4,328
C-623	Vitis	Lakeland	CSX	19	2	2	0	0	16 4	16 4	-	5%	1%	278	276	0%	1,379	1,379	6 0%	5,974	5,634
C-629	Winston	Mulberry	CSX	12	0	0	0	0	8 9	8 9	-	0%	1%	523	519	--	--	--	6 4%	6,487	6,098
C-632	Achan	Green Bay	CSX	4	0	0	0	0	8 0	8 0	-	0%	1%	583	578	--	--	--	4 3%	11,907	11,419
	FL Total			857																	
C-296	Cartersville	Atlanta	CSX	46	0	0	0	0	39 4	38 3	(1 1)	-3%	-2%	132	134	--	--	--	45 8%	6,037	4,140
C-297	Atlanta	Manchester	CSX	78	0	0	0	0	19 2	16 6	(2 6)	-3%	-13%	274	314	--	--	--	48 3%	22,530	15,188
C-298	Manchester	Waycross	CSX	203	0	0	0	0	27 9	26 0	(1 9)	9%	-6%	187	199	--	--	--	99 3%	9,543	4,789
C-346	Savannah	Jesup	CSX	52	8	8	0	0	17 3	22 8	5 5	9%	34%	280	194	32%	101	76	70 3%	12,491	7,335
C-347	Jesup	Waycross	CSX	39	0	0	0	0	7 2	7 8	0 6	10%	9%	649	593	--	--	--	66 4%	21,038	12,646
C-354	Athens	Atlanta	CSX	69	0	0	0	0	18 7	21 0	2 3	14%	13%	281	248	--	--	--	124 6%	6,081	2,707
C-355	Atlanta	Lagrange	CSX	70	0	0	0	0	15 3	16 5	1 2	10%	9%	300	275	--	--	--	1233 8%	35,379	2,652
C-356	Lagrange	Montgomery	CSX	100	0	0	0	0	11 9	11 2	(0 7)	7%	-5%	388	410	--	--	--	1882 7%	59,219	2,987
C-366	Camak	Atlanta	CSX	126	0	0	0	0	8 1	7 7	(0 4)	-10%	-4%	575	601	--	--	--	56 9%	39,685	25,296
C-367	Augusta	Camak	CSX	48	0	0	0	0	7 1	6 7	(0 4)	-5%	-5%	658	693	--	--	--	56 9%	39,744	25,334
C-376	Lagrange	Parkwood	CSX	142	0	0	0	0	13 5	13 5	-	21%	1%	341	339	--	--	--	122 0%	14,183	6,389

Attachment B-3

Accident Predictions for Rail Segments with a Projected Increase in Hazardous Material BeingTransported

SEGMENTS			332		Passenger				Freight				Freight			Passenger			Hazardous Materials		
Site ID	Between	And	Pre Acq RR	Length (mi.)	Total / day	Amtrak / day	Commuter Mon-Fri	Commuter Sat-Sun	Pre- Trains / day	Post- Trains / day	Change Trains / day	Change MGT %	Percent increase in Reportable Freight Train Accidents	Pre-Acquisition Interval between Train Accidents Per Mile (years)	Post-Acquisition Interval between Train Accidents Per Mile (years)	Post Acquisition % Increase in Passenger Train Accidents	Pre-Acquisition Interval between Passenger Collisions (years)	Post-Acquisition Interval between Passenger Collisions (years)	Percent Increase in Reportable Mainline Hazardous Material Releases	Pre-Acquisition Interval between Mainline Hazardous Material Releases (years)	Post-Acquisition Interval between Mainline Hazardous Material Releases (years)
C-377	Manchester	Lagrange	CSX	45	0	0	0	0	12.0	11.6	(0.4)	11%	-3%	385	396	--	--	--	115.5%	16,149	7,495
C-378	Waycross	Thomasville	CSX	105	0	0	0	0	8.0	7.6	(0.4)	4%	-4%	583	609	--	--	--	180.1%	39,691	14,166
C-380	Thomasville	Montgomery	CSX	210	0	0	0	0	7.9	6.2	(1.7)	0%	-21%	590	750	--	--	--	277.5%	44,659	11,832
C-388	Waycross	Folkston	CSX	35	0	0	0	0	3.1	3.2	(0.7)	2%	-1%	157	159	--	--	--	20.4%	4,591	3,813
C-389	Folkston	Callahan	CSX	22	8	8	0	0	4.9	4.6	0.7	-12%	2%	118	115	2%	412	405	13.1%	4,121	3,645
C-474	Bainbridge	Tallahassee	CSX	43	0	0	0	0	2.0	2.0	-	0%	1%	974	964	--	--	--	6.4%	9,863	9,268
N-020	Howell	Spring	NS	1	0	0	0	0	3.3	4.0	7.1	21%	23%	154	125	--	--	--	27.6%	4,247	3,328
N-022	Spring	Scherer Coal	NS	65	0	0	0	0	2.7	3.2	5.7	11%	23%	163	132	--	--	--	16.9%	3,693	3,160
N-331	Cohutta	Austell	NS	108	0	0	0	0	3.8	3.6	3.7	7%	13%	134	119	--	--	--	18.4%	7,258	6,129
N-332	Austell	Howell	NS	16	2	2	0	0	4.9.7	5.0.4	0.7	4%	2%	102	100	1%	2,499	2,464	31.9%	2,776	2,105
N-333	Scherer Coal	Macon Jct	NS	20	0	0	0	0	2.1.9	2.7.4	5.5	19%	27%	204	160	--	--	--	27.4%	4,010	3,147
N-334	Macon Jct	Brosnan Yd	NS	2	0	0	0	0	3.7.0	4.0.0	3.0	3%	9%	138	126	--	--	--	37.2%	3,930	2,864
N-335	C of G Jct	Langdale Yd	NS	146	0	0	0	0	1.5.3	1.6.5	1.2	12%	9%	211	193	--	--	--	3.8%	3,382	3,260
N-379	Valdosta	Occidental	NS	42	0	0	0	0	5.4	3.8	(1.6)	-1%	-29%	611	866	--	--	--	3.7%	3,919	3,779
	GA Total			1,833																	
C-011	Blue Island Jct	59th Street	CSX	15	0	0	0	0	1.9.5	2.2.9	3.4	37%	19%	274	231	--	--	--		--	24,433
C-263	Dolton	Danville	CSX	108	0	0	0	0	2.0.2	2.1.6	1.4	29%	8%	260	241	--	--	--	68.4%	7,507	4,458
C-264	Danville	Terre Haute	CSX	57	0	0	0	0	2.2.6	2.3.9	1.3	28%	7%	232	217	--	--	--	65.3%	6,954	4,207
C-417	Blue Island Jct	Clearing	CSX	15	0	0	0	0	1.7.0	1.7.4	0.4	5%	3%	310	300	--	--	--	54.9%	25,557	16,503
C-418	Joliet	Ottawa	CSX	45	0	0	0	0	3.0	3.0	-	1%	1%	1,186	1,178	--	--	--	5.5%	8,002	7,584
C-476	Chrisman	Decatur	CSX	69	0	0	0	0	1.8	2.1	0.3	8%	18%	1,083	918	--	--	--	21.4%	37,495	30,888
N-033	Tilton	Decatur	NS	71	0	0	0	0	2.0.7	3.9.0	18.3	64%	95%	216	111	--	--	--	60.6%	10,530	6,555
N-312	Kankakee	Streator	CR	49	0	0	0	0	4.9	5.0	0.1	11%	-1%	929	934	--	--	--	118.6%	107,918	49,360
N-477	Decatur	Moberly	NS	209	0	0	0	0	1.0.8	1.7.3	6.5	77%	64%	422	256	--	--	--	137.3%	38,633	16,364
N-490	Gibson City	Bement	NS	41	0	0	0	0	5.4	7.0	1.6	49%	31%	856	653	--	--	--	55.6%	27,093	17,411
N-492	Decatur	Taylorville	NS	30	0	0	0	0	9.7	1.6.7	7.0	24%	76%	336	191	--	--	--	25.7%	14,430	11,484
N-499	Calumet	Landers	NS	8	0	0	0	0	2.3.2	1.8.0	(5.2)	-99%	-22%	222	285	--	--	--	33.6%	8,723	6,531
	IL Total			715																	
C-021	Evansville	Amqui	CSX	137	0	0	0	0	2.3.4	3.2.7	9.3	53%	43%	193	135	--	--	--	114.1%	5,667	2,647
C-023	Pine Jct	Barr Yd	CSX	11	0	0	0	0	2.7.6	3.3.3	5.7	58%	22%	192	158	--	--	--	56.8%	9,007	5,743
C-025	Vincennes	Evansville	CSX	53	0	0	0	0	2.2.3	3.0.8	8.5	75%	41%	203	144	--	--	--	107.0%	5,648	2,826
C-027	Willow Creek	Pine Jct	CSX	12	2	2	0	0	2.0.1	3.6.6	16.5	105%	60%	225	141	-61%	1,781	4,524	126.8%	5,588	2,464
C-254	Munster	Monon	CSX	82	1	1	0	0	2.5	2.5	-	19%	1%	777	769	0%	3,895	3,895	439.2%	62,312	11,557
C-255	Monon	Lafayette	CSX	30	1	1	0	0	3.0	3.0	-	25%	1%	647	640	0%	6,708	6,708	304.4%	46,700	11,548
C-256	Lafayette	Crawfordsville	CSX	29	1	1	0	0	7.6	7.6	-	7%	1%	821	817	0%	4,109	4,109	303.0%	112,769	27,984
C-265	Terre Haute	Vincennes	CSX	54	0	0	0	0	2.2.6	2.8.5	5.9	56%	28%	232	182	--	--	--	83.7%	7,083	3,857
C-475	Hillsdale	Chrisman	CSX	16	0	0	0	0	1.8	2.1	0.3	8%	18%	1,083	918	--	--	--	21.4%	37,495	30,888
C-676	Avon	Clermont	CR	4	1	1	0	0	8.8	8.9	0.1	6%	-3%	501	518	1%	25,727	25,438		--	20,768
C-677	Clermont	Crawfordsville	CR	34	1	1	0	0	7.4	7.5	0.1	1%	-3%	597	616	1%	3,578	3,531		--	20,809
C-693	Willow Creek	Ivanhoe	CR	13	0	0	0	0	9.6	11.4	1.8	6%	14%	459	403	--	--	--	159.4%	30,464	11,745
N-040	Alexandria	Muncie	NS	16	0	0	0	0	2.6	11.8	9.2	370%	368%	1,793	383	--	--	--	201.7%	54,939	18,209
N-041	Butler	Ft Wayne	NS	28	0	0	0	0	13.6	27.3	13.7	99%	107%	333	161	--	--	--	392.4%	19,896	4,040
N-044	Ft Wayne	Peru	NS	53	0	0	0	0	19.0	34.9	15.9	100%	90%	236	124	--	--	--	316.0%	9,889	2,377
N-045	Lafayette Jct	Tilton	NS	49	0	0	0	0	23.6	41.0	17.4	80%	80%	189	105	--	--	--	336.8%	10,499	2,404
N-046	Peru	Lafayette Jct	NS	53	0	0	0	0	18.4	40.2	21.8	113%	128%	244	107	--	--	--	317.9%	9,896	2,368
N-305	Goshen	Alexandria	CR	99	0	0	0	0	4.7	6.8	2.1	47%	41%	949	672	--	--	--	27.3%	9,642	7,572
N-485	Muncie	Ivorydale	NS	106	0	0	0	0	20.6	20.5	(0.1)	19%	0%	217	217	--	--	--	60.9%	6,223	5,111

Attachment B-3
Accident Predictions for Rail Segments with a Projected Increase in Hazardous Material Being Transported

SEGMENTS			332		Passenger				Freight				Freight			Passenger			Hazardous Materials		
Site ID	Between	And	Pre Acq RR	Length (mi)	Total / day	Amtrak / day	Commuter Mon-Fri	Commuter Sat-Sun	Pre- Trains / day	Post- Trains / day	Change Trains / day	Change MGT %	Percent Increase in Reportable Freight Train Accidents	Pre-Acquisition Interval between Train Accidents Per Mile (years)	Post-Acquisition Interval between Train Accidents Per Mile (years)	Post Acquisition % Increase in Passenger Train Accidents	Pre-Acquisition Interval between Passeng r Collisions (years)	Post-Acquisition Interval between Passenger Collisions (years)	Percent Increase in Reportable Mainline Hazardous Material Releases	Pre-Acquisition Interval between Mainline Hazardous Material Releases (years)	Post-Acquisition Interval between Mainline Hazardous Material Releases (years)
	IN Total			859																	
C-239	Big Sandy Jct	Ashland	CSX	6	1	1	0	0	32.5	30.5	(2.0)	-3%	-5%	160	169	-6%	21,958	23,398	15.5%	5,013	4,340
C-240	Ashland	Russell	CSX	4	1	1	0	0	32.5	32.5	-	-4%	1%	160	159	0%	32,937	32,937	11.6%	5,013	4,492
C-241	Russell	NJ Cabin	CSX	19	1	1	0	0	20.8	18.8	(2.0)	2%	-9%	252	277	-10%	10,834	11,987	20.8%	5,797	4,800
C-272	Anchorage	Winchester	CSX	95	0	0	0	0	2.6	3.3	0.7	39%	28%	748	583	--	--	--	203.6%	93,600	30,827
C-275	N Hazard	Lothair	CSX	2	0	0	0	0	10.9	10.9	-	0%	1%	425	422	--	--	--	40.8%	8,274	5,876
C-287	Latonia	Anchorage	CSX	66	0	0	0	0	15.0	12.7	(2.3)	-13%	-15%	351	412	--	--	--	121.3%	12,377	5,593
C-288	Anchorage	Louisville	CSX	13	0	0	0	0	20.6	18.3	(2.3)	-2%	-11%	255	285	--	--	--	120.1%	11,600	5,270
C-289	Louisville	Amqui	CSX	173	0	0	0	0	18.8	17.4	(1.4)	-9%	-7%	280	300	--	--	--	117.6%	11,971	5,501
C-291	Covington	Latonia	CSX	1	0	0	0	0	30.3	28.9	(1.4)	3%	-4%	172	179	--	--	--	109.9%	7,628	3,634
C-292	Latonia	Winchester	CSX	93	0	0	0	0	17.1	16.0	(1.1)	7%	-6%	308	326	--	--	--	58.0%	16,667	10,550
C-293	Winchester	Sinks	CSX	56	0	0	0	0	24.6	23.3	(1.3)	4%	-5%	213	223	--	--	--	126.6%	25,479	11,138
C-294	Sinks	Corbin	CSX	35	0	0	0	0	22.9	21.6	(1.3)	2%	-5%	229	241	--	--	--	114.5%	23,903	11,145
C-295	Corbin	Cartersville	CSX	263	0	0	0	0	27.3	26.1	(1.2)	-2%	-4%	191	199	--	--	--	107.8%	22,459	10,808
C-617	N Hazard	Duane	CSX	4	0	0	0	0	2.7	2.7	-	0%	1%	1,319	1,311	--	--	--	108.6%	24,028	11,517
N-327	SJ Jct	Harriman	NS	144	0	0	0	0	37.9	35.0	(2.9)	0%	-7%	135	145	--	--	--	12.7%	3,971	3,524
N-415	Louisville	SJ Jct	NS	87	0	0	0	0	13.7	11.2	(2.5)	-6%	-18%	236	288	--	--	--	7.8%	5,952	5,520
	KY Total			1,081																	
N-348	Oliver Jct	Oliver Yd	NS	2	0	0	0	0	15.0	18.1	3.1	7%	22%	301	246	--	--	--	2.2%	3,280	3,209
	LA Total			2																	
C-720	Boston Beacon Park	Framingham	CR	18	41	41	0	0	9.3	8.7	(0.6)	9%	-10%	445	497	-6%	243	259	2.3%	24,820	24,260
C-723	Worcester	Palmer	CR	39	4	4	0	0	20.3	19.9	(0.4)	10%	-7%	243	261	-2%	1,103	1,125	1.0%	12,339	12,213
C-725	Springfield	Westfield	CR	11	2	2	0	0	22.3	22.1	(0.2)	3%	-6%	221	235	-1%	8,100	8,173	1.3%	8,520	8,413
C-726	Westfield	Selkirk	CR	85	2	2	0	0	24.3	24.1	(0.2)	7%	-6%	203	215	-1%	962	970	2.4%	9,933	9,700
	MA Total			153																	
C-030	Alexandria Jct	Benning	CSX	6	0	0	0	0	18.7	24.3	5.6	27%	32%	187	141	--	--	--	23.8%	5,855	4,728
C-031	Alexandria Jct	Washington	CSX	5	22	6	22	0	23.9	30.8	6.9	63%	30%	220	169	29%	695	540	384.8%	48,605	10,066
C-032	Baltimore	Relay	CSX	7	22	6	22	0	39.6	42.7	3.1	11%	9%	130	119	8%	300	278	25.6%	9,231	7,347
C-033	Cumberland	Sinns	CSX	133	2	2	0	0	27.4	32.5	5.1	33%	21%	193	160	19%	545	460	14.9%	10,676	9,288
C-034	Jessup	Alexandria Jct	CSX	17	22	6	22	0	33.4	37.1	3.7	45%	12%	154	138	11%	146	132	122.3%	10,353	4,657
C-035	Landover	Anacostia	CR	5	0	0	0	0	3.4	9.1	5.7	117%	155%	1,770	693	--	--	--	943.6%	557,713	53,443
C-037	Relay	Jessup	CSX	7	22	6	22	0	33.1	37.0	3.9	26%	13%	156	138	12%	359	321	102.1%	10,711	5,300
C-243	Cumberland	W Virginia C	CSX	26	0	0	0	0	14.0	16.6	2.6	32%	20%	329	274	--	--	--	35.0%	23,624	17,504
S-010	Baltimore	Bowie	AMTK	29	117	86	44	0	2.4	7.7	5.3	49%	221%	2,278	710	221%	816	254	900.1%	296,826	29,681
S-011	Bowie	Landover	AMTK	8	117	86	44	0	3.2	9.3	6.1	51%	191%	1,709	586	191%	2,110	726	900.1%	296,823	29,680
S-238	Perryville	Baltimore	AMTK	32	88	88	0	0	14.3	15.6	1.3	7%	9%	349	320	9%	271	248	50.0%	45,821	30,546
	MD Total			276																	
C-040	Carleton	Toledo	CSX	26	0	0	0	0	21.9	33.1	11.2	61%	55%	207	133	--	--	--	140.5%	9,509	3,954
C-214	Detroit	Plymouth	CSX	25	0	0	0	0	15.1	12.3	(2.8)	-13%	-18%	304	373	--	--	--	59.2%	14,745	9,262
C-218	Saginaw	Flint	CSX	29	0	0	0	0	10.0	12.2	2.2	18%	24%	484	376	--	--	--	93.2%	32,383	16,761
C-219	Flint	Holly	CSX	28	0	0	0	0	12.8	14.0	1.2	22%	10%	360	326	--	--	--	77.6%	10,755	6,055
C-220	Holly	Wixom	CSX	20	0	0	0	0	11.3	12.5	1.2	20%	12%	409	366	--	--	--	77.6%	10,776	6,066
C-221	Wixom	Plymouth	CSX	12	0	0	0	0	12.2	12.9	0.7	14%	7%	379	355	--	--	--	72.3%	10,446	6,063
C-222	Plymouth	Wayne	CSX	8	0	0	0	0	23.6	26.5	2.9	4%	13%	222	196	--	--	--	50.3%	9,804	6,521
C-223	Wayne	Carleton	CSX	15	0	0	0	0	22.8	24.8	2.0	30%	10%	230	209	--	--	--	50.3%	9,807	6,525
C-424	Waverly	Grand Haven	CSX	20	0	0	0	0	2.8	2.8	-	0%	1%	695	687	--	--	--	51.6%	93,569	61,702
C-425	Grand Haven	Muskegon	CSX	13	0	0	0	0	1.7	1.7	-	0%	1%	1,147	1,135	--	--	--	51.7%	93,759	61,825

Attachment B-3
Accident Predictions for Rail Segments with a Projected Increase in Hazardous Material BeingTransported

SEGMENTS			332		Passenger				Freight				Freight			Passenger			Hazardous Materials		
Site ID	Between	And	Pre Acq RR	Length (mi.)	Total / day	Amtrak / day	Commuter Mon-Fri	Commuter Sat-Sun	Pre- Trains / day	Post- Trains / day	Change Trains / day	Change MGT %	Percent Increase in Reportable Freight Train Accidents	Pre-Acquisition Interval between Train Accidents Per Mile (years)	Post-Acquisition Interval between Train Accidents Per Mile (years)	Post Acquisition % increase in Passenger Train Accidents	Pre-Acquisition Interval between Passenger Collisions (years)	Post-Acquisition Interval between Passenger Collisions (years)	Percent Increase in Reportable Mainline Hazardous Material Releases	Pre-Acquisition Interval between Mainline Hazardous Material Releases (years)	Post-Acquisition Interval between Mainline Hazardous Material Releases (years)
N-476	Oakwood	Butler	NS	107	0	0	0	0	15 2	17 3	2 1	23%	15%	297	258	--	--	--	48 7%	20,445	13,746
S-020	Carleton	Ecorse	CR	20	0	0	0	0	2 0	11 2	9 2	2802%	453%	1,703	308	--	--	--		--	113,303
	MI Total			323																	
N-478	Moberly	CA Jct	NS	94	0	0	0	0	18 6	25 9	7 3	42%	41%	278	197	--	--	--	63 1%	20,876	12,799
N-479	CA Jct	N Kansas City	NS	31	0	0	0	0	30 0	31 3	1 3	11%	5%	147	139	--	--	--	30 7%	20,118	15,392
	MO Total			125																	
C-323	Bostic	Spartanburg	CSX	32	0	0	0	0	13 8	13 8	-	9%	1%	382	379	--	--	--	9 4%	15,995	14,622
C-330	Charlotte	Bostic	CSX	73	0	0	0	0	7 6	7 6	-	10%	1%	614	609	--	--	--	11 0%	17,871	16,100
C-331	Monroe	Charlotte	CSX	24	0	0	0	0	12 0	12 4	0 4	10%	4%	385	369	--	--	--	11 4%	12,251	10,997
C-334	Weldon	Rocky Mt	CSX	37	10	10	0	0	19 6	25 5	5 9	12%	32%	228	172	30%	101	78	30 1%	3,897	2,995
C-335	Rocky Mt	Contentnea	CSX	19	10	10	0	0	19 6	22 1	2 5	6%	14%	268	234	13%	855	758	61 3%	7,336	4,546
C-336	Contentnea	Selma	CSX	22	10	10	0	0	18 2	21 0	2 8	2%	17%	246	211	15%	183	159	78 5%	6,837	3,830
C-337	Selma	Fayetteville	CSX	49	6	6	0	0	20 4	21 6	1 2	0%	7%	220	206	6%	123	116	62 3%	6,238	3,843
C-338	Fayetteville	Pembroke	CSX	31	6	6	0	0	22 1	22 2	0 1	3%	1%	236	233	0%	794	791	65 9%	6,816	4,109
C-339	Pembroke	Dillon	CSX	21	6	6	0	0	15 7	17 2	1 5	24%	11%	289	261	10%	372	339	61 7%	17,557	10,858
C-348	Pembroke	Wilmington	CSX	81	0	0	0	0	3 5	5 0	1 5	14%	44%	1,367	946	--	--	--	34 6%	11,687	8,670
C-349	Hamlet	Pembroke	CSX	34	0	0	0	0	11 8	13 1	1 3	1%	12%	448	399	--	--	--	46 1%	5,192	3,554
C-350	Hamlet	Monroe	CSX	53	0	0	0	0	20 4	23 0	2 6	4%	14%	257	226	--	--	--	131 2%	5,244	2,268
C-351	Monroe	Clinton	CSX	92	0	0	0	0	13 1	15 6	2 5	29%	21%	352	292	--	--	--	241 6%	8,869	2,596
C-357	Hamlet	McBee	CSX	50	2	2	0	0	3 4	3 3	(0 1)	7%	-2%	1,038	1,063	-3%	1,685	1,736	163 4%	25,699	9,758
C-361	Hamlet	Dillon	CSX	42	0	0	0	0	8 9	7 7	(1 2)	4%	-13%	523	601	--	--	--	94 3%	25,483	13,117
C-444	Weldon	Franklin	CSX	41	0	0	0	0	7 7	7 4	(0 3)	-15%	-3%	614	635	--	--	--	20 8%	90,363	74,787
C-446	Rocky Mt	Parmele	CSX	32	0	0	0	0	3 2	3 2	-	0%	1%	607	601	--	--	--	6 4%	4,922	4,625
C-448	Parmele	Elmer	CSX	38	0	0	0	0	2 0	2 0	-	0%	1%	974	964	--	--	--	6 6%	5,065	4,753
N-319	Greensboro	Linwood	NS	41	6	6	0	0	20 2	18 3	(1 9)	18%	-9%	254	279	-9%	657	725	18 0%	6,350	5,382
N-347	Greensboro	Raleigh Yd	NS	83	4	4	0	0	5 0	5 1	0 1	-1%	3%	916	891	2%	466	457	7 4%	11,301	10,521
N-353	Goldsboro	New Bern	NS	58	0	0	0	0	0 9	0 9	-	0%	1%	3,942	3,917	--	--	--		--	22,099
N-360	Salisbury	Asheville	NS	142	0	0	0	0	6 6	5 4	(1 2)	-11%	-18%	498	606	--	--	--	28 1%	11,201	8,747
N-361	Asheville	Leadvale	NS	74	0	0	0	0	8 4	7 6	(0 8)	-5%	-9%	546	600	--	--	--	30 2%	14,610	11,223
	NC Total			1,169																	
C-758	Ridgefield Heights	Newburgh	CR	45	0	0	0	0	23 6	24 8	1 2	19%	0%	209	209	--	--	--	37 1%	5,965	4,350
C-769	Trenton	Port Reading	CR	25	0	0	0	0	15 7	11 4	(4 3)	-8%	-31%	277	403	--	--	--	159 6%	16,631	6,406
N-209	Oak Island	E Rail T V	CR	8	0	0	0	0	10 4	15 2	4 8	22%	43%	423	295	--	--	--	47 1%	9,048	6,152
S-030	Lane	Union	AMTK	7	277	120	184	88	3 4	11 0	7 6	29%	224%	1,607	497	224%	1,430	442	47 1%	17,454	11,869
S-031	Midway	Morrisville	AMTK	17	175	103	82	48	3 4	11 0	7 6	46%	224%	1,607	497	224%	1,015	314	66 7%	32,970	19,782
S-032	PN	Bayway	CR	9	0	0	0	0	10 9	16 2	5 3	62%	46%	412	281	--	--	--	109 5%	14,728	7,030
S-033	Union	Midway	AMTK	22	189	107	96	48	3 4	11 0	7 6	41%	224%	1,607	497	224%	743	230	33 3%	16,485	12,364
S-211	Nave	N Bergen	CR	6	0	0	0	0	4 4	1 4	(3 0)	-97%	-69%	1,015	3,321	--	--	--	163 8%	16,881	6,398
S-212	N Bergen	Ridgefield Hts	CR	6	0	0	0	0	23 1	22 1	(1 0)	4%	-8%	214	231	--	--	--	39 7%	5,966	4,272
S-217	Bayway	PD	CR	6	0	0	0	0	6 0	7 7	1 7	47%	26%	756	602	--	--	--	23 1%	22,670	18,414
S-218	PD	Wood	CR	3	0	0	0	0	4 0	4 0	-	1%	-4%	452	470	--	--	--	123 8%	57,827	25,836
S-220	Nave	CP Green	CR	4	0	0	0	0	18 5	16 5	(2 0)	1%	-14%	268	311	--	--	--	82 9%	8,965	4,901
S-221	Nave	Croxton	CR	2	0	0	0	0	18 5	15 5	(3 0)	0%	-19%	268	331	--	--	--	66 0%	8,965	5,401
S-222	Green	Oak Isla id	CR	1	0	0	0	0	18 5	18 5	-	11%	-3%	268	277	--	--	--	75 8%	8,965	5,099
S-223	Hack	Croxton	CR	1	0	0	0	0	17 7	8 2	(9 5)	-52%	-56%	245	555	--	--	--	69 7%	36,875	21,727
S-224	Croxton	North Bergen	CR	3	0	0	0	0	19 1	19 2	0 1	13%	-3%	259	267	--	--	--	16 8%	7,628	6,528
S-230	NK	Boundbrook	CR	22	56	56	0	0	36 0	25 5	(10 5)	-8%	-32%	134	196	-29%	208	291	13 7%	4,910	4,318

Attachment B-3
Accident Predictions for Rail Segments with a Projected Increase in Hazardous Material BeingTransported

SEGMENTS			332		Passenger				Freight				Freight			Passenger			Hazardous Materials		
Site ID	Between	And	Pre Acq RR	Length (mi)	Total / day	Amtrak / day	Commuter Mon-Fri	Commuter Sat-Sun	Pre- Trains / day	Post- Trains / day	Change Trains / day	Change MGT %	Percent increase in Reportable Freight Train Accidents	Pre-Acquisition Interval between Train Accidents Per Mile (years)	Post-Acquisition Interval between Train Accidents Per Mile (years)	Post Acquisition % Increase in Passenger Train Accidents	Pre-Acquisition Interval between Passenger Collisions (years)	Post-Acquisition Interval between Passenger Collisions (years)	Percent Increase in Reportable Mainline Hazardous Material Releases	Pre-Acquisition Interval between Mainline Hazardous Material Releases (years)	Post-Acquisition Interval between Mainline Hazardous Material Releases (years)
S-231	Boundbrook	Pt Reading Jct	CR	3	0	0	0	0	34.2	27.4	(6.8)	3%	-23%	144	186	--	--	--	2.0%	4,350	4,264
S-235	Woodbury	Paulsboro	CR	6	0	0	0	0	3.2	3.2	-	0%	-4%	566	589	--	--	--	1.9%	5,427	5,325
	NJ Total			193																	
C-051	Chili	Frontier	CR	51	7	7	0	0	40.6	45.9	5.3	16%	8%	120	111	13%	224	198	16.8%	2,795	2,394
C-052	CP Sycamore	Black Rock	CR	6	0	0	0	0	21.5	28.5	5.0	31%	18%	235	199	--	--	--	162.9%	23,321	8,869
C-053	Hoffmans	Utica	CR	66	7	7	0	0	38.3	44.8	6.5	17%	12%	127	114	17%	150	154	14.8%	4,001	3,485
C-054	Selkirk	Hoffmans	CR	25	0	0	0	0	38.7	45.2	6.5	13%	11%	127	114	--	--	--	14.4%	3,066	2,679
C-887	Buffalo	Draw	CR	2	2	2	0	0	55.8	58.5	2.7	20%	1%	89	89	5%	20,946	19,980	9.1%	4,112	3,766
C-68[illegible]	Draw	Buff Crk Jct	CR	1	2	2	0	0	55.8	52.5	(3.3)	4%	-11%	87	97	-6%	35,609	37,847	8.0%	3,167	2,932
C-689	Buff Crk Jct	Buff Seneca	CR	3	2	2	0	0	55.8	52.5	(3.3)	-2%	-11%	87	97	-6%	10,791	11,469	7.1%	2,956	2,760
C-690	Buff Seneca	Ashtabula	CR	123	2	2	0	0	50.1	50.8	0.7	-2%	-3%	97	101	1%	323	319	8.1%	3,170	2,933
C-735	Utica	Syracuse	CR	51	9	9	0	0	38.9	43.4	6.5	14%	12%	132	118	18%	189	161	10.1%	2,673	2,303
C-736	Syracuse	Syracuse Jct	CR	6	9	9	0	0	40.0	46.6	6.6	9%	11%	122	110	17%	1,603	1,376	27.7%	4,132	3,235
C-737	Syracuse Jct	Solvay	CR	2	9	9	0	0	38.2	44.8	6.6	14%	12%	128	114	17%	4,617	3,937	22.2%	4,133	3,382
C-738	Solvay	Lyons	CR	42	9	9	0	0	39.5	44.8	5.3	14%	8%	123	114	13%	211	186	16.5%	3,948	3,382
C-739	Lyons	Fairport	CR	23	9	9	0	0	39.8	45.1	5.3	14%	8%	123	113	13%	379	334	16.8%	3,948	3,381
C-740	Fairport	Rochester	CR	11	9	9	0	0	31.8	36.5	4.7	10%	9%	154	141	15%	1,037	903	16.3%	4,238	3,581
C-741	Rochester	Chili	CR	13	9	9	0	0	33.4	36.9	3.5	10%	5%	146	139	10%	832	753	17.5%	3,025	2,576
C-742	Frontier	Buffalo	CR	4	9	9	0	0	52.8	49.5	(3.3)	-3%	-11%	92	103	-6%	1,630	1,738	12.3%	2,906	2,586
C-748	Black Rock	Niagara Falls	CR	21	7	7	0	0	23.0	22.0	(1.0)	12%	-9%	185	202	-4%	214	224	1.6%	5,749	5,661
C-749	Fairport	Genesee Jct	CR	14	0	0	0	0	11.4	11.2	(0.2)	-4%	-6%	385	410	--	--	--	13.8%	66,868	58,741
C-750	Genesee Jct	Chili	CR	7	0	0	0	0	11.4	11.8	0.4	-1%	-1%	385	389	--	--	--	13.9%	66,868	58,695
C-751	Syracuse	Woodard	CR	4	0	0	0	0	10.0	10.0	-	1%	-4%	440	461	--	--	--	-0.6%	15,949	16,046
C-752	Woodard	Philadelphia	CR	84	0	0	0	0	7.0	7.0	-	1%	-4%	633	663	--	--	--	3.1%	14,621	14,181
C-753	Newburgh	Selkirk	CR	80	0	0	0	0	22.2	23.4	1.2	13%	0%	223	222	--	--	--	37.1%	5,968	4,353
N-061	Ebenezer Jct	Buffalo	CR	6	0	0	0	0	0.0	11.4	11.4	62233%		-	403	--	--	--	#DIV/0!	#DIV/0!	8,445
N-062	Suffern	Campbell Hall	CR	35	18	18	0	0	4.7	7.7	3.0	96%	60%	914	571	64%	292	178	4747.0%	330,084	6,810
N-063	Campbell Hall	Port Jervis	CR	30	18	18	0	0	7.9	12.0	4.1	56%	49%	541	364	52%	203	133	4752.0%	329,012	6,781
N-065	Corning	Buffalo	CR	128	0	0	0	0	13.8	20.6	7.0	27%	49%	321	216	--	--	--	540.0%	47,635	7,443
N-070	Buffalo Fw	Ashtabula	NS	128	0	0	0	0	13.0	25.1	12.1	118%	99%	349	175	--	--	--	239.1%	14,480	4,270
N-245	Port Jervis	Binghamton	CR	126	0	0	0	0	7.9	12.0	4.1	69%	49%	560	376	--	--	--	4755.3%	335,863	6,917
N-246	Binghamton	Waverly	CR	42	0	0	0	0	13.0	19.9	6.9	47%	51%	337	223	--	--	--	4769.4%	333,687	6,853
N-247	Waverly	Corning	CR	36	0	0	0	0	16.4	21.4	5.0	38%	26%	265	207	--	--	--	2426.3%	186,180	6,578
N-473	Buffalo	Black Rock	NS	7	0	0	0	0	10.6	5.1	(5.5)	-58%	-52%	392	748	--	--	--	201.9%	184,713	61,185
	NY Total			1,177																	
C-060	Ashtabula	Quaker	CR	47	2	2	0	0	48.3	54.2	5.9	5%	7%	101	94	12%	885	788	15.2%	2,384	2,069
C-061	Berea	Greenwich	CR	42	0	0	0	0	14.5	54.2	39.7	250%	219%	301	94	--	--	--	179.4%	6,761	2,420
C-063	Cincinnati	Hamilton	CSX	21	1	1	0	0	28.2	31.2	3.0	16%	12%	188	168	11%	7,230	6,535	87.7%	7,674	4,089
C-065	Deshler	Toledo	CSX	36	0	0	0	0	0.6	14.2	13.6	15913%	2415%	8,084	321	--	--	--	221.8%	14,301	4,444
C-066	Deshler	Willow Creek	CSX	174	2	2	0	0	21.4	47.7	26.3	111%	97%	211	107	-52%	115	239	179.7%	5,582	1,996
C-067	Greenwich	Crestline	CR	21	0	0	0	0	14.5	31.3	16.8	88%	82%	301	165	--	--	--	15.5%	5,507	4,766
C-068	Greenwich	Willard	CSX	12	2	2	0	0	32.5	55.2	22.7	96%	73%	180	93	70%	5,270	3,103	279.8%	5,471	1,440
C-069	Marcy	Short	CR	9	0	0	0	0	16.4	45.8	29.4	287%	172%	310	114	--	--	--	734.8%	33,400	4,001
C-070	Marion	Fostoria	CSX	40	0	0	0	0	17.8	27.4	9.6	56%	58%	256	162	--	--	--	804.3%	34,756	3,843
C-072	Mayfield	Marcy	CR	6	0	0	0	0	3.4	43.8	40.4	933%	1236%	1,344	101	--	--	--			3,534
C-073	Quaker	Mayfield	CR	3	0	0	0	0	6.8	43.8	37.0	933%	562%	866	101	--	--	--		--	3,534
C-074	Short	Berea	CR	4	0	0	0	0	13.4	47.3	33.9	576%	245%	380	110	--	--	--	743.4%	33,453	3,966

Attachment B-3
Accident Predictions for Rail Segments with a Projected Increase in Hazardous Material BeingTransported

SEGMENTS			332		Passenger				Freight				Freight			Passenger			Hazardous Materials		
Site ID	Between	And	Pre Acq RR	Length (mi.)	Total / day	Amtrak / day	Commuter Mon-Fri	Commuter Sat-Sun	Pre- Trains / day	Post- Trains / day	Change Trains / day	Change MGT %	Percent Increase in Reportable Freight Train Accidents	Pre-Acquisition Interval between Train Accidents Per Mile (years)	Post-Acquisition Interval between Train Accidents Per Mile (years)	Post Acquisition % Increase in Passenger Train Accidents	Pre-Acquisition Interval between Passenger Collisions (years)	Post-Acquisition Interval between Passenger Collisions (years	Percent increase in Reportable Mainline Hazardous Material Releases	Pre-Acquisition Interval between Mainline Hazardous Material Releases (years)	Post-Acquisition Interval between Mainline Hazardous Material Releases (years)
C-075	Willard	Fostoria	CSX	37	2	2	0	0	32.5	54.0	21.5	97%	66%	160	95	66%	1,661	1,000	198.4%	6,116	2,050
C-204	Youngstown	Sterling	CSX	79	2	2	0	0	32.6	33.9	1.3	24%	5%	160	152	4%	771	741	65.5%	8,103	4,897
C-205	Sterling	Greenwich	CSX	37	2	2	0	0	32.5	32.9	0.4	13%	2%	160	157	1%	1,648	1,628	90.1%	7,468	3,929
C-206	Fostoria	Deshler	CSX	29	2	2	0	0	34.0	37.9	3.9	15%	-4%	130	136	-76%	486	2,016	99.5%	7,645	3,832
C-224	Hamilton	Dayton	CSX	34	0	0	0	0	25.4	26.5	1.1	1%	5%	208	198	--	--	--	58.7%	6,823	4,298
C-225	Dayton	Sidney	CSX	37	0	0	0	0	22.6	24.6	2.0	42%	10%	232	211	--	--	--	57.0%	5,830	4,351
C-226	Sidney	Lima	CSX	35	0	0	0	0	22.6	15.3	(7.3)	0%	-32%	232	341	--	--	--	26.3%	6,954	5,506
C-227	Lima	Deshler	CSX	33	0	0	0	0	26.5	14.9	(11.6)	-8%	-44%	197	351	--	--	--	31.7%	6,585	5,000
C-228	Fostoria	Toledo	CSX	29	0	0	0	0	33.3	37.4	4.1	19%	14%	156	138	--	--	--	294.8%	18,144	4,596
C-229	Columbus	Marion	CSX	20	0	0	0	0	17.8	17.4	(0.4)	10%	-1%	295	300	--	--	--	152.4%	27,373	10,845
C-258	Hamilton	Indianapolis	CSX	99	1	1	0	0	3.0	5.0	2.0	34%	69%	1,571	930	67%	3,049	1,829	426.5%	71,904	13,656
C-290	Cincinnati	Covington	CSX	6	1	1	0	0	35.9	33.6	(2.3)	7%	-6%	145	154	-6%	19,878	21,239	73.9%	4,049	2,328
C-438	Newark	Columbus	CSX	35	0	0	0	0	1.6	1.6	-	0%	1%	1,219	1,206	--	--	--	40.9%	5,683	4,033
C-525	W Marietta	Relief	CSX	27	0	0	0	0	1.8	1.8	-	0%	1%	1,083	1,072	--	--	--	34.8%	12,498	9,272
C-684	Darby	Mounds	CR	3	0	0	0	0	2.2	2.0	(0.2)	-48%	-14%	824	964	--	--	--		--	46,341
C-685	Mounds	Scioto	CR	6	0	0	0	0	2.2	2.0	(0.2)	-49%	-14%	824	964	--	--	--		--	46,341
C-695	CP Maumee	Oak	CR	1	0	0	0	0	15.2	4.0	(11.2)	-97%	-75%	327	1,319	--	--	--	215.1%	21,122	6,702
N-071	Bucyrus	Bellevue	NS	34	0	0	0	0	26.0	34.5	8.5	39%	35%	170	126	--	--	--	29.2%	9,260	7,184
N-072	Vermilion	Bellevue	NS	26	0	0	0	0	15.6	27.0	11.4	64%	78%	290	163	--	--	--	68.8%	12,216	7,237
N-073	Fairgrounds (Columbus)	Bucyrus	NS	61	0	0	0	0	26.0	34.3	8.3	41%	35%	170	127	--	--	--	84.0%	8,493	4,615
N-074	Cleveland	Shortline Jct	CR	7	0	0	0	0	2.0	4.2	2.2	1543%	104%	2,572	1,258	--	--	--		--	25,585
N-075	Ashtabula	Cleveland	NS	50	0	0	0	0	13.0	38.6	23.6	214%	195%	349	118	--	--	--	401.3%	15,169	3,026
N-076	Ivorydale	Cincinnati	NS	6	0	0	0	0	31.3	36.0	4.7	31%	16%	167	143	--	--	--	69.9%	8,829	5,197
N-078	Dayton	Ivorydale	CR	46	0	0	0	0	11.7	18.9	7.2	44%	57%	426	271	--	--	--	16.7%	20,686	17,721
N-079	Oak Harbor	Bellevue	NS	27	0	0	0	0	7.7	27.2	19.5	185%	270%	597	161	--	--	--	484.0%	35,624	6,101
N-080	Cleveland	Vermilion	NS	37	0	0	0	0	13.3	34.1	20.8	81%	184%	336	127	--	--	--	252.4%	12,245	3,475
N-081	White	Cleveland	CR	11	2	2	0	0	12.5	29.7	17.2	131%	133%	407	174	138%	14,451	6,082	162.5%	13,373	5,096
N-082	Youngstown	Ashtabula	CR	59	0	0	0	0	11.7	23.8	12.1	76%	103%	383	188	--	--	--	294.4%	46,438	11,775
N-084	Alliance	White	CR	46	2	2	0	0	26.4	30.1	3.7	5%	11%	187	169	14%	1,636	1,435	9.4%	3,955	3,617
N-267	Columbus	Charleston	CR	185	0	0	0	0	4.1	3.4	(0.7)	-8%	-20%	1,090	1,357	--	--	--	1.0%	16,085	15,922
N-328	Cincinnati	SJ Jct	NS	112	0	0	0	0	31.0	28.0	(3.0)	4%	-9%	165	182	--	--	--	44.8%	6,033	4,167
	OH Total			1,667																	
C-434	Chatham	Fargo	CSX	7	0	0	0	0	1.2	1.2	-	0%	1%	1,627	1,610	--	--	--	10.7%	8,939	8,073
C-435	Chatham	Sarnia	CSX	53	0	0	0	0	1.2	1.2	-	0%	1%	1,627	1,610	--	--	--	6.4%	9,880	9,284
	ON Total			60																	
C-080	Field	Belmont	CR	4	0	0	0	0	8.2	15.8	7.6	80%	85%	483	262	--	--	--	344.0%	130,172	29,317
C-081	New Castle	Youngstown	CSX	18	2	2	0	0	32.6	39.6	7.0	46%	23%	160	130	21%	3,331	2,742	51.8%	17,312	11,407
C-082	Rankin Jct	New Castle	CSX	51	0	0	0	0	28.9	38.3	9.4	74%	35%	157	118	--	--	--	25.4%	9,624	7,676
C-083	RG	Field	CR	2	0	0	0	0	0.0	16.0	16.0	#DIV/0!		-	288	--	--	--	#DIV/0!	#DIV/0!	23,282
C-084	RG	Wilsmere	CSX	26	0	0	0	0	22.9	26.4	3.5	23%	17%	197	169	--	--	--	50.4%	10,626	7,067
C-086	Sinns	Rankin Jct	CSX	9	2	2	0	0	30.8	40.2	9.4	77%	32%	172	130	31%	7,168	5,492	19.6%	11,145	9,321
C-784	Park Jct	Belmont	CR	1	0	0	0	0	17.0	18.3	1.3	4%	2%	292	285	--	--	--	47.9%	5,787	3,912
C-785	Belmont	West Falls	CR	1	0	0	0	0	24.5	27.1	2.6	13%	5%	201	191	--	--	--	51.4%	5,505	3,636
C-786	West Falls	CP Newtown Jct	CR	4	0	0	0	0	11.1	11.4	0.3	18%	-2%	396	403	--	--	--	238.2%	20,904	6,182
N-093	Harrisburg	Shocks	CR	22	0	0	0	0	2.2	6.0	3.8	143%	165%	2,284	862	--	--	--	44.8%	180,686	124,766
N-095	Rochester	Youngstown	CR	39	0	0	0	0	12.6	17.7	5.1	17%	37%	306	223	--	--	--	289.1%	43,754	11,246
N-203	Bethlehem	Allentown	CR	3	0	0	0	0	17.2	13.3	(3.9)	-8%	-25%	252	339	--	--	--	35.5%	15,094	11,139

Attachment B-3

Accident Predictions for Rail Segments with a Projected Increase in Hazardous Material BeingTransported

SEGMENTS			332		Passenger				Freight				Freight			Passenger			Hazardous Materials		
Site ID	Between	And	Pre Acq RR	Length (mi.)	Total / day	Amtrak / day	Commuter Mon-Fri	Commuter Sat-Sun	Pre- Trains / day	Post- Trains / day	Change Trains / day	Change MGT %	Percent Increase in Reportable Freight Train Accidents	Pre-Acquisition Interval between Train Accidents Per Mile (years)	Post-Acquisition Interval between Train Accidents Per Mile (years)	Post Acquisition % Increase in Passenger Train Accidents	Pre-Acquisition Interval between Passenger Collisions (years)	Post-Acquisition Interval between Passenger Collisions (years)	Percent Increase in Reportable Mainline Hazardous Material Releases	Pre-Acquisition Interval between Mainline Hazardous Material Releases (years)	Post-Acquisition Interval between Mainline Hazardous Material Releases (years)
N-204	Allentown	Burn	CR	3	0	0	0	0	24 9	21 3	(3 6)	13%	-17%	198	240	--	--	--	1 8%	4,160	4,086
N-216	Reading	Reading Belt Jct	CR	2	0	0	0	0	6 0	4 9	(1 1)	46%	-21%	756	953	--	--	--	108 8%	33,134	15,869
N-223	Zoo	Arsenal	CR	2	0	0	0	0	5 4	9 3	3 9	107%	69%	842	497	--	--	--	369 7%	86,248	18,362
N-225	Eastwick	Marcus Hook	CR	12	0	0	0	0	3 0	7 8	4 8	67%	157%	1,526	594	--	--	--	50 4%	28,901	19,211
S-040	Arsenal	Davis	AMTK	25	131	81	58	30	2 3	10 5	8 2	83%	357%	2,377	520	357%	712	156	33 3%	8,244	6,183
S-041	Morrisville	Zoo	AMTK	29	145	98	52	36	3 4	7 1	3 7	25%	109%	1,607	770	109%	809	387	91 7%	24,730	12,902
S-042	South Philadelphia	Field	CR	5	0	0	0	0	8 2	21 1	12 9	303%	153%	472	187	--	--	--	583 7%	116,969	17,107
S-232	Park Jct	Frankford Jct	CR	6	0	0	0	0	7 8	10 7	2 9	27%	34%	567	423	--	--	--	25 2%	13,996	11,176
S-233	Frankford Jct	Camden	CR	4	0	0	0	0	7 8	10 7	2 9	28%	34%	567	423	--	--	--	25 2%	13,996	11,176
S-234	Eastwick	Lester	CR	6	0	0	0	0	3 2	3 2	-	1%	-2%	1,062	1,090	--	--	--	4 0%	11,027	10,607
	PA Total			274																	
C-324	Laurens	Spartanburg	CSX	38	0	0	0	0	13 6	12 8	(0 8)	-17%	-5%	388	409	--	--	--	7 3%	23,995	22,372
C-340	Dillon	Florence	CSX	31	6	6	0	0	15 6	19 0	3 4	3%	23%	290	235	22%	253	208	39 7%	12,109	8,669
C-341	Florence	Lane	CSX	49	6	6	0	0	12 7	16 6	3 9	8%	33%	359	270	31%	197	151	60 5%	14,681	9,149
C-342	Lane	St Stephen	CSX	8	6	6	0	0	16 2	19 9	3 7	7%	25%	279	224	23%	945	769	37 5%	12,533	9,117
C-343	St Stephen	Ashley Jct	CSX	39	6	6	0	0	12 7	16 5	3 8	7%	32%	359	272	30%	247	190	42 6%	13,050	9,150
C-344	Ashley Jct	Yemassee	CSX	54	6	6	0	0	16 7	20 6	3 9	17%	25%	271	216	23%	136	110	82 4%	14,030	7,693
C-345	Yemassee	Savannah	CSX	47	6	6	0	0	12 2	16 1	3 9	21%	34%	374	279	32%	214	162	65 8%	16,025	9,663
C-352	Clinton	Greenwood	CSX	28	0	0	0	0	17 1	19 6	2 5	7%	16%	308	266	--	--	--	190 3%	8,156	2,809
C-353	Greenwood	Athens	CSX	81	0	0	0	0	16 1	18 8	2 7	8%	18%	327	277	--	--	--	139 9%	6,500	2,710
C-358	McBee	Columbia	CSX	108	2	2	0	0	4 4	4 4	-	9%	1%	800	794	0%	603	603	144 6%	23,811	9,735
C-359	Columbia	Fairfax	CSX	78	2	2	0	0	3 9	3 7	(0 2)	3%	-4%	496	517	-5%	966	1,018	80 9%	9,807	5,423
C-360	Fairfax	Savannah	CSX	62	2	2	0	0	12 4	11 6	(0 8)	-6%	-6%	371	394	-6%	559	597	21 0%	23,612	19,520
C-362	Dillon	Andrews	CSX	74	0	0	0	0	4 3	4 2	(0 1)	-13%	-2%	1,110	1,129	--	--	--	20 9%	90,986	75,274
C-365	Remoure	Charleston	CSX	10	0	0	0	0	1 8	1 8	-	0%	1%	1,219	1,206	--	--	--	8 9%	14,427	13,251
N-359	Columbia	Millen	NS	135	0	0	0	0	6 0	5 2	(0 8)	-30%	-13%	549	630	--	--	--	38 4%	30,833	22,273
	SC Total			840																	
C-090	Amqui	Nashville	CSX	16	0	0	0	0	40 8	48 4	7 6	30%	21%	108	89	--	--	--	77 0%	3,767	2,129
C-371	Mckenzie	Memphis	CSX	116	0	0	0	0	10 1	12 4	2 3	8%	24%	459	369	--	--	--	36 6%	17,808	13,033
C-373	Nashville	Stevenson	CSX	113	0	0	0	0	20 6	21 1	0 5	4%	3%	255	247	--	--	--	108 4%	6,076	2,915
C-375	Chattanooga	Cartersville	CSX	87	0	0	0	0	17 7	17 4	(0 3)	-2%	-1%	297	300	--	--	--	40 7%	11,613	8,252
N-328	Harriman	Citico Jct	NS	74	0	0	0	0	26 6	28 1	1 5	4%	7%	193	181	--	--	--	16 7%	6,459	5,535
N-329	Citico Jct	Ooltewah	NS	12	0	0	0	0	37 5	44 0	7 0	18%	20%	138	115	--	--	--	28 6%	4,609	3,584
N-330	Ooltewah	Cohutta	NS	12	0	0	0	0	27 9	33 4	5 5	13%	22%	158	130	--	--	--	21 2%	7,450	6,145
N-340	Citico Jct	Chattanooga	NS	2	0	0	0	0	63 2	55 7	(7 5)	-4%	-11%	80	90	--	--	--	27 3%	3,146	2,471
N-341	Wauhatchie	Attalla	NS	82	0	0	0	0	6 5	11 9	5 4	16%	87%	506	271	--	--	--	37 9%	8,802	6,385
N-386	Bulls Gap	New Line	NS	16	0	0	0	0	18 2	17 7	(0 5)	25%	-2%	247	252	--	--	--	40 3%	7,526	5,367
N-387	New Line	Sevier Yd	NS	32	0	0	0	0	21 9	21 1	(0 8)	25%	-3%	204	210	--	--	--	49 7%	5,225	3,492
N-388	Sevier Yd	Cleveland	NS	66	0	0	0	0	15 1	17 1	2 0	28%	14%	213	186	--	--	--	63 0%	7,858	4,821
N-389	Cleveland	Ooltewah	NS	14	0	0	0	0	9 2	12 6	3 4	68%	39%	498	358	--	--	--	56 4%	10,007	6,400
N-392	New Line	Leadvale	NS	11	0	0	0	0	4 9	5 7	0 8	-6%	17%	945	804	--	--	--	37 4%	14,100	10,262
N-393	Harriman	Sevier Yd	NS	58	0	0	0	0	15 6	9 4	(6 2)	-11%	-40%	290	483	--	--	--	5 4%	9,142	8,678
N-395	Wauhatchie	Sheffield	NS	154	0	0	0	0	10 2	10 8	0 6	19%	7%	319	299	--	--	--	39 2%	8,453	6,075
N-399	Bulls Gap	Frisco	NS	41	0	0	0	0	18 0	12 1	(5 9)	-3%	-33%	250	373	--	--	--	56 8%	15,061	9,606
	TN Total			928																	
C-100	Doswell	Fredericksburg	CSX	37	18	18	0	0	16 2	22 8	6 6	28%	43%	353	248	41%	485	345	23 2%	7,015	5,694
C-101	Fredericksburg	Potomac Yard	CSX	49	30	21	12	0	16 3	23 4	7 1	29%	45%	349	240	44%	154	107	25 2%	5,224	4,171

Attachment B-3

Accident Predictions for Rail Segments with a Projected Increase in Hazardous Material BeingTransported

SEGMENTS			332		Passenger				Freight				Freight			Passenger			Hazardous Materials		
Site ID	Between	And	Pre Acq RR	Length (mi.)	Total / day	Amtrak / day	Commuter Mon-Fri	Commuter Sat-Sun	Pre- Trains / day	Post- Trains / day	Change Trains / day	Change MGT %	Percent Increase in Reportable Freight Train Accidents	Pre-Acquisition Interval between Train Accidents Per Mile (years)	Post-Acquisition Interval between Train Accidents Per Mile (years)	Post Acquisition % Increase in Passenger Train Accidents	Pre-Acquisition Interval between Passenger Collisions (years)	Post-Acquisition Interval between Passenger Collisions (years)	Percent Increase in Reportable Mainline Hazardous Material Releases	Pre-Acquisition Interval between Mainline Hazardous Material Releases (years)	Post-Acquisition Interval between Mainline Hazardous Material Releases (years)
C-102	Richmond	Doswell	CSX	24	18	18	0	0	17.8	24.8	7.0	22%	41%	292	207	39%	476	342	23.1%	4,649	3,777
C-103	S. Richmond	Weldon	CSX	82	10	10	0	0	18.4	23.0	4.6	18%	27%	243	192	25%	49	39	23.6%	3,843	3,109
C-233	Rivanna Jct	Clifton Forge	CSX	229	0	0	0	0	9.6	9.7	(0.1)	-1%	0%	540	541	--	--	--	38.6%	48,073	34,624
C-234	Clifton Forge	St Albans	CSX	195	1	1	0	0	9.8	10.9	1.1	5%	12%	540	481	11%	2,241	2,014	61.6%	38,440	23,780
N-100	Riverton Jct	Roanoke	NS	181	0	0	0	0	3.9	12.1	8.2	226%	219%	1,209	379	--	--	--	308.4%	97,630	23,905
N-315	Alexandria	Manassas	NS	22	17	5	16	0	7.8	9.6	1.8	19%	24%	660	531	23%	618	502	5017.5%	374,940	7,327
N-317	Montview	Altavista	NS	21	2	2	0	0	15.4	19.6	4.2	33%	29%	292	226	27%	1,328	1,044	5.6%	7,222	6,840
N-385	Walton	Bulls Gap	NS	187	0	0	0	0	8.6	10.3	1.7	83%	21%	533	440	--	--	--	40.5%	19,474	13,885
N-406	Frisco	Kingsport	NS	6	0	0	0	0	4.0	4.0	-	38%	1%	1,160	1,151	--	--	--	71.5%	17,652	10,291
N-420	Roanoke	Salem	NS	7	0	0	0	0	34.3	40.4	6.1	20%	19%	149	125	--	--	--	29.6%	11,676	9,011
N-421	Salem	Walton	NS	33	0	0	0	0	28.2	32.1	3.9	9%	15%	182	158	--	--	--	34.8%	12,460	9,259
N-432	Poe ML	Petersburg	NS	3	0	0	0	0	8.4	8.0	(0.4)	-25%	-4%	548	570	--	--	--	53.7%	16,697	10,866
	VA Total			1,076																	
C-202	Harpers Ferry	Cherry Run	CSX	32	12	12	0	0	33.3	40.6	7.3	29%	23%	155	126	22%	254	208	9.7%	8,079	7,362
C-235	St Albans	Barboursville	CSX	29	1	1	0	0	10.9	12.8	1.9	-3%	19%	485	409	17%	13,546	11,535	46.0%	21,345	14,622
C-236	Barboursville	Huntington	CSX	10	1	1	0	0	13.4	14.9	1.5	-2%	12%	393	350	11%	31,953	28,737	38.3%	20,199	14,608
C-237	Huntington	Kenova	CSX	8	1	1	0	0	15.5	16.8	1.3	8%	9%	340	310	8%	34,530	31,858	20.8%	8,336	6,900
C-238	Kenova	Big Sandy Jct	CSX	1	1	1	0	0	32.5	33.2	0.7	11%	3%	163	158	2%	131,746	128,988	20.6%	10,657	8,839
C-245	MK Jct	Grafton	CSX	26	0	0	0	0	9.4	12.0	2.6	36%	29%	494	382	--	--	--	35.0%	23,767	17,604
C-246	Grafton	Berkeley Jct	CSX	2	0	0	0	0	10.8	10.8	-	11%	1%	429	426	--	--	--	34.5%	23,722	17,632
C-247	Berkeley Jct	Short Line Jct	CSX	21	0	0	0	0	3.8	3.8	-	-8%	1%	1,258	1,250	--	--	--	34.3%	30,364	22,603
C-248	Brooklyn Jct	Short Line Jct	CSX	58	0	0	0	0	4.6	4.4	(0.2)	-5%	-4%	769	799	--	--	--	34.2%	22,313	16,624
C-249	Parkersburg	Brooklyn Jct	CSX	55	0	0	0	0	4.5	4.5	-	0%	1%	1,060	1,053	--	--	--	23.8%	12,992	10,496
C-250	Parkersburg	Huntington	CSX	119	0	0	0	0	5.3	5.1	(0.2)	0%	-3%	898	927	--	--	--	64.0%	12,970	7,908
N-288	Charleston	Dickinson	CR	14	0	0	0	0	4.3	4.6	0.3	-5%	4%	1,060	1,016	--	--	--	67.9%	39,292	23,401
	WV Total			375																	
	Grand Total			15,033																	

Attachment B-4

Cars Switched Per Day at Terminals

Attachment B-4
Cars Switched Per Day at Terminals

State	City	Yard Name	Road	Type	Oct '96 Base	Total	Change	Change (%)	Pre Acquisition Interval between Hazardous Material Releases	Post Acquisition Interval between Hazardous Material Releases	Projected Percent Change in Hazardous Material Accident Frequency
GA	Atlanta	Hulsey	CSXT	IM Ramp	523	603	80	15.3%	139	146	-5%
GA	Atlanta	Inman	NS	IM Ramp	569	712	143	25.1%	290	234	24%
GA Total					1,092	1,315	223				
IL	Chgo 47-51 St TV		CR	IM Ramp	532	737	205	38.5%	137	120	13%
IL	Landers		NS	IM Ramp	412	506	94	22.8%	396	325	22%
IL	Chicago	59th St	CSXT	IM Ramp	0	815	815	N/A	>40,000	109	N/A
IL Total					944	2,058	1,114				
KY	Louisville	Buechel	NS	IM Ramp	119	172	53	44.5%	1,314	921	43%
KY Total					119	172	53				
LA	New Orleans	New Orleans	NS	IM Ramp	64	127	63	98.4%	2,391	1,234	94%
LA Total					64	127	63				
MD	Baltimore TV		CR	IM Ramp	108	174	66	61.1%	636	484	31%
MD Total					108	174	66				
MI	Melvindale ML		NS	ML Ramp	257	314	57	22.2%	625	515	21%
MI Total					257	314	57				
MO	St Louis RH		NS	IM Ramp	188	381	193	102.7%	845	427	98%
MO	Voltz RH		NS	IM Ramp	229	349	120	52.4%	699	465	50%
MO Total					417	730	313				
NJ	ERail TV		CR	IM Ramp	98	483	385	392.9%	699	181	286%
NJ	Little Ferry		CRN	IM Ramp	215	392	177	82.3%	327	221	48%
NJ	South Kearny		CRN	IM Ramp	440	488	48	10.9%	164	179	-8%
NJ Total					753	1,363	610				
OH	Bellevue		NS	IM Ramp	0	65	65	N/A	>40,000	2,355	N/A
OH	Columbus-Discovery Park		NS	IM Ramp	131	184	53	40.5%	1,198	863	39%
OH	Toledo		NS	IM Ramp	104	141	37	35.6%	1,496	1,116	34%
OH Total					235	390	155				
PA	Rutherford TC		CR	IM Ramp	68	398	330	485.3%	994	218	356%
PA	Pittsburgh TV		CR	IM Ramp	0	114	114	N/A	>40,000	729	N/A
PA	Allentown TV		CR	IM Ramp	39	138	99	253.8%	1,700	606	181%
PA	Morrisville TC		CR	IM Ramp	164	347	183	111.6%	425	249	71%
PA	Greenwich		CRS	IM Ramp	0	272	272	N/A	>40,000	315	N/A
PA Total					271	1,269	998				
TN	Memphis		CSXT	IM Ramp	120	196	76	63.3%	575	432	33%
TN Total					120	196	76				
Grand Total Intermodal					**4,380**	**8,108**	**3,728**				
AL	Birmingham	Boyles	CSXT	Hump	993	1,186	193	19.4%	75	76	-2%
AL Total					993	1,186	193				
GA	Doraville		NS	Regional	174	222	48	27.6%	911	720	27%
GA Total					174	222	48				
IL	Colehour		CR	Regional	74	94	20	27.0%	916	878	4%
IL Total					74	94	20				
IN	Ft Wayne		NS	Regional	283	583	300	106.0%	570	284	101%
IN	Curtis		CSXT		110	145	35	32.0%	625	577	8%
IN Total					393	728	335				
MI	Detroit	Rougemere	CSXT	Reg.	335	585	250	74.6%	213	150	42%
MI Total					335	585	250				
MO	Luther		NS	Regional	239	327	88	36.8%	670	495	35%
MO Total					239	327	88				
NY	Buffalo Jct	Bison	NS	Regional	389	672	283	72.8%	419	247	69%
NY Total					389	672	283				
OH	Toledo	Stanley	CR	H	475	1,282	807	170.0%	152	71	116%
OH	Airline		CR	ML, IM, H	0	520	520	N/A	>40,000	168	N/A
OH	Conneaut		NS	Regional	30	74	44	146.7%	4,967	2,078	139%
OH	Homestead		NS	Regional	326	469	143	43.9%	497	350	42%
OH Total					831	2,345	1,514				
PA	Harrisburg		CR	ML, IM, H	117	246	129	110.3%	589	347	70%
PA	Greenwich		CRS	Regional	265	501	236	89.1%	267	175	53%
PA	Rutherford TC		CR	TC Ramp	69	120	51	73.9%	980	693	41%
PA Total					451	867	416				
TN	Memphis	Leewood	CSXT	Flat	120	153	33	27.8%	575	547	5%
TN Total					120	153	33				
AL	Gadsden		CSXT		146	132	(14)	-9.6%	476	633	-25%

Attachment B-4
Cars Switched Per Day at Terminals

State	City	Yard Name	Road	Type	Oct '96 Base	Total	Change	Change (%)	Pre Acquisition Interval between Hazardous Material Releases	Post Acquisition Interval between Hazardous Material Releases	Projected Percent Change in Hazardous Material Accident Frequency
AL	Montgomery		CSXT		605	569	(36)	-5.9%	121	154	-22%
AL	Decatur		CSXT		180	173	(8)	-4.2%	388	488	-20%
AL	Mobile		CSXT		411	436	25	6.1%	175	200	-12%
AL	Flomaton		CSXT		139	150	12	8.4%	500	558	-10%
AL	Dothan		CSXT		130	184	54	41.4%	530	458	16%
AL	N Birmingham		NS	Industrial	272	137	(135)	-49.6%	592	1,147	-48%
AL	Sheffield		NS	Hump	773	779	6	0.8%	216	214	1%
AL	Attalla		NS	Regional	165	168	3	1.8%	959	942	2%
AL	Mobile		NS	Regional	211	219	8	3.8%	756	729	4%
AL	Selma		NS	Regional	127	133	6	4.7%	1,234	1,180	5%
AL	Norris Yd		NS	Hump	1,465	1,595	130	8.9%	117	107	9%
AL	Parrish		NS	Regional	54	70	16	29.6%	2,817	2,193	28%
AL	Huntsville		NS	Regional	11	33	22	200.0%	13,078	4,530	189%
AL Total					4,689	4,778	89				
DC	Washington	Benning	CR	R	89	8	(81)	-91.5%	767	9,941	-92%
DC Total					89	8	(81)				
DE	Edgemoor DE		CR	Regional	145	141	(4)	-2.8%	479	593	-19%
DE	Harrington		CR	Industrial	73	119	46	63.0%	928	699	33%
DE	Wilmington	Wilsmere	CSXT		187	108	(79)	-42.4%	374	768	-51%
DE Total					405	368	(37)				
FL	Taft		CSXT		132	61	(72)	-54.0%	523	1,336	-61%
FL	Wildwood		CSXT		42	37	(6)	-13.4%	1,568	2,175	-28%
FL	Jacksonville	Jacksonville	CSXT	Flat	500	449	(51)	-10.2%	145	194	-25%
FL	Mulberry		CSXT		369	400	32	8.5%	195	217	-10%
FL	Baldwin	Baldwin	CSXT	Flat	1,060	1,155	95	9.0%	70	78	-10%
FL	Orlando		CSXT		165	182	17	10.0%	423	465	-9%
FL	Miami		CSXT		217	257	40	18.6%	325	332	-2%
FL	Tampa	Yeoman	CSXT	RF	400	499	99	24.8%	180	175	3%
FL	Pensacola	Goulding	CSXT		197	251	54	27.5%	357	341	5%
FL	Lakeland		CSXT		145	194	49	33.7%	478	436	10%
FL	Busch		CSXT		164	231	66	40.4%	424	369	15%
FL	Winston		CSXT		41	80	39	95.1%	1,620	1,025	58%
FL	Simpson Yd		NS	System	159	151	(8)	-5.0%	993	1,044	-5%
FL	Occidental		NS	Industrial	257	283	26	10.1%	625	570	10%
FL	Jacksonville RH		NS	IM Ramp	126	162	36	28.6%	1,243	976	27%
FL	Jacksonville ML		NS	ML Ramp	22	50	28	127.3%	6,699	3,034	121%
FL Total					3,997	4,441	445				
GA	Manchester		CSXT		49	18	(31)	-62.8%	1,366	4,280	-68%
GA	Thomasville		CSXT		173	128	(45)	-26.1%	405	654	-38%
GA	Savannah	Southover	CSXT	Flat	650	588	(62)	-9.5%	113	150	-25%
GA	Cartersville		CSXT		196	205	9	4.8%	359	414	-13%
GA	Atlanta	Tilford	CSXT	Hump/IM?	1,150	1,227	77	6.7%	65	74	-12%
GA	Waycross	Rice	CSXT	Hump	1,950	2,140	190	9.7%	39	43	-9%
GA	Augusta		CSXT		256	311	54	21.2%	276	277	0%
GA	Industry Yd		NS	Regional	196	106	(90)	-45.9%	812	1,469	-45%
GA	Langdale Yd		NS	System	333	185	(148)	-44.4%	487	858	-43%
GA	Forrestville J		NS	Regional	244	145	(99)	-40.6%	657	1,086	-39%
GA	Savannah		NS	System	464	393	(71)	-15.3%	353	415	-15%
GA	Gainesville		NS	Regional	178	155	(23)	-12.9%	891	1,018	-12%
GA	Brosnan Yd		NS	Hump	1,221	1,122	(99)	-8.1%	139	151	-8%
GA	Gordon B143		NS	Regional	64	64	0	0.0%	2,391	2,391	0%
GA	Hapeville ML		NS	ML Ramp	148	148	0	0.0%	1,065	1,065	0%
GA	Krannert		NS	Industrial	164	164	0	0.0%	964	964	0%
GA	Port Wentworth		NS	Industrial	155	155	0	0.0%	1,018	1,018	0%
GA	Tennille		NS	Regional	217	226	9	4.1%	736	708	4%
GA	Albany		NS	Regional	188	198	10	5.3%	845	804	5%
GA	Columbus		NS	Regional	168	182	14	8.3%	942	872	8%
GA	East Point TC		NS	TC Ramp	193	220	27	14.0%	824	726	13%
GA	Nixon		NS	System	164	198	34	20.7%	964	804	20%
GA	Atlanta RH		NS	IM Ramp	487	692	205	42.1%	337	240	40%
GA	Americus		NS	Industrial	48	71	23	47.9%	3,193	2,163	46%
GA	Inman Yd		NS	ML, IM, H	145	335	190	131.0%	1,086	484	124%
GA	Savannah Rh		NS	IM Ramp	22	57	35	159.1%	6,699	2,673	151%

Attachment B-4
Cars Switched Per Day at Terminals

State	City	Yard Name	Road	Type	Oct '96 Base	Total	Change	Change (%)	Pre Acquisition Interval between Hazardous Material Releases	Post Acquisition Interval between Hazardous Material Releases	Projected Percent Change in Hazardous Material Accident Frequency
GA	South Yd		NS	Industrial	17	195	178	1047.1%	8,592	816	953%
GA Total					9,239	9,628	389				
IL	Chicago	Clearing	BRC	Hump	3,200	139	(3,061)	-95.7%	24	602	-96%
IL	Danville	Hillery	CR	R	12	0	(12)	-100.0%	5,301	>40,000	-100%
IL	Englewood TV		CR	IM Ramp	294	114	(180)	-61.2%	242	729	-67%
IL	Ashland Ave		CR	System	545	232	(313)	-57.4%	133	367	-64%
IL	East St. Louis	Rose Lake Y	CR	R	190	81	(109)	-57.4%	369	1,013	-64%
IL	Chgo 47-51 St TV		CR	IM Ramp	385	279	(106)	-27.5%	187	307	-39%
IL	Chicago	Bedford Park	CSXT	I/M	475	0	(475)	-100.0%	152	>40,000	-100%
IL	Chicago	Barr Yard	CSXT	Flat	1,100	1,100	0	0.0%	68	82	-17%
IL	Decatur		CSXT		104	122	18	16.9%	660	685	-4%
IL	Danville	Brewer	CSXT	Flat	300	379	79	26.3%	237	229	4%
IL	Chicago	Blue Island	IHB		1,066	1,308	242	22.7%	70	69	1%
IL	Calumet		NS	Industrial	517	112	(405)	-78.3%	318	1,393	-77%
IL	Granite City		NS	System	575	517	(58)	-10.1%	287	318	-10%
IL	Decatur		NS	System	1,032	1,043	11	1.1%	163	162	1%
IL	Landers		NS	System	332	359	27	8.1%	488	453	8%
IL	Burnham ML		NS	ML Ramp	106	119	13	12.3%	1,469	1,314	12%
IL	Chattanooga RH TN		NS	IM Ramp	19	24	5	26.3%	7,718	6,160	25%
IL	Springfield		NS	Regional	48	66	18	37.5%	3,156	2,321	36%
IL	Chicago TC		NS	TC Ramp	74	121	47	63.5%	2,078	1,293	61%
IL	Blue Island		OSA	Regional	33	0	(33)	-100.0%	1,997	>40,000	-100%
IL Total					10,407	6,114	(4,293)				
IN	Chicago	Gibson	CR		240	138	(102)	-42.5%	294	606	-51%
IN	Fort Wayne	Piqua	CR		75	51	(24)	-31.6%	904	1,574	-43%
IN	Burns Harbor		CR	Industrial	314	217	(97)	-30.9%	227	391	-42%
IN	Elkhart IN		CR	Hump	2,326	2,058	(268)	-11.5%	33	45	-26%
IN	Indianapolis	Hawthorne	CR		260	254	(6)	-2.3%	272	336	-19%
IN	Indianapolis	Avon Yard	CR	H	1,574	1,559	(15)	-1.0%	48	58	-18%
IN	Anderson	S Anderson	CR		45	47	2	3.8%	1,480	1,724	-14%
IN	Terre Haute	Terre Haute	CR	R	61	64	3	4.4%	1,104	1,278	-14%
IN	Hawthorne IN		CR	Industrial	0	262	262	N/A	>40,000	326	N/A
IN	Indianapolis	State Street	CSXT	SF	100	0	(100)	-100.0%	685	>40,000	-100%
IN	Lafayette		CSXT		190	147	(44)	-22.9%	368	571	-36%
IN	Evansville	Howell	CSXT	Flat	675	720	45	6.6%	109	123	-12%
IN	Terre Haute	Terre Haute	CSXT	No Yard	100	116	16	15.8%	685	718	-5%
IN	Garrett	Garrett	CSXT	No Yard	200	236	36	18.0%	351	361	-3%
IN	Frankfort		NS	Regional	115	161	46	40.0%	1,358	982	38%
IN	Ft Wayne TC		NS	TC Ramp	308	436	128	41.6%	525	375	40%
IN	Muncie		NS	Regional	109	184	75	68.8%	1,430	863	66%
IN	Roanoke		NS	Industrial	18	35	17	94.4%	8,131	4,280	90%
IN	Lafayette		NS/CR	Regional	177	132	(45)	-25.4%	395	524	-25%
IN	Crawfordsvle		OSA	Industrial	41	41	0	0.0%	1,620	1,620	0%
IN	Indiana Hbr		OSA	Industrial	213	213	0	0.0%	330	330	0%
IN	Gibson IN		OSA	System	41	102	61	148.8%	1,620	672	141%
IN Total					7,182	7,172	(11)				
KY	Lexington	Lexington	CSXT	SF	50	33	(17)	-33.8%	1,337	2,403	-44%
KY	Louisville	Osborn Yard	CSXT	H	1,200	828	(372)	-31.0%	62	108	-42%
KY	Corbin	Corbin	CSXT	RF	200	151	(49)	-24.5%	351	556	-37%
KY	Shelby		CSXT		31	24	(7)	-21.4%	2,134	3,251	-34%
KY	Russell	Russell	CSXT	Flat	713	732	19	2.7%	103	121	-15%
KY	Louisville		NS	System	399	318	(81)	-20.3%	409	509	-20%
KY	Buechel RH		NS	IM Ramp	61	83	22	36.1%	2,504	1,860	35%
KY	Danville		NS	ML, IM, H	151	216	65	43.0%	1,044	739	41%
KY	Georgetown RH		NS	IM Ramp	21	40	19	90.5%	7,007	3,763	86%
KY Total					2,825	2,425	(401)				
LA	New Orleans	New Orleans	CSXT	RF	840	492	(348)	-41.4%	88	178	-51%
LA	Oliver Yd		NS	Regional	165	132	(33)	-20.0%	959	1,189	-19%
LA	New Orleans RH		NS	IM Ramp	126	172	46	36.5%	1,243	921	35%
LA Total					1,131	796	(335)				
MA	Boston	Beacon Park	CR	R	239	82	(157)	-65.9%	296	1,006	-71%
MA	Springfield	Springfield	CR	R	309	166	(144)	-46.4%	231	508	-55%
MA	Worcester	Worcester	CR		185	110	(75)	-40.4%	378	753	-50%

Attachment B-4
Cars Switched Per Day at Terminals

State	City	Yard Name	Road	Type	Oct '96 Base	Total	Change	Change (%)	Pre Acquisition Interval between Hazardous Material Releases	Post Acquisition Interval between Hazardous Material Releases	Projected Percent Change in Hazardous Material Accident Frequency
MA Total					733	357	(376)				
MD	Conton Piers		CR	Industrial	626	308	(318)	-50.8%	117	279	-58%
MD	Bay View		CR	System	181	262	81	44.8%	386	326	18%
MD	Baltimore TV		CR	IM Ramp	71	133	62	87.3%	953	628	52%
MD	Baltimore TC		CR	TC Ramp	0	29	29	N/A	>40,000	2,730	N/A
MD	Baltimore	Greys	CSXT		60	0	(60)	-100.0%	1,122	>40,000	-100%
MD	Baltimore	Curtis Bay	CSXT	RF	375	86	(289)	-77.1%	191	957	-80%
MD	Baltimore	Penn Mary	CSXT	RF	200	97	(103)	-51.4%	351	850	-59%
MD	Hagerstown	Hagerstown	CSXT	No Yard	100	98	(2)	-2.4%	685	846	-19%
MD	Baltimore	Bay View	CSXT	RF	350	342	(8)	-2.4%	205	253	-19%
MD	Baltimore	Locust Point	CSXT	RF	300	356	56	18.8%	237	243	-2%
MD	Brunswick	Brunswick	CSXT	SF	233	278	45	19.3%	303	308	-2%
MD	C. mberland	Cumberland	CSXT	Hump	770	968	198	25.8%	96	92	3%
MD	Hagerstown		NS/CR	Regional	330	422	92	27.9%	216	171	27%
MD	Sparrows Pnt		OSA	Industrial	81	84	3	3.7%	840	811	4%
MD Total					3,677	3,463	(214)				
MI	Monroe		CR	Industrial	194	271	77	39.7%	361	316	14%
MI	Livernois		CRD	Regional	58	34	(24)	-41.4%	1,159	2,342	-51%
MI	River Rouge		CRD	System	169	132	(37)	-21.9%	413	632	-35%
MI	Sterling		CRD	Industrial	62	56	(6)	-9.7%	1,087	1,447	-25%
MI	North Yard		CRD	Regional	119	115	(4)	-3.4%	579	722	-20%
MI	Sterling ML		CRD	ML Ramp	7	7	0	0.0%	8,917	10,762	-17%
MI	Trenton		CRD	Industrial	79	112	33	41.8%	860	741	16%
MI	North Yard ML		CRD	ML Ramp	21	43	22	104.8%	3,089	1,867	65%
MI	Detroit TV		CRD	IM Ramp	11	55	44	400.0%	5,765	1,472	292%
MI	Detroit	Middlebelt	CSXT		50	0	(50)	-100.0%	1,337	>40,000	-100%
MI	Grand Rapids	Grand Rapid	CSXT	Reg.	325	243	(82)	-25.3%	220	351	-37%
MI	Flint		CSXT		239	247	8	3.5%	296	345	-14%
MI	Lansing	Lansing	CSXT	2nd	58	63	5	8.4%	1,159	1,293	-10%
MI	Detroit	Plymouth	CSXT	2nd	150	168	18	12.3%	463	500	-7%
MI	Detroit	Wayne	CSXT		205	244	39	18.9%	343	350	-2%
MI	Detroit	River Rouge	Joint	R	365	201	(164)	-45.0%	196	422	-53%
MI	Detroit	Livernois	Joint	R	206	123	(83)	-40.4%	341	679	-50%
MI	Detroit	North Yard	Joint	R	435	343	(92)	-21.1%	166	251	-34%
MI	Detroit	Lincoln Park	Joint	R	50	46	(4)	-7.6%	1,337	1,742	-23%
MI	Detroit	Mound Road	Joint	R	132	132	0	0.2%	524	632	-17%
MI	Detroit	Warren/Sterl	Joint	R	145	167	22	14.8%	479	506	-5%
MI	Melvindale ML		NS	ML Ramp	153	153	0	0.0%	1,031	1,031	0%
MI	Oakwood		NS	System	548	548	0	0.0%	301	301	0%
MI	Detroit TC		NS	TC Ramp	215	232	17	7.9%	742	690	8%
MI Total					3,996	3,735	(261)				
MO	N Kansas City		NS	System	354	238	(116)	-32.8%	459	673	-32%
MO	Kansas City TC		NS	TC Ramp	132	140	8	6.1%	1,189	1,123	6%
MO	St Louis TC		NS	TC Ramp	122	150	28	23.0%	1,283	1,051	22%
MO	St Louis RH	Luther	NS	IM Ramp	54	205	151	279.6%	2,817	777	262%
MO	Voltz RH		NS	IM Ramp	8	115	107	1337.5%	17,783	1,358	1209%
MO Total					670	848	178				
NC	Bostic		CSXT		115	77	(38)	-33.3%	598	1,067	-44%
NC	Fayetteville		CSXT		180	165	(15)	-8.4%	388	509	-24%
NC	Wilmington		CSXT		297	303	6	2.0%	240	284	-16%
NC	Hamlet	Hamlet	CSXT	Hump	1,600	1,711	111	6.9%	47	53	-12%
NC	Charlotte	Charlotte	CSXT	Flat	250	276	26	10.4%	283	311	-9%
NC	Rocky Mount	Rocky Mount	CSXT	Flat	1,000	1,119	119	11.9%	74	80	-8%
NC	Weldon		CSXT		112	133	21	18.9%	615	628	-2%
NC	Charlotte		NS	System	267	225	(42)	-15.7%	602	711	-15%
NC	Linwood		NS	Hump	965	881	(84)	-8.7%	174	190	-8%
NC	Winston Salem		NS	Regional	138	145	7	5.1%	1,139	1,086	5%
NC	Raleigh Yd		NS	Regional	208	234	26	12.5%	767	684	12%
NC	Asheville		NS	Regional	164	216	52	31.7%	964	739	30%
NC	Pomona Yd		NS	System	174	247	73	42.0%	911	649	40%
NC	Charlotte TC		NS	TC Ramp	0	23	23	N/A	>40,000	6,418	N/A
NC Total					5,469	5,754	285				
NJ	Croxton TV		CR	IM Ramp	51	340	289	566.7%	1,312	254	417%