

Norfolk Southern Reports Progress On Cleanup Efforts

Norfolk Southern today submitted a Remedial Investigation Report (RIR) to the Pennsylvania Department of Environmental Protection (PADEP) detailing the actions the railroad has taken following the June 30th 2006 derailment and sodium hydroxide release in McKean County, Pa.

"Since the derailment occurred, we have been working very hard to help streams in the affected area return to normal as quickly as possible. We will continue these efforts until our cleanup work is completed," said Chuck Wehrmeister, Norfolk Southern's chief environmental officer. "We also are reaching out to the community to help us identify programs and projects that highlight the natural resources of the region and enhance recreational opportunities for residents of and visitors to McKean and Cameron counties."

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Following is a summary of some of the railroad's response effort to date:

- More than 4,170 cubic yards of material containing residual concentrations of sodium hydroxide have been removed from the east and west sides of the track and replaced with clean material and topsoil;
- Stabilized and restored sections of impacted stream **banks**;
- Installed 37 groundwater monitoring wells and 46 soil borings, collected 5,300 pH and temperature readings from surface water and seeps, and performed more than 6,000 conductivity tests to define the extent of potential soil impacts;
- Tested more than 100 residential water sources in two separate sampling periods, which in all instances confirmed that applicable standards were being met;
- Completed two rounds of microinvertebrate sampling in Portage Creek and Big Fill Hollow.

The results of these actions clearly indicate that ecological function has returned to the Driftwood Branch and the Portage Creek, as evidenced by the Pennsylvania Fish and Boat Commission's decision to stock these streams with fish prior to the April 14 opening of the 2007 trout season. In fact, the pH levels of the Portage Creek and Driftwood Branch returned to acceptable levels shortly after the derailment, and the water quality of these waterways has remained within the acceptable **pH** range since that time. Norfolk Southern has indicated its willingness to fund future stocking initiatives for waterways in McKean and Cameron counties, and will continue to pursue such initiatives. The company also has made a donation to the Cameron County Conservation District to help address acid mine drainage in Sterling Run.

To date, Norfolk Southern has spent more than \$2 million to restore the area and waterways impacted by the June 30 derailment and **spill**. Once additional permits are approved by PADEP and the Army Corps of Engineers, final restoration of Big Fill Hollow west of the rail line and replanting of the adjacent wetlands will be completed.

The Executive Summary of the Remedial Investigation Report can be e-mailed upon request.

Norfolk Southern Corporation is one of the nation's premier transportation companies. Its Norfolk **Southern** Railway subsidiary operates approximately 21,000 route miles in 22 states, the District of Columbia and Ontario, Canada, serving every major container port in the eastern United States and providing superior connections to western rail carriers. NS operates the most extensive intermodal network in the East and is North America's largest rail carrier of metals and automotive products.