

NEW YORK STATE GEOLOGICAL SURVEY

3140 Cultural Education Center

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New York State Education Department - New York State Museum

October 22, 2008

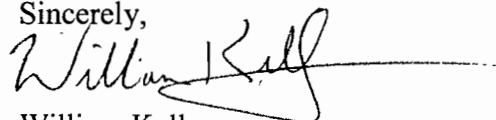
Mr. William Plumpton
Gannett Fleming, Inc
PO Box 67100
Harrisburg, PA 17106-7100
Attention: Finance Docket No. 35141-Environmental Comments

Dear Mr. Plumpton,

Pursuant to the letter of 14 October regarding Finance Docket No. 35141, U S Rail Corporation – Construction and Operation Exemption – Brookhaven Rail Terminal, I offer the following comments. Based upon the maps provided, the site appears to be on the west side of a Pleistocene drainage channel, currently occupied by the modern Carman's River. There is a forty to fifty foot scarp trending northwest to southeast immediately to the east of the proposed rail terminal and the site itself is on a gently eastward sloping bluff above the paleo-channel. Incised into this scarp are several gullies of 1000 or greater feet in length. These are generally oriented east-west and one of which exists immediately south of the proposed terminal site. Based upon the experience of the Geological Survey, the material comprising the scarp and bluff can be surmised to be outwash, which is to say water-laid, sand and gravel. As such the porosity and permeability of the site may be quite high.

The point of the above is that if there is spillage or leakage of fuel, hydraulic oil, or other fluids from any of the rail cars or engines of the four trains that U S Rail proposes to move into and out of the site weekly, those fluids might easily enter the ground, possibly contaminating the ground water. If the fluids ran along the surface, as currently configured, they would flow south and east into the gullies that breach the scarp and hence into the old drainage valley. Consequently, it will be important that erosion control and storm water runoff be addressed during the planning of the facility to prevent potentially contaminated water from leaving the site.

Sincerely,



William Kelly
State Geologist and Director