



November 30, 2017

Ms. Melanie B. Yasbin
 Attorney for CSX
 Law Office Of Louis E. Gitomer, LLC
 600 Baltimore Avenue, Suite 601
 Towson, Maryland 21204

RE: Docket No. AB-55 (Sub-No. 772X), CSX Transportation, Inc.
 Abandonment Exemption in Greenbrier and Nicholas Counties, WV
 FR# 17-845-Multi-1

Dear Ms. Yasbin:

We have reviewed the information that was submitted for the above referenced project to determine its effects to cultural resources. As required by Section 106 of the National Historic Preservation Act of 1966, as amended, and its implementing regulations, 36 CFR 800: "Protection of Historic Properties," we submit our comments.

According to the submitted information, CSX Transportation, Inc. proposes to abandon approximately 14.4 miles of rail line located in Greenbrier and Nicholas Counties. The rail line, referred to as the G&E Subdivision in the Southern Region, Florence Division, is located between milepost CAJ 0.0, at the switch to the Sewell Valley Subdivision mainline track in Rainelle, and milepost CAJ 14.43, at the end of the line about two miles northeast of Green Valley. Upon abandonment, the line will be reclassified as a spur track which will be leased to a customer who will redevelop the site for continued private use. Once the line is reclassified the track and materials will be upgraded and all bridges and culverts will be left in place.

Architectural Resources:

Thank you for the additional information. It is our opinion that the rail line retains integrity and is considered eligible for the National Register of Historic Places under criterion A for commerce, transportation, and economic development. It is our opinion that continued operation of the rail line will not adversely affect this determination. It is our opinion that the bridges that are over fifty years old, and those that may age into eligibility are contributing elements to this rail line. It is our opinion that the engineered concrete culverts such as the provided examples listed as CAJ 12.20 and 13.27 are also contributing elements. The stone culverts presented are in varying degrees of condition and may or may not retain enough integrity to be contributing elements. It is our opinion that the metal culverts are simple iron or corrugated metal culverts; therefore, they are not contributing elements. As a condition of the finding of no adverse effect on the resource from the abandonment, we request an opportunity to comment on the bridges, concrete culverts, and stone culverts when and if there is a project that will impact the resources. In addition, we request Historic Property Inventory (HPI) forms for the elements photographed for our review. These resources were identified as CAJ 0.20, CAJ 5.7, CAJ 9.18, CAJ 10.10, CAJ 12.20, and CAJ 13.27. Should work occur on other built elements of the rail corridor we request that HPI forms be filled out at the time of submission for that projects.

We appreciate the opportunity to be of service. *If you have questions regarding our comments or the Section 106 process, please contact Ernest E. Blevins, Structural Historian, at (304) 558-0240.*

Sincerely,

A handwritten signature in blue ink that reads "Susan M. Pierce".

Susan M. Pierce
 Deputy State Historic Preservation Officer

SMP/EEB

The Culture Center
 1900 Kanawha Blvd., E.
 Charleston, WV 25305-0300

Randall Reid-Smith, Commissioner

Phone 304.558.0220 • www.wvculture.org
 Fax 304.558.2779 • TDD 304.558.3562

EEO/AA Employer