

LAW OFFICES OF
LOUIS E. GITOMER, LLC

LOUIS E. GITOMER
Lou@lgrailaw.com

MELANIE B. YASBIN
Melanie@lgrailaw.com
410-296-2205

244168

ENTERED
Office of Proceedings
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Part of
Public Record

600 BALTIMORE AVENUE, SUITE 301
TOWSON, MARYLAND 21204-4022
(410) 296-2250 • (202) 466-6532
FAX (410) 332-0885

August 24, 2017

Ms. Victoria Rutson
Director, Office of Environmental Analysis
Surface Transportation Board
395 E Street S.W.
Washington, D.C. 20423

RE: Docket No. AB-55 (Sub-No. 772X), *CSX Transportation, Inc.—Abandonment
Exemption—in Greenbrier and Nicholas Counties, WV*

Dear Ms. Rutson:

On or about August 28, 2017, we expect to be filing with the Surface Transportation Board (“STB”) a Petition for Exemption seeking authority for CSX Transportation, Inc. (“CSXT”) to abandon an approximately 14.4 -mile rail line referred to as the G&E Subdivision in the Southern Region, Florence Division between milepost CAJ 0.0, which begins at the switch to the Sewell Valley Subdivision mainline track in Rainelle, WV located in Greenbrier County. The line traverses through both Greenbrier and Nicholas Counties ending up at milepost CAJ 14.4. This is the end of the main track on the G&E Sub which is approximately 2 miles northeast of Green Valley, WV in Greenbrier County.

Enclosed for electronic filing is the Combined Environmental and Historic Report (“CEHR”) which describes the proposed action and any expected environmental and/or historical effects, as well as maps of the affected area. The CEHR was mailed vial first class mail to the parties required under 49 C.F.R. 1105.7 and under 49 C.F.R. 1105.8(c) on July 12, 2017.

Sincerely yours,



Melanie B. Yasbin
Attorney for CSX Transportation, Inc.

Enclosure

COMBINED ENVIRONMENTAL AND HISTORIC REPORT (“CEHR”)
(49 C.F.R. 1105.7 and 1105.8)

Docket No. AB-55 (Sub-No. 772X)

CSX TRANSPORTATION, INC.—ABANDONMENT EXEMPTION—
IN GREENBRIER and NICHOLAS COUNTIES, WV

Dated: August 24, 2017

ENVIRONMENTAL REPORT

(1) Proposed Action and Alternatives. Describe the proposed action, including commodities transported, the planned disposition (if any) of any rail line and other structures that may be involved, and any possible changes in current operations or maintenance practices. Also describe any reasonable alternatives to the proposed action. Include a readable, detailed map and drawings clearly delineating the project.

CSX Transportation, Inc., (“CSXT”) proposes to abandon the approximately 14.4 -mile rail line referred to as the G&E Subdivision in the Southern Region, Florence Division between milepost CAJ 0.0, which begins at the switch to the Sewell Valley Subdivision mainline track in Rainelle, WV located in Greenbrier County. The line traverses through both Greenbrier and Nicholas Counties ending up at milepost CAJ 14.4. This is the end of the main track on the G&E Sub which is approximately 2 miles northeast of Green Valley, WV in Greenbrier County. This portion of the G&E Sub runs through the following three zip codes – 25962, 25981 and 26676.

Upon receipt of abandonment authority from the Surface Transportation Board (the “Board”), CSXT will consummate the abandonment, reclassify the line as a spur track, and lease the spur track to a customer who plans to redevelop the site and use the reclassified spur track to reach its facility. The track and materials will be upgraded and all bridges and culverts will be left in place.

CSXT does not intend to disturb any sub grade or sub grade structures and does not intend to remove any bridge structures. CSXT will operate over the spur track to serve the sole

customer. Since the Line will not be salvaged, no public or private road crossings will be removed.

The only alternative to a full abandonment would be for CSXT not to abandon the Line. CSXT would allow the Line to remain in a discontinued state for the foreseeable future.

A map of the proposed abandonment is attached hereto as Exhibit 1.

(2) Transportation System. Describe the effects of the proposed action on regional or local transportation systems and patterns. Estimate the amount of traffic (passenger or freight) that will be diverted to other transportation systems or modes as a result of the proposed action.

There is no passenger traffic on the Line to be diverted to other modes as a result of the proposed abandonment. There is no freight traffic on the Line to be diverted to motor carrier. If the shipper does rehabilitate the Line once it has been reclassified as spur track and reopens its facility, then rail traffic would begin to move over the Line again. The proposed abandonment should have no adverse effects on regional or local highway systems and traffic patterns.

(3) Land Use. (i) Based on consultation with local and/or regional planning agencies and/or a review of the official planning documents prepared by such agencies, state whether the proposed action is consistent with existing land use plans. Describe any inconsistencies. (ii) Based on consultation with the U.S. Soil Conservation Service, state the effect of the proposed action on any prime agricultural land. (iii) If the action affects land or water uses within a designated coastal zone, include the coastal zone information required by 1105.9. (iv) If the proposed action is an abandonment, state whether or not the right-of-way is suitable for alternative public use under 49 U.S.C. § 10905 and explain why.

(i) CSXT considers the proposed abandonment and reclassification of the Line to be consistent with existing land use plans. There will be no change in the use of the property. CSXT notified both, Greenbrier and Nicholas Counties, WV by letter dated July 12, 2017 (See Exhibit 2) requesting comments and including a copy of the preliminary CEHR. No comments have been received to date.

(ii) CSXT does not believe that there is any prime agricultural land that will be affected. CSXT notified the United States Department of Agriculture ("USDA") Natural Resources

Conservation Service (the agency succeeding to the responsibilities of the Soil Conservation Service) of the proposed abandonment by letter dated June 12, 2017 (See Exhibit 2) requesting comments and including a copy of the preliminary CEHR. By letter dated July 31, 2017, the USDA stated that the abandonment will not affect prime agricultural land (See Exhibit 2).

(iii) The Line does not pass through a designated coastal zone.

(iv) CSXT believes the Line would not be suitable for interim trail use/rail banking because a shipper intends to use it as a spur track to serve its reopened facility.

(4) Energy. (i) Describe the effect of the proposed action on transportation of energy resources. (ii) Describe the effect of the proposed action on recyclable commodities. (iii) State whether the proposed action will result in an increase or decrease in overall energy efficiency and explain why. (iv) If the proposed action will cause diversions from rail to motor carriage of more than: (A) 1,000 rail carloads a year; or (B) an average of 50 rail carloads per mile per year for any part of the affected line, quantify the resulting net change in energy consumption and show the data and methodology used to arrive at the figure given.

(i) The proposed abandonment will increase the ability to transport energy resources.

(ii) The proposed abandonment will have no effect on the transportation of recyclable commodities.

(iii) The proposed abandonment will enable the use of railroad transportation over the Line once it is reclassified as a spur and rehabilitated.

(iv) The proposed abandonment will not cause the diversion of more than 1,000 rail carloads a year; or an average of 50 rail carloads per mile per year for any part of the line segments of rail traffic to motor carriage.

(5) Air. (i) If the proposed action will result in either: (A) An increase in rail traffic of at least 100 percent (measured in gross ton miles annually) or an increase of at least eight trains a day on any segment of rail line affected by the proposal, or (B) an increase in rail yard activity of at least 100 percent (measured by carload activity), or (C) an average increase in truck traffic of more than 10 percent of the average daily traffic or 50 vehicles a day on any affected road segment, quantify the anticipated effect on air emissions. For a proposal under 49 U.S.C. § 10901 (or § 10505) to construct a new line or reinstitute service over a previously abandoned line, only the eight train a day provision in sub-section (5)(i)(A) will apply. (ii) If the proposed

action affects a class I or nonattainment area under the Clean Air Act, and will result in either: (A) an increase in rail traffic of at least 50 percent (measured in gross ton miles annually) or an increase of at least three trains a day on any segment of rail line; (B) an increase in rail yard activity of at least 20 percent (measured by carload activity); or (C) an average increase in truck traffic of more than 10 percent of the average daily traffic or 50 vehicles a day on a given road segment, then state whether any expected increased emissions are within the parameters established by the State Implementation Plan. However, for a rail construction under 49 U.S.C. § 10901 (or 49 U.S.C. § 10505), or a case involving the reinstitution of service over a previously abandoned line, only the three train a day threshold in this item shall apply. (iii) If transportation of ozone depleting materials (such as nitrogen oxide and freon) is contemplated, identify: the materials and quantity; the frequency of service; safety practices (including any speed restrictions); the applicant's safety record (to the extent available) on derailments, accidents and spills; contingency plans to deal with accidental spills; and the likelihood of an accidental release of ozone depleting materials in the event of a collision or derailment.

(i) The proposed abandonment will not result in meeting or exceeding the specified thresholds.

(ii) The proposed abandonment will not result in meeting or exceeding the specified thresholds.

(iii) The proposed abandonment will not affect the transportation of ozone depleting materials.

(6) Noise. If any of the thresholds identified in item (5)(i) of this section are surpassed, state whether the proposed action will cause: (i) an incremental increase in noise levels of three decibels Ldn or more; or (ii) an increase to a noise level of 65 decibels Ldn or greater. If so, identify sensitive receptors (e.g., schools, libraries, hospitals, residences, retirement communities, and nursing homes) in the project area, and quantify the noise increase for these receptors if the thresholds are surpassed.

Not applicable.

(7) Safety. (i) Describe any effects of the proposed action on public health and safety (including vehicle delay time at railroad grade crossings). (ii) If hazardous materials are expected to be transported, identify: the materials and quantity; the frequency of service; whether chemicals are being transported that, if mixed, could react to form more hazardous compounds; safety practices (including any speed restrictions); the applicant's safety record (to the extent available) on derailments, accidents and hazardous spills; the contingency plans to deal with accidental spills; and the likelihood of an accidental release of hazardous materials. (iii) If there are any known hazardous waste sites or sites where there have been known hazardous materials spills on the right-of-way, identify the location of those sites and the types of hazardous materials involved.

(i) The proposed abandonment will have no detrimental effects on public health and safety. At-grade crossings will be restored as part of the rehabilitation by the shipper.

(ii) The proposed abandonment will not affect the transportation of hazardous materials.

(iii) CSXT is not aware of any known hazardous waste sites or sites where there have been known hazardous materials spills on the Line.

(8) Biological Resources. (i) Based on consultation with the U.S. Fish and Wildlife Service, state whether the proposed action is likely to adversely affect endangered or threatened species or areas designated as a critical habitat, and if so, describe the effects. (ii) State whether wildlife sanctuaries or refuges, National or State parks or forests will be affected, and describe any effects.

(i) CSXT does not believe that the proposed action is likely to adversely affect endangered or threatened species or areas designated as a critical habitat. CSXT has notified the U.S. Fish and Wildlife Service (“USF&W”) of the proposed abandonment by letter dated July 12, 2017 (See Exhibit 2) requesting assistance in determining whether the proposed abandonment will adversely affect endangered or threatened species or areas designated as a critical habitat and including a copy of this preliminary CEHR. USF&W responded to CSXT’s request and made a “no effect” determination that the project will not affect federally listed endangered or threatened species (See Exhibit 2).

(ii) CSXT does not believe any wildlife sanctuaries or refuges, National or State parks or forests would be adversely affected by the proposed abandonment.

CSXT has notified the National Parks Service of the proposed abandonment by letter dated July 12, 2017 (See Exhibit 2) requesting assistance in identifying any potential effects on wildlife sanctuaries or refuges, National or State parks or forests and including a copy of this preliminary No comments have been received to date.

(9) Water. (i) Based on consultation with State water quality officials, state whether the proposed action is consistent with applicable Federal, State or local water quality standards. Describe any inconsistencies. (ii) Based on consultation with the U.S. Army Corps of Engineers, state whether permits under section 404 of the Clean Water Act (33 U.S.C. § 1344) are required for the proposed action and whether any designated wetlands or 100-year flood plains will be affected. Describe the effects. (iii) State whether permits under section 402 of the Clean Water Act (33 U.S.C. § 1342) are required for the proposed action.

(i) CSXT is confident that the proposed abandonment will be consistent with applicable water quality standards. CSXT notified the State Environmental Protection Agency (“SEPA”), and the United States Environmental Protection Agency (“USEPA”) by letters dated July 12, 2017 (*See Exhibit 2*) requesting assistance in identifying any potential effects on water quality standards and including a copy of the preliminary CEHR. No comments have been received to date.

(ii) CSXT believes that no permits under section 404 of the Clean Water Act are required for the proposed abandonment and that no designated wetlands or 100-year flood plains will be affected by the proposed abandonment. Upon receiving abandonment authority, removal of material will be accomplished by use of the right-of-way for access. No new access roads are contemplated. CSXT does not intend to disturb any of the underlying roadbed or perform any activities that would cause sedimentation or erosion of the soil, and does not anticipate any dredging or use of fill in the removal of the track material. CSXT will ensure that the customer who plans to redevelop the site and use the reclassified spur track to reach its facility will transport crossties and/or other debris away from the Line and will not discard them along the right-of-way or place or leave them in streams or wetlands, or along the banks of such waterways. Also, during track replacement, appropriate measures will be implemented to prevent or control spills from fuels, lubricants or any other pollutant materials from entering any

waterways. Based upon this course of action, CSXT does not believe a permit under Section 404 of the Clean Water Act will be required.

CSXT notified the U.S. Army Corps of Engineers by letter dated July 12, 2017 (See Exhibit 2) requesting assistance in identifying whether permits under section 404 of the Clean Water Act are required for the proposed abandonment and that no designated wetlands or 100-year flood plains will be affected by the proposed abandonment water quality standards and including a copy of this preliminary CEHR. No comments have been received to date. (iii) CSXT believes that no permit under section 402 of the Clean Water Act would be required for the abandonment. CSXT notified the SEPA and the USEPA by letter dated July, 2017 (See Exhibit 2) requesting assistance in identifying whether permit under section 402 of the Clean Water Act would be required for the abandonment and including a copy of this preliminary CEHR. No comments have been received to date.

(10) Proposed Mitigation. Describe any actions that are proposed to mitigate adverse environmental impacts, indicating why the proposed mitigation is appropriate.

CSXT does not expect any adverse environmental impact from the proposed abandonment and, therefore, sees no need for any mitigating actions. CSXT will, of course, adhere to any remedial actions required by the Board.

HISTORIC REPORT

1. A U.S.G.S. topographic map (or alternate map drawn to scale and sufficiently detailed to show buildings and other structures in the vicinity of the proposed action) showing the location of the proposed action, and the locations and approximate dimensions of railroad structures that are 50 years old or older and are part of the proposed action;

U.S. Geological Survey Maps have been supplied to the State Department of Archeology and Historic Preservation (*See Exhibit 3*) along with this preliminary CEHR.

2. A written description of the right of way (including approximate widths, to the extent known), and the topography and urban and/or rural characteristics of the surrounding area;

The right of way width along this right of way is approximately 33 feet from the centerline of track. The G&E Sub starts approximately 50 feet east of Snake Island Road in Rainelle, WV. Heading north the Line crosses the Meadow River. The Line runs roughly parallel to the Meadow River on its north east side. The Line then turns northeast and follows the Meadow Creek. The Line crosses Bingham Road while continuing to follow Meadow Creek. The Line crosses Meadow Creek and continues to follow Meadow Creek in a generally northeastern direction. The Line crosses County Road 44/2 and continues northeast following Meadow Creek. The Line turns north and crosses Meadow Creek again near Main Street, outside of Quinwood. The Line then runs between Meadow Creek and Main Street, crossing Main Street near Leslie Hill Road. The Line runs east crossing Meadow Creek again and Home Drive. Following Main Street the Line runs north where it crosses Forest Lane and turns east crossing Jeep Trail. The Line then crosses Hominy Creek. The Line splits when it crosses Hominy Creek. The left portion of the Line goes north following Colt Branch while the right portion of the Line continues in an easterly direction running roughly parallel to Hominy Creek.

3. Good quality photographs (actual photographic prints, not photocopies) of railroad structures on the property that are 50 years old or older and of the immediately surrounding area;

There are no bridges or structures on the property that are 50 years old or older.

4. The date(s) of construction of the structure(s), and the date(s) and extent of any major alterations, to the extent such information is known;

N/A

5. A brief narrative history of carrier operations in the area, and an explanation of what, if any, changes are contemplated as a result of the proposed action;

The line was built by Thomas and John Raine. The Raine brothers started a lumber mill in 1909 and formed the Meadow River Lumber Company. The brothers built the Spur line which connected with the C&O Railroad and was operated as the Sewell Valley Railroad.

On November 1, 1980, Seaboard Coast Line Industries Inc. and Chessie System Inc. merged and became CSX Corporation. On April 30, 1987, the Baltimore & Ohio Railway Company was merged into the Chesapeake and Ohio Railway Company. The Chesapeake and Ohio Railway Company was merged into CSX Transportation on September 2, 1987.

Upon receiving abandonment authority, Applicant's operations and maintenance over this line will cease.

6. A brief summary of documents in the carrier's possession, such as engineering drawings, that might be useful in documenting a structure that is found to be historic;

CSXT possesses valuation maps and track charts of the Line, but is not aware of any other documentation in its possession.

7. An opinion (based on readily available information in the railroad's possession) as to whether the site and/or structures meet the criteria for listing on the National Register of Historic Places (36 C.F.R. 60.4), and whether there is a likelihood of archeological resources or any other previously unknown historic properties in the project area, and the basis for these opinions (including any consultations with the State Historic Preservation Office, local historical societies or universities);

CSXT believes that the bridges on the Line are not unusual or noteworthy for inclusion on the National Register of Historic Places. It is also CSXT's opinion that there are no archeological resources or other railroad related historic properties in the project area. Moreover, since CSXT is agreeable to the customer rehabilitating the line after it is abandoned and reclassified, CSXT does not plan to alter, remove or dispose of any of the bridges that are on the Line.

8. A description (based on readily available information in the railroad's possession) of any known prior subsurface ground disturbance or fill, environmental conditions (naturally occurring or manmade) that might affect the archeological recovery of resources (such as swampy conditions or the presence of toxic waste), and the surrounding terrain.

Based on a review of its records, CSXT believes that there are no known subsurface ground disturbances or fill, or environmental conditions that might affect the archeological

recovery of any potential resources.

9. Within 30 days of receipt of the historic report, the State Historic Preservation Officer may request the following additional information regarding specific non railroad owned properties or groups of properties immediately adjacent to the railroad right-of-way: photographs of specified properties that can be readily seen from the railroad right-of-way (or other public rights-of-way adjacent to the property) and a written description of any previously discovered archeological sites, identifying the location and type of the site (*i.e.* prehistoric or native American).

CSXT does not foresee the likelihood that any additional information will need to be supplied in association with the proposed abandonment other than that information previously submitted. But, if any additional information is requested, CSXT will promptly supply the necessary information.

CSXT notified the West Virginia Heritage Council by letter dated July 12, 2017 (*See* Exhibit 2) requesting assistance to determine whether there are any archeological resources or any other previously unknown historic properties and including a copy of this preliminary CEHR. By letter dated August 12, 2017, the West Virginia State Historic Preservation Office stated that “no previously recorded archaeological resources are located within the immediate vicinity of the proposed project area.” And that no further consultation is necessary regarding archaeological resources. The West Virginia SHPO has asked for photographs of bridges and culverts that are 45 years old or older and keyed to a USGS topographic map.¹

¹ The Board only requires photographs of bridges 50 years old or older. 49 C.F.R. 1105.8(d)(3)

EXHIBIT 1 – MAP



End Abandonment
Milepost CAJ 14.43

Nicholas
County

CAJ 13 CAJ 14
CAJ 13

CAJ 12 CAJ 12

CAJ 11 CAJ 11

CAJ 10 CAJ 10

Quinwood
CAJ 9 CAJ 9

CAJ 8 CAJ 8

Greenbrier
County

CAJ 7 CAJ 7

CAJ 5 CAJ 6
CAJ 5 CAJ 6

CAJ 4 CAJ 4

CAJ 3 CAJ 3

Fayette
County

CAJ 2 CAJ 2

CAJ 1 CAJ 1

Start Abandonment
Milepost CAJ 0

CAJ 0 CAJ 0

CAH 0 CAH 0
Rainelle

CAH 5 CAH 5

CAH 10

- Engineering Mileposts
- Valuation Map Mileposts
- Proposed Abandonment
- CSX Operating Track

Rupert WV-025-1081564



CSX Real Property, Inc.

CSX Transportation, Inc.
Proposed Abandonment
Greenbrier and Nicholas Counties, WV
G & E Branch

Milepost CAJ 0 to CAJ 14.43
Total Distance of approx. 14.43 Miles
Florence Division - G & E Subdivision
STB Docket No. AB 55 (Sub-No. 772X)

0 3,000 6,000
Feet



EXHIBIT 2 – LETTERS (WITHOUT MAPS)



Gene Payne
Manager Joint Facilities

500 Water Street – J-315
Jacksonville, FL 32202
Phone: (904) 359-3739
E-Mail: Floyd_payne@csx.com

July 12, 2017

Governor Jim Justice
Governor of the State of West Virginia
State Capitol Building
1900 Kanawha Blvd. E
Charleston, WV 25305-0370

Re: **Docket No. AB-55 (Sub-No. 772X), CSX Transportation, Inc.-Abandonment
Exemption-in Greenbrier and Nicholas Counties, WV**

Dear Governor Justice:

CSX Transportation, Inc. ("CSXT") proposes to abandon the approximately 14.4 -mile rail line referred to as the G&E Subdivision in the Southern Region, Florence Division, 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, in Greenbrier and Nicholas Counties, WV (the "Line"). See the enclosed Map. The Line runs through the following zip codes 25962, 25981, and 26676.

Upon receipt of abandonment authority from the Surface Transportation Board (the "Board"), CSXT will consummate the abandonment, reclassify the line as a spur track, and lease the spur track to a customer who plans to redevelop the site and use the reclassified spur track to reach its facility. The track and materials will be upgraded and all bridges and culverts will be left in place.

CSXT does not intend to disturb any sub grade or sub grade structures and does not intend to remove any bridge structures. CSXT will operate over the spur track to serve the sole customer. Since the Line will not be salvaged, no public or private road crossings will be removed.



Gene Payne
Manager Joint Facilities

500 Water Street – J-315
Jacksonville, FL 32202
Phone: (904) 359-3739
E-Mail: Floyd_payne@csx.com

This action requires Surface Transportation Board environmental and historic review under 49 C.F.R. 1105.6(b)(2). A portion of CSXT's Combined Environmental and Historic Report (CEHR) must be:

"Based on consultation with local and/or regional planning agencies and/or a review of the official planning documents prepared by such agencies, please state whether the proposed action is consistent with existing land use plans. Please describe any inconsistencies."

CSXT would appreciate your comments regarding current and future land use in relationship to the Line. Enclosed is CSXT's Preliminary CEHR with CSXT's analysis of current and future land use. Please respond by email to Floyd_Payne@csx.com or by mail to the above address, within 20 days of the date of this letter so that CSXT can include and analyze your comments in its Final CEHR.

Also enclosed is the distribution list of all parties who have been requested to comment on the CEHR. If you have any questions, please feel free to call or email me.

Sincerely,

Gene Payne

Enclosures (3)



Gene Payne
Manager Joint Facilities

500 Water Street – J-315
Jacksonville, FL 32202
Phone: (904) 359-3739
E-Mail: Floyd_payne@csx.com

July 12, 2017

United States Environmental Protection Agency
Region 3
1650 Arch Street
Philadelphia, PA 19103-2019

Re: **Docket No. AB-55 (Sub-No. 772X), CSX Transportation, Inc.-Abandonment
Exemption-in Greenbrier and Nicholas Counties, WV**

Dear Sir/Madam:

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CSXT does not intend to disturb any sub grade or sub grade structures and does not intend to remove any bridge structures. CSXT will operate over the spur track to serve the sole customer. Since the Line will not be salvaged, no public or private road crossings will be removed.



Gene Payne
Manager Joint Facilities

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Jacksonville, FL 32202
Phone: (904) 359-3739
E-Mail: Floyd_payne@csx.com

This action requires Surface Transportation Board environmental and historic review under 49 C.F.R. 1105.6(b)(2). Under 49 C.F.R. 1105.7 (e)(9) (i) and (iii) a portion of CSXT's Combined Environmental and Historic Report (CEHR) must be:

(i) *"Based on consultation with State Water quality officials, state whether the proposed action is consistent with applicable Federal, State or local water quality standards. Describe any inconsistencies."*

(iii) *"State whether permits under Section 402 of the Clean Water Act 33 U.S.C. 1342 are required for the proposed action."*

There are no refueling or maintenance areas within the project area. The removal of CSXT's rail material will be accomplished by use of the right of way for access, along with existing public and private crossings, and no new access roads are contemplated. CSXT does not intend to disturb any of the underlying roadbeds and do not anticipate any dredging or use of fill in the removal of the track material. The crossties and/or other debris will be transported away from the rail line and will not be discarded along the right of way, nor be placed or left in streams or wetlands, or along the banks of such waterways. During track removal, appropriate measures will be implemented to prevent or control spills from fuels, lubricants or any other pollutant materials from entering any watercourses.

Based upon the above described actions, CSXT would appreciate receiving your concurrence with its position that the proposed project is consistent with applicable Federal, State and local water quality standards, and that no permits under Section 402 are required at this time. As further information, CSXT would appreciate your comments regarding current and future land use in relationship to the Line. Any questions can be sent electronically at Floyd_Payne@CSX.com by email or through the United States Postal Service (USPS).



Gene Payne
Manager Joint Facilities

500 Water Street – J-315
Jacksonville, FL 32202
Phone: (904) 359-3739
E-Mail: Floyd_payne@csx.com

Also enclosed is the distribution list of all parties who have been requested to comment on the CEHR. If you have any questions, please feel free to call or email me.

Sincerely,

Gene Payne

Enclosures (3)



500 Water Street – J-315
Jacksonville, FL 32202
Phone: (904) 359-3739
E-Mail: Floyd_payne@csx.com

Gene Payne
Manager Joint Facilities

July 12, 2017

WV Department of Environmental Protection
Division of Water and Waste Management
601 – 57th Street
Charleston, WV 25304

Re: **Docket No. AB-55 (Sub-No. 772X), CSX Transportation, Inc.-Abandonment
Exemption-in Greenbrier and Nicholas Counties, WV**

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This action requires Surface Transportation Board environmental and historic review under 49 C.F.R. 1105.6(b)(2). Under 49 C.F.R. 1105.7 (e)(9) (i) and (iii) a portion of CSXT's Combined Environmental and Historic Report (CEHR) must be:

(i) *"Based on consultation with State Water quality officials, state whether the proposed action is consistent with applicable Federal, State or local water quality standards. Describe any inconsistencies."*

(iii) *"State whether permits under Section 402 of the Clean Water Act 33 U.S.C. 1342 are required for the proposed action."*

There are no refueling or maintenance areas within the project area. The removal of CSXT's rail material will be accomplished by use of the right of way for access, along with existing public and private crossings, and no new access roads are contemplated. CSXT does not intend to disturb any of the underlying roadbeds and do not anticipate any dredging or use of fill in the removal of the track material. The crossties and/or other debris will be transported away from the rail line and will not be discarded along the right of way, nor be placed or left in streams or wetlands, or along the banks of such waterways. During track removal, appropriate measures will be implemented to prevent or control spills from fuels, lubricants or any other pollutant materials from entering any watercourses.

Based upon the above described actions, CSXT would appreciate receiving your concurrence with its position that the proposed project is consistent with applicable Federal, State and local water quality standards, and that no permits under Section 402 are required at this time. As further information, CSXT would appreciate your comments regarding current and future land use in relationship to the Line. Any questions can be sent electronically at Floyd_Payne@CSX.com by email or through the United States Postal Service (USPS).



500 Water Street – J-315
Jacksonville, FL 32202
Phone: (904) 359-3739
E-Mail: Floyd_payne@csx.com

Gene Payne
Manager Joint Facilities

Also enclosed is the distribution list of all parties who have been requested to comment on the CEHR. If you have any questions, please feel free to call or email me.

Sincerely,

Gene Payne

Enclosures (3)



Gene Payne
Manager Joint Facilities

500 Water Street – J-315
Jacksonville, FL 32202
Phone: (904) 359-3739
E-Mail: Floyd_payne@csx.com

July 12, 2017

U.S. Department of Agriculture
Natural Resources Conservation Service
Nicholas County
Mr. Andy Sentz
District Conservationist
449 Water Street, RM 211
Summersville, WV 26651

**Re: Docket No. AB-55 (Sub-No. 772X), CSX Transportation, Inc.-Abandonment
Exemption-in Greenbrier and Nicholas Counties, WV**

Dear Mr. Sentz:

CSX Transportation, Inc. ("CSXT") proposes to abandon the approximately 14.4 -mile rail line referred to as the G&E Subdivision in the Southern Region, Florence Division, 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, in Greenbrier and Nicholas Counties, WV (the "Line"). See the enclosed Map. The Line runs through the following zip codes 25962, 25981, and 26676.

Upon receipt of abandonment authority from the Surface Transportation Board (the "Board"), CSXT will consummate the abandonment, reclassify the line as a spur track, and lease the spur track to a customer who plans to redevelop the site and use the reclassified spur track to reach its facility. The track and materials will be upgraded and all bridges and culverts will be left in place.

CSXT does not intend to disturb any sub grade or sub grade structures and does not intend to remove any bridge structures. CSXT will operate over the spur track to serve the sole customer. Since the Line will not be salvaged, no public or private road crossings will be removed.



Gene Payne
Manager Joint Facilities

500 Water Street - J-315
Jacksonville, FL 32202
Phone: (904) 359-3739
E-Mail: Floyd_payne@csx.com

This action requires Surface Transportation Board environmental and historic review under 49 C.F.R. 1105.6(b)(2). Under 49 C.F.R. 1105.7 (e)(3) (ii) a portion of CSXT's Combined Environmental and Historic Report (CEHR) must be:

"Based on consultation with the U. S. Soil Conservation Service, state the effect of the proposed action on any prime agricultural land."

Please advise if any of the land contiguous to CSXT's line in the project area is classified as prime agriculture land.

CSXT would appreciate your comments regarding whether any of the land contiguous to CSXT's line in the project area is classified as prime agriculture land. Enclosed is CSXT's Preliminary CEHR with CSXT's analysis of current and future land use. Please respond by email to Floyd_Payne@csx.com or by mail to the above address, within 20 days of the date of this letter so that CSXT can include and analyze your comments in its Final CEHR.

Also enclosed is the distribution list of all parties who have been requested to comment on the CEHR. If you have any questions, please feel free to call or email me.

Sincerely,

Gene Payne

Enclosures (3)



Gene Payne
Manager Joint Facilities

500 Water Street – J-315
Jacksonville, FL 32202
Phone: (904) 359-3739
E-Mail: Floyd_payne@csx.com

July 12, 2017

U.S. Department of Agriculture
Natural Resources Conservation Service
Greenbrier County
Mr. Jack O'Connell
District Conservationist
179 Northridge Drive
Lewisburg, WV 24901

**Re: Docket No. AB-55 (Sub-No. 772X), CSX Transportation, Inc.-Abandonment
Exemption-in Greenbrier and Nicholas Counties, WV**

Dear Mr. O'Connell:

CSX Transportation, Inc. ("CSXT") proposes to abandon the approximately 14.4 -mile rail line referred to as the G&E Subdivision in the Southern Region, Florence Division, 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, in Greenbrier and Nicholas Counties, WV (the "Line"). See the enclosed Map. The Line runs through the following zip codes 25962, 25981, and 26676.

Upon receipt of abandonment authority from the Surface Transportation Board (the "Board"), CSXT will consummate the abandonment, reclassify the line as a spur track, and lease the spur track to a customer who plans to redevelop the site and use the reclassified spur track to reach its facility. The track and materials will be upgraded and all bridges and culverts will be left in place.

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Gene Payne
Manager Joint Facilities

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Jacksonville, FL 32202
Phone: (904) 359-3739
E-Mail: Floyd_payne@csx.com

This action requires Surface Transportation Board environmental and historic review under 49 C.F.R. 1105.6(b)(2). Under 49 C.F.R. 1105.7 (e)(3) (ii) a portion of CSXT's Combined Environmental and Historic Report (CEHR) must be:

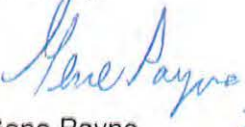
"Based on consultation with the U. S. Soil Conservation Service, state the effect of the proposed action on any prime agricultural land."

Please advise if any of the land contiguous to CSXT's line in the project area is classified as prime agriculture land.

CSXT would appreciate your comments regarding whether any of the land contiguous to CSXT's line in the project area is classified as prime agriculture land. Enclosed is CSXT's Preliminary CEHR with CSXT's analysis of current and future land use. Please respond by email to Floyd_Payne@csx.com or by mail to the above address, within 20 days of the date of this letter so that CSXT can include and analyze your comments in its Final CEHR.

Also enclosed is the distribution list of all parties who have been requested to comment on the CEHR. If you have any questions, please feel free to call or email me.

Sincerely,


Gene Payne 1/14

Enclosures (3)



United States Department of Agriculture
Natural Resources Conservation Service
1550 Earl Core Road, Suite 200
Morgantown, WV 26505
(304) 284-7540 (Phone)
(855) 857-6448 (Fax)

July 31, 2017

Gene Payne
CSX
500 Water St. – J-315
Jacksonville, FL 32202
Floyd_Payne@csx.com

Mr. Payne,

This office received your request for a review of the proposed action on prime agricultural land regarding **Docket No. AB-55 (Sub-No. 772X), CSX Transportation, Inc.-Abandonment Exemption in Greenbrier and Nicholas Counties, WV** on July 27, 2017. In that docket CSX proposes to abandon approximately 14.4 miles of rail line and is required to provide an environmental and historic review under 49 C.F.R. 1105.6 and 1105.7.

Based on the information provided in your letter, the abandonment appears to encompass the extent of the rail line itself and does not include any of the adjacent undisturbed land surface. As such, this land having been altered for the purpose of nonagricultural use and in that state is incapable of meeting the definition of prime farmland according to 7 C.F.R. 657.5. Therefore, the action of abandonment will not affect prime agricultural land.

If you have questions regarding this report please contact me at 304-284-7597.

Sincerely,

JARED BEARD

Digitally signed by JARED

BEARD

Date: 2017.07.31 07:40:05 -04'00'

JARED BEARD
State Soil Scientist

cc: Andy Sentz, District Conservationist, NRCS, Summersville, WV
Jack O'Connell, District Conservationist, NRCS, Lewisburg, WV
Aron Sattler, Resource Soil Scientist, NRCS, Beckley, WV

Helping People Help the Land

USDA is an equal opportunity provider, employer and lender



Gene Payne
Manager Joint Facilities

500 Water Street – J-315
Jacksonville, FL 32202
Phone: (904) 359-3739
E-Mail: Floyd_payne@csx.com

July 12, 2017

U.S. Department of the Interior
Fish & Wildlife Service
Appalachian Fish and Wildlife Conservation Office
400 East Main Street
White Sulphur Springs, WV 24986-2340

**Re: Docket No. AB-55 (Sub-No. 772X), CSX Transportation, Inc.-Abandonment
Exemption-in Greenbrier and Nicholas Counties, WV**

Dear Sir/Madam:

CSX Transportation, Inc. ("CSXT") proposes to abandon the approximately 14.4 -mile rail line referred to as the G&E Subdivision in the Southern Region, Florence Division, 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, in Greenbrier and Nicholas Counties, WV (the "Line"). See enclosed Map. The Line runs through the following zip codes 25962, 25981, and 26676.

Upon receipt of abandonment authority from the Surface Transportation Board (the "Board"), CSXT will consummate the abandonment, reclassify the line as a spur track, and lease the spur track to a customer who plans to redevelop the site and use the reclassified spur track to reach its facility. The track and materials will be upgraded and all bridges and culverts will be left in place.

CSXT does not intend to disturb any sub grade or sub grade structures and does not intend to remove any bridge structures. CSXT will operate over the spur track to serve the sole customer. Since the Line will not be salvaged, no public or private road crossings will be removed.



Gene Payne
Manager Joint Facilities

500 Water Street – J-315
Jacksonville, FL 32202
Phone: (904) 359-3739
E-Mail: Floyd_payne@csx.com

This action requires Surface Transportation Board environmental and historic review under 49 C.F.R. 1105.6(b)(2). Under 49 C.F.R. 1105.7 (e)(8) (i) and (ii) a portion of CSXT's Combined Environmental and Historic Report (CEHR) must be:

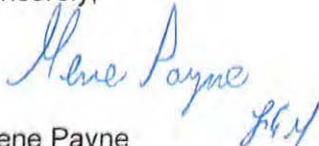
- (i) *Based on consultation with the U. S. Fish and Wildlife Service state whether the proposed action is likely to adversely affect endangered or threatened species or areas designated as a critical habitat, and if so, describe the effects.*
- (ii) *State whether wildlife sanctuaries or refuges, National or State parks or forests will be affected, and describe any effects.*

Based upon the above described actions, CSXT would appreciate your concurrence in its position that there would be no adverse impact to any federally-listed endangered or threatened species, critical habitats, wildlife sanctuaries or refuges, National or State parks, or forests.

As further information, Enclosed is CSXT's preliminary CEHR with CSXT's analysis. Please respond by email to Floyd_Payne@csx.com or by mail to the above address, within 20 days of the date of this letter so that CSXT can include and analyze your comments in its Final CEHR.

Also enclosed is the distribution list of all parties who have been requested to comment on the CEHR. If you have any questions, please feel free to call or email me.

Sincerely,



Gene Payne

Enclosures (3)



Gene Payne
Manager Joint Facilities

500 Water Street – J-315
Jacksonville, FL 32202
Phone: (904) 359-3739
E-Mail: Floyd_payne@csx.com

July 12, 2017

National Park Service
Northeast Region
Regional Director
U.S. Custom House
200 Chestnut St., Fifth Floor
Philadelphia, PA 19106

Re: **Docket No. AB-55 (Sub-No. 772X), CSX Transportation, Inc.-Abandonment
Exemption-in Greenbrier and Nicholas Counties, WV**

Dear Sir/Madam:

CSX Transportation, Inc. ("CSXT") proposes to abandon the approximately 14.4 -mile rail line referred to as the G&E Subdivision in the Southern Region, Florence Division, 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, in Greenbrier and Nicholas Counties, WV (the "Line"). See the enclosed Map. The Line runs through the following zip codes 25962, 25981, and 26676.

Upon receipt of abandonment authority from the Surface Transportation Board (the "Board"), CSXT will consummate the abandonment, reclassify the line as a spur track, and lease the spur track to a customer who plans to redevelop the site and use the reclassified spur track to reach its facility. The track and materials will be upgraded and all bridges and culverts will be left in place.

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Gene Payne
Manager Joint Facilities

This action requires Surface Transportation Board environmental and historic review under 49 C.F.R. 1105.6(b)(2).

CSXT would appreciate your comments regarding current and future land use in relationship to the Line. Enclosed is CSXT's Preliminary CEHR with CSXT's analysis of current and future land use. Please respond by email to Floyd_Payne@csx.com or by mail to the above address, within 20 days of the date of this letter so that CSXT can include and analyze your comments in its Final CEHR.

Also enclosed is the distribution list of all parties who have been requested to comment on the CEHR. If you have any questions, please feel free to call or email me.

Sincerely,

Gene Payne

Enclosures (3)



Gene Payne
Manager Joint Facilities

500 Water Street – J-315
Jacksonville, FL 32202
Phone: (904) 359-3739
E-Mail: Floyd_payne@csx.com

July 12, 2017

The District Engineer
Attention: ORHOP-F
U.S. Army Corps of Engineers
502 8th Street
Huntington, WV 25701-2070

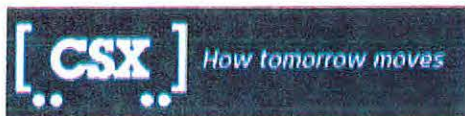
Re: **Docket No. AB-55 (Sub-No. 772X), CSX Transportation, Inc.-Abandonment
Exemption-in Greenbrier and Nicholas Counties, WV**

Dear Sir/Madam:

CSX Transportation, Inc. ("CSXT") proposes to abandon the approximately 14.4 -mile rail line referred to as the G&E Subdivision in the Southern Region, Florence Division, 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, in Greenbrier and Nicholas Counties, WV (the "Line"). See the enclosed Map. The Line runs through the following zip codes 25962, 25981, and 26676.

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Jacksonville, FL 32202
Phone: (904) 359-3739
E-Mail: Floyd_payne@csx.com

Gene Payne
Manager Joint Facilities

This action requires Surface Transportation Board environmental and historic review under 49 C.F.R. 1105.6(b)(2). Under 49 C.F.R. 1105.7(e)(9) (ii) a portion of CSXT's Combined Environmental and Historic Report (CEHR) must be:

"Based on consultation with the U. S. Army Corps of Engineers, state whether permits under Section 404 of the Clean Water Act (33 U.S.C. 1344) are required for the proposed action and whether any designated wetlands or 100 year flood plains will be affected. Describe the effects."

Based upon the above described actions, CSXT would appreciate your concurrence in its position that there would be no adverse impact on wetlands or 100-year flood plains, and that no permits under Section 404 will be required.

Enclosed is CSXT's Preliminary CEHR with CSXT's analysis of current and future land use. Please respond by email to Floyd_Payne@csx.com or by mail to the above address, within 20 days of the date of this letter so that CSXT can include and analyze your comments in its Final CEHR.

Also enclosed is the distribution list of all parties who have been requested to comment on the CEHR. If you have any questions, please feel free to call or email me.

Sincerely,

Gene Payne

Enclosures (3)



Gene Payne
Manager Joint Facilities

500 Water Street – J-315
Jacksonville, FL 32202
Phone: (904) 359-3739
E-Mail: Floyd_payne@csx.com

July 12, 2017

National Geodetic Survey
NGS.InfoCenter@noaa.gov

Re: **Docket No. AB-55 (Sub-No. 772X), CSX Transportation, Inc.-Abandonment Exemption-in Greenbrier and Nicholas Counties, WV**

Dear Simon:

CSX Transportation, Inc. ("CSXT") proposes to abandon the approximately 14.4 -mile rail line referred to as the G&E Subdivision in the Southern Region, Florence Division, 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, in Greenbrier and Nicholas Counties, WV (the "Line"). See the enclosed Map. The Line runs through the following zip codes 25962, 25981, and 26676.

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CSXT does not intend to disturb any sub grade or sub grade structures and does not intend to remove any bridge structures. CSXT will operate over the spur track to serve the sole customer. Since the Line will not be salvaged, no public or private road crossings will be removed.

Please advise if there are any geodetic markers which could be affected by the proposed transaction.

Enclosed is CSXT's Preliminary Combined Environmental and Historic Report (CEHR) with CSXT's analysis of current and future land use. Please respond by email to



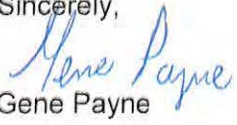
500 Water Street – J-315
Jacksonville, FL 32202
Phone: (904) 359-3739
E-Mail: Floyd_payne@csx.com

Gene Payne
Manager Joint Facilities

Floyd_Payne@csx.com or by mail to the above address, within 20 days of the date of this letter so that CSXT can include and analyze your comments in its Final CEHR.

Also enclosed is the distribution list of all parties who have been requested to comment on the CEHR. If you have any questions, please feel free to call or email me.

Sincerely,


Gene Payne

Enclosures (3)



Gene Payne
Manager Joint Facilities

500 Water Street – J-315
Jacksonville, FL 32202
Phone: (904) 359-3739
E-Mail: Floyd_payne@csx.com

July 12, 2017

Mr. Kris Hopkins
Director
Business and Industrial Development
1900 Kanawha BLVD, East
Capitol Complex,
Building 6, Room 553
Charleston, WV 25305

**Re: Docket No. AB-55 (Sub-No. 772X), CSX Transportation, Inc.-Abandonment
Exemption-in Greenbrier and Nicholas Counties, WV**

Dear Mr. Hopkins:

CSX Transportation, Inc. ("CSXT") proposes to abandon the approximately 14.4 -mile rail line referred to as the G&E Subdivision in the Southern Region, Florence Division, 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, in Greenbrier and Nicholas Counties, WV (the "Line"). See the enclosed Map. The Line runs through the following zip codes 25962, 25981, and 26676.

Upon receipt of abandonment authority from the Surface Transportation Board (the "Board"), CSXT will consummate the abandonment, reclassify the line as a spur track, and lease the spur track to a customer who plans to redevelop the site and use the reclassified spur track to reach its facility. The track and materials will be upgraded and all bridges and culverts will be left in place.

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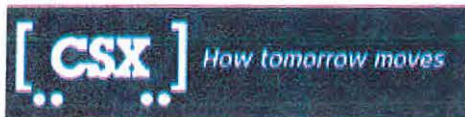
"Based on consultation with local and/or regional planning agencies and/or a review of the official planning documents prepared by such agencies, please state whether the proposed action is consistent with existing land use plans. Please describe any inconsistencies."

CSXT would appreciate your comments regarding current and future land use in relationship to the Line. Enclosed is CSXT's Preliminary CEHR with CSXT's analysis of current and future land use. Please respond by email to Floyd_Payne@csx.com or by mail to the above address, within 20 days of the date of this letter so that CSXT can include and analyze your comments in its Final CEHR.

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Sincerely,

Gene Payne
Enclosures (3)



Gene Payne
Manager Joint Facilities

500 Water Street – J-315
Jacksonville, FL 32202
Phone: (904) 359-3739
E-Mail: Floyd_payne@csx.com

July 12, 2017

Ms. Cindy Butler
Executive Director
West Virginia State Rail Authority
120 Water Plant Drive
Moorefield, WV 26836

**Re: Docket No. AB-55 (Sub-No. 772X), CSX Transportation, Inc.-Abandonment
Exemption in Greenbrier and Nicholas Counties, WV**

Ms. Butler:

CSX Transportation, Inc. ("CSXT") proposes to abandon the approximately 14.4 -mile rail line referred to as the G&E Subdivision in the Southern Region, Florence Division, 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, in Greenbrier and Nicholas Counties, WV (the "Line"). See the enclosed Map. The Line runs through the following zip codes 25962, 25981, and 26676.

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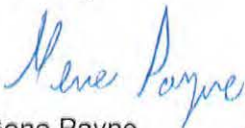
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Also enclosed is the distribution list of all parties who have been requested to comment on the CEHR. If you have any questions, please feel free to call or email me.

Sincerely,


Gene Payne *GP*

Enclosures (3)



Gene Payne
Manager Joint Facilities

500 Water Street – J-315
Jacksonville, FL 32202
Phone: (904) 359-3739
E-Mail: Floyd_payne@csx.com

July 12, 2017

Mayor Andrea Pendleton
Town of Rainelle
201 Kanawha Ave.
Rainelle, WV 25962

**Re: Docket No. AB-55 (Sub-No. 772X), CSX Transportation, Inc.-Abandonment
Exemption-in Greenbrier and Nicholas Counties, WV**

Dear Mayor Pendleton:

CSX Transportation, Inc. ("CSXT") proposes to abandon the approximately 14.4 -mile rail line referred to as the G&E Subdivision in the Southern Region, Florence Division, 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, in Greenbrier and Nicholas Counties, WV (the "Line"). See the enclosed Map. The Line runs through the following zip codes 25962, 25981, and 26676.

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Gene Payne
Manager Joint Facilities

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Sincerely,

Gene Payne

Enclosures (3)



Gene Payne
Manager Joint Facilities

500 Water Street – J-315
Jacksonville, FL 32202
Phone: (904) 359-3739
E-Mail: Floyd_payne@csx.com

July 12, 2017

Department of Planning and Permit
Greenbrier County
912 Court Street N.
Lewisburg, WV 24901

**Re: Docket No. AB-55 (Sub-No. 772X), CSX Transportation, Inc.-Abandonment
Exemption-in Greenbrier and Nicholas Counties, WV**

Dear Madam/Sir:

CSX Transportation, Inc. ("CSXT") proposes to abandon the approximately 14.4 -mile rail line referred to as the G&E Subdivision in the Southern Region, Florence Division, 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, in Greenbrier and Nicholas Counties, WV (the "Line"). See the enclosed Map. The Line runs through the following zip codes 25962, 25981, and 26676.

Upon receipt of abandonment authority from the Surface Transportation Board (the "Board"), CSXT will consummate the abandonment, reclassify the line as a spur track, and lease the spur track to a customer who plans to redevelop the site and use the reclassified spur track to reach its facility. The track and materials will be upgraded and all bridges and culverts will be left in place.

CSXT does not intend to disturb any sub grade or sub grade structures and does not intend to remove any bridge structures. CSXT will operate over the spur track to serve the sole customer. Since the Line will not be salvaged, no public or private road crossings will be removed.



Gene Payne
Manager Joint Facilities

500 Water Street – J-315
Jacksonville, FL 32202
Phone: (904) 359-3739
E-Mail: Floyd_payne@csx.com

This action requires Surface Transportation Board environmental and historic review under 49 C.F.R. 1105.6(b)(2). A portion of CSXT's Combined Environmental and Historic Report (CEHR) must be:

"Based on consultation with local and/or regional planning agencies and/or a review of the official planning documents prepared by such agencies, please state whether the proposed action is consistent with existing land use plans. Please describe any inconsistencies."

CSXT would appreciate your comments regarding current and future land use in relationship to the Line. Enclosed is CSXT's Preliminary CEHR with CSXT's analysis of current and future land use. Please respond by email to Floyd_Payne@csx.com or by mail to the above address, within 20 days of the date of this letter so that CSXT can include and analyze your comments in its Final CEHR.

Also enclosed is the distribution list of all parties who have been requested to comment on the CEHR. If you have any questions, please feel free to call or email me.

Sincerely,

Gene Payne

Enclosures (3)



Gene Payne
Manager Joint Facilities

500 Water Street – J-315
Jacksonville, FL 32202
Phone: (904) 359-3739
E-Mail: Floyd_payne@csx.com

July 12, 2017

Nicholas County Commission
700 Main St. #216
Summerville, WV 26651

Re: **Docket No. AB-55 (Sub-No. 772X), CSX Transportation, Inc.-Abandonment
Exemption-in Greenbrier and Nicholas Counties, WV**

Dear Madam/Sir:

CSX Transportation, Inc. ("CSXT") proposes to abandon the approximately 14.4 -mile rail line referred to as the G&E Subdivision in the Southern Region, Florence Division, 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, in Greenbrier and Nicholas Counties, WV (the "Line"). See the enclosed Map. The Line runs through the following zip codes 25962, 25981, and 26676.

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Gene Payne
Manager Joint Facilities

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Jacksonville, FL 32202
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Also enclosed is the distribution list of all parties who have been requested to comment on the CEHR. If you have any questions, please feel free to call or email me.

Sincerely,

Gene Payne

Enclosures (3)

LSH



Gene Payne
Manager Joint Facilities

500 Water Street – J-315
Jacksonville, FL 32202
Phone: (904) 359-3739
E-Mail: Floyd_payne@csx.com

July 12, 2017

Ms. Susan Pierce
Director
Deputy State Historic Preservation
Department of Culture & History
The Cultural Center
Capitol Complex
Charleston, WV 25305

**Re: Docket No. AB-55 (Sub-No. 772X), CSX Transportation, Inc.-Abandonment
Exemption-in Greenbrier and Nicholas Counties, WV**

Dear Ms. Pierce:

CSX Transportation, Inc. ("CSXT") proposes to abandon the approximately 14.4 -mile rail line referred to as the G&E Subdivision in the Southern Region, Florence Division, 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, in Greenbrier and Nicholas Counties, WV (the "Line"). See the enclosed Map. The Line runs through the following zip codes 25962, 25981, and 26676.

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Jacksonville, FL 32202
Phone: (904) 359-3739
E-Mail: Floyd_payne@csx.com

Gene Payne
Manager Joint Facilities

In connection with rail lines that are to become the subject of applications for authority to abandon, Federal Regulations at 49 CFR 1105.8(d), require that a Historic Report be submitted to the State Historic Preservation Officer prior to filing with the Surface Transportation Board. In accordance with those Regulations, I am attaching the CSXT's Preliminary Combined Environmental and Historic Report (CEHR) covering the above-proposed abandonment.

We would appreciate receiving a letter from your office confirming that this project will have no impact upon cultural resources.

Please respond by email to Floyd_Payne@csx.com or by mail to the above address, within 20 days of the date of this letter so that CSXT can include and analyze your comments in its Final CEHR.

Also enclosed is the distribution list of all parties who have been requested to comment on the CEHR. If you have any questions, please feel free to call or email me.

Sincerely,

Gene Payne

Enclosures (3)



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
HCOAA Employer

August 12, 2017

Ms. Gene Payne
Manager Joint Facilities
CSX Transportation, Inc.
500 Water Street – J-315
Jacksonville, Florida 32202

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

Dear Ms. Payne:

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 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.

Archaeological Resources:

A search of our records indicates that no previously recorded archaeological resources are located within the immediate vicinity of the proposed project area. As the proposed abandonment of the rail line will not result in the disturbance of new soils it is unlikely that intact deposits will be encountered within the proposed project area. In our opinion, the proposed project will have no effect on archaeological historic properties. No further consultation is necessary regarding archaeological resources for the above referenced project.

Architectural Resources:

We cannot complete our review with the information submitted. The submission states that there will be upgrades to the track and material and all bridges and culverts will be "left in place." While these resources are not planned to be removed, it is unclear if bridges and culverts could be rehabilitated, modified, or otherwise altered. Please forward photographs of any bridges and culverts that are 45 years or older along the railroad corridor. These photographs should be keyed to a USGS topographic map. We will provide additional comments upon receipt of the requested information; however, we reserve the right to request additional information, including the completion of Historic Property Inventory (HPI) forms.

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

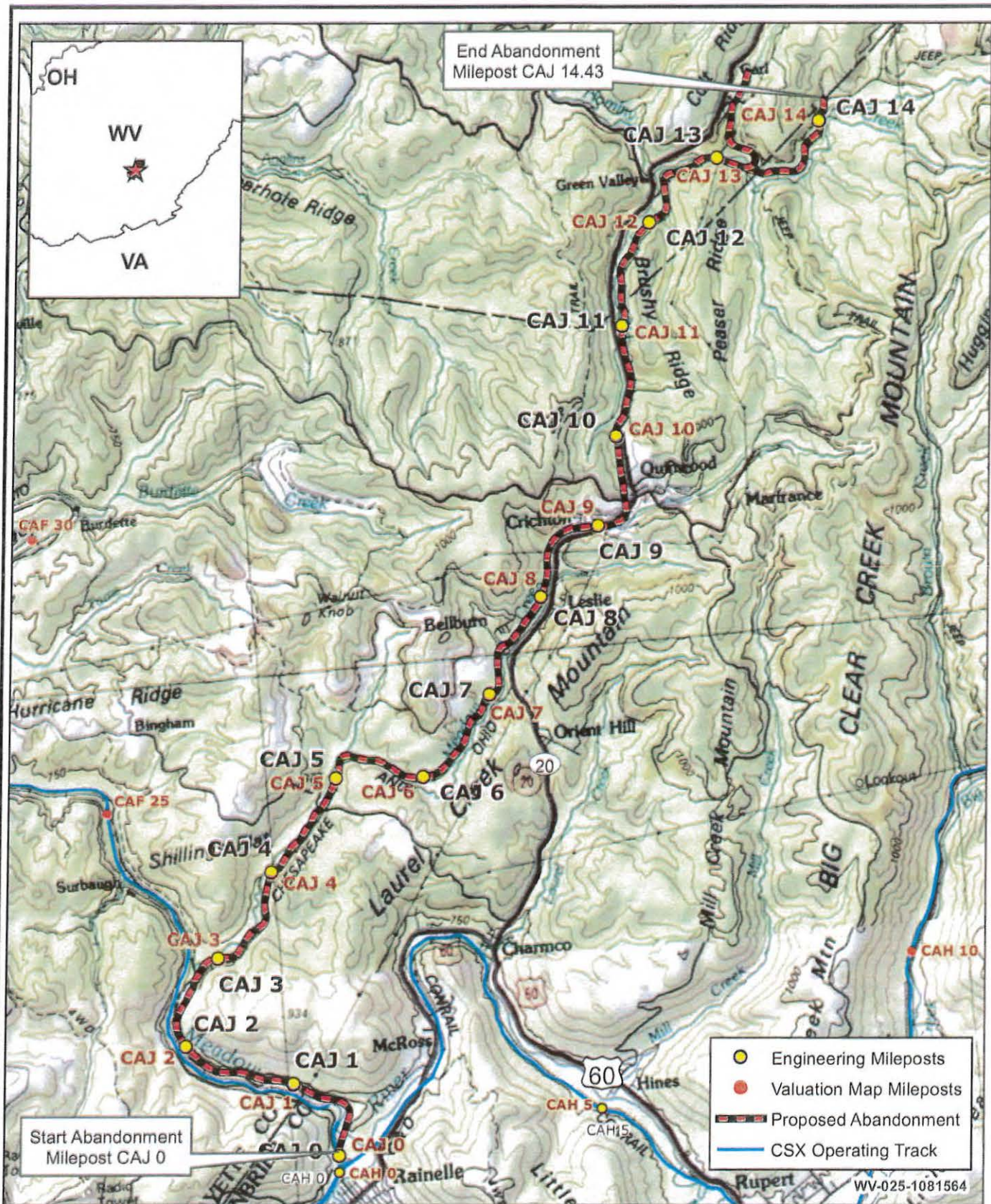
Sincerely,

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

Susan M. Pierce
Deputy State Historic Preservation Officer

SMP/KMT/EEB

EXHIBIT 3 – USGS MAPS



CSX Real Property, Inc.

**CSX Transportation, Inc.
Proposed Abandonment - Topo Map
Greenbrier and Nicholas Counties, WV
G & E Branch**

Milepost CAJ 0 to CAJ 14.43
Total Distance of approx. 14.43 Miles
Florence Division - G & E Subdivision
STB Docket No. AB 55 (Sub-No. 772X)

0 3,000 6,000
Feet



WV-025-1081564

EXHIBIT 4 – PHOTOGRAPHS (None)

No historic structures will be affected.