



Steven C. Armbrust
Counsel
(Admitted in the State of New York only)

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Office of Proceedings
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Law Department
500 Water Street
Speed Code J-150
Jacksonville, FL 32202
Fax (904) 245-3357
Telephone (904) 359-1229
Email: steven_armbrust@CSX.com

August 4, 2006

Via Overnight Express Mail (Return Receipt Requested)

Honorable Vernon A. Williams
Secretary
Surface Transportation Board
1925 K Street, N.W.
Room 700
Washington, D. C. 20006



RE: Docket No. AB-55 (Sub-No. 657X), *CSX Transportation, Inc.*—
Abandonment Exemption—in Philadelphia County, Pennsylvania

Dear Secretary Williams:

Enclosed are the original and 10 copies of a Verified Notice of Exemption (the "Notice") for abandonment in the above-entitled proceeding, together with a check for the filing fee of \$3,100.

Please time and date stamp the additional copy of this letter and return it to me in the self-addressed, stamped envelope. Thank you for your assistance.

If you have any questions please call or email me.

Sincerely yours,

Steven C. Armbrust

FEE RECEIVED

AUG 7 2006

**SURFACE
TRANSPORTATION BOARD**

Enclosures

FILED

JUL 7 - 2006

**SURFACE
TRANSPORTATION BOARD**

BEFORE THE
SURFACE TRANSPORTATION BOARD

Docket No. AB-55 (Sub-No. 657X)

CSX TRANSPORTATION, INC.—ABANDONMENT EXEMPTION—
IN PHILADELPHIA COUNTY, PENNSYLVANIA

VERIFIED NOTICE OF EXEMPTION



Steven C. Armbrust, Esq.
CSX Transportation, Inc.
500 Water Street
Jacksonville, Florida 32202
(904) 359-1229

Counsel for: CSX TRANSPORTATION, INC.

Dated: August 7, 2006

BEFORE THE
SURFACE TRANSPORTATION BOARD

Docket No. AB-55 (Sub-No. 657X)

CSX TRANSPORTATION, INC.—ABANDONMENT EXEMPTION—
IN PHILADELPHIA COUNTY, PENNSYLVANIA

VERIFIED NOTICE OF EXEMPTION

CSX Transportation, Inc. (“CSXT”) files this Verified Notice of Exemption pursuant to the class exemption at 49 C.F.R. § 1152.50 for CSXT to abandon a 0.26-mile rail line on its Northern Region, Baltimore Division (South Jersey CSAO), Delaware Extension, from Milepost 6.27 to the end of track at Milepost 6.53, known as Pier 124 Track in Philadelphia, Philadelphia County, Pennsylvania (the “Line”). No local or overhead rail traffic has moved over the Line during the past two years.

1. Proposed consummation date. The proposed consummation date is September 28, 2006.
2. Certification required by 49 C.F.R. § 1152.50(b). See Exhibit A.
3. Information required by 49 C.F.R. § 1152.22(a)(1) through (4), (7), and (8), and (e)(4).
 - (a) *General.*

(1) Exact name of applicant. CSX Transportation, Inc.

(2) Whether applicant is a common carrier by railroad subject to 49 U.S.C.

Subtitle IV, Chapter 105. CSXT is a common carrier by railroad subject to 49 U.S.C. Subtitle IV, Chapter 105.

(3) Relief sought. CSXT seeks to use the class exemption at 49 C.F.R. § 1152.50

to abandon a 0.26 mile line of railroad in its Northern Region, Baltimore Division (South Jersey CSAO), Delaware Extension, from Milepost 6.27 to the end of track at Milepost 6.53, known as Pier 124 Track in Philadelphia, Philadelphia County, Pennsylvania. There are no stations on the Line.

(4) Map. See Exhibit B.

(7) Name, title, and address of representative of applicant to whom

correspondence should be sent. Steven C. Armbrust, CSX Transportation, Inc., 500 Water St., J-150, Jacksonville, Florida, 32202 (fax: 904-245-3357).

(8) List of all United States Postal Service ZIP Codes that the line proposed for

abandonment traverses. The Line traverses ZIP Code 19148.

(e) Rural and community impact. Statement of whether the properties proposed to be abandoned are appropriate for use for other public purposes, including roads and highways, other forms of mass transportation, conservation, energy production or transmission, or recreation. If

the applicant is aware of any restriction on the title to the property, including any reversionary interest, which would affect the transfer of title or the use of property for other than rail purposes, this shall be disclosed.

CSXT believes that the properties proposed for abandonment may be suitable for other purposes, but may be subject to reversionary interests that may affect transfer of title for other than rail purposes.

4. The level of labor protection. The interests of railroad employees who may be adversely affected by the proposed abandonment will be adequately protected by the labor protective conditions in Oregon Short Line R. Co. -- Abandonment -- Goshen, 360 I.C.C. 91 (1979).

5. Certification. Certificates of compliance with the notice requirements of 49 C.F.R. §§ 1152.50(d)(1), 1105.11 and 1105.12 may be found in Exhibit C (Certificate of Service; Certificate of Publication), Exhibit D (Certificate of Distribution of Environmental Report) and Exhibit E (Certificate of Distribution of Environmental Report).

6. Environmental Report, etc. See Exhibit D. Based on information in the possession of CSXT, the Line does not contain federally granted rights-of-way. Any documentation in the railroad's possession will be made available promptly to those requesting it.

7: Historic Report. See Exhibit E.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Steven C. Armbrust", written in a cursive style.

Steven C. Armbrust, Esq.
CSX Transportation, Inc.
500 Water Street
Jacksonville, Florida 32202
(904) 359-1229

Counsel for: CSX TRANSPORTATION, INC.

Dated: August 7, 2006

EXHIBIT A

**VERIFICATION AND CERTIFICATION THAT RAIL LINE MEETS
CRITERIA OF 49 C.F.R. SECTION 1152.50(b)**

[See attached]

**VERIFICATION AND CERTIFICATION THAT RAIL LINE MEETS
CRITERIA OF 49 C.F.R. SECTION 1152.50(b)**

STATE OF FLORIDA

COUNTY OF DUVAL

)
)
)
ss.

I, Ellen M. Preslar, being duly sworn, depose and state that I am Manager Regulatory Costing for Network Rationalization of CSX Transportation, Inc. ("CSXT"); that I am authorized to make this verification; and that I have read the foregoing Notice of Exemption and know the facts asserted therein are true and accurate as stated, to the best of my knowledge, information, and belief.

I hereby certify that no local traffic has moved over CSXT's 0.26-mile rail line on its Northern Region, Baltimore Division, South Jersey CSAO, Delaware Extension, between Railroad Milepost 6.27 and end of track at Railroad Milepost 6.53, known as Pier 124, Philadelphia County, Philadelphia, for at least two years prior to the date hereof, and that any overhead traffic on the line can be rerouted over other lines. Further, no formal complaint filed by a user of rail service on the line (or a State or local government entity acting on behalf of such user) regarding cessation of service over the line either is pending with the Surface Transportation Board or any U.S. District Court or has been decided in favor of a complainant within the two-year period. The foregoing certification is made on behalf of CSXT by the undersigned after due and careful investigation of the matters herein certified and based on the best of the knowledge, information, and belief of the undersigned.

Ellen M. Preslar

Ellen M. Preslar

SUBSCRIBED AND SWORN TO before me this 19th day of July, 2006.

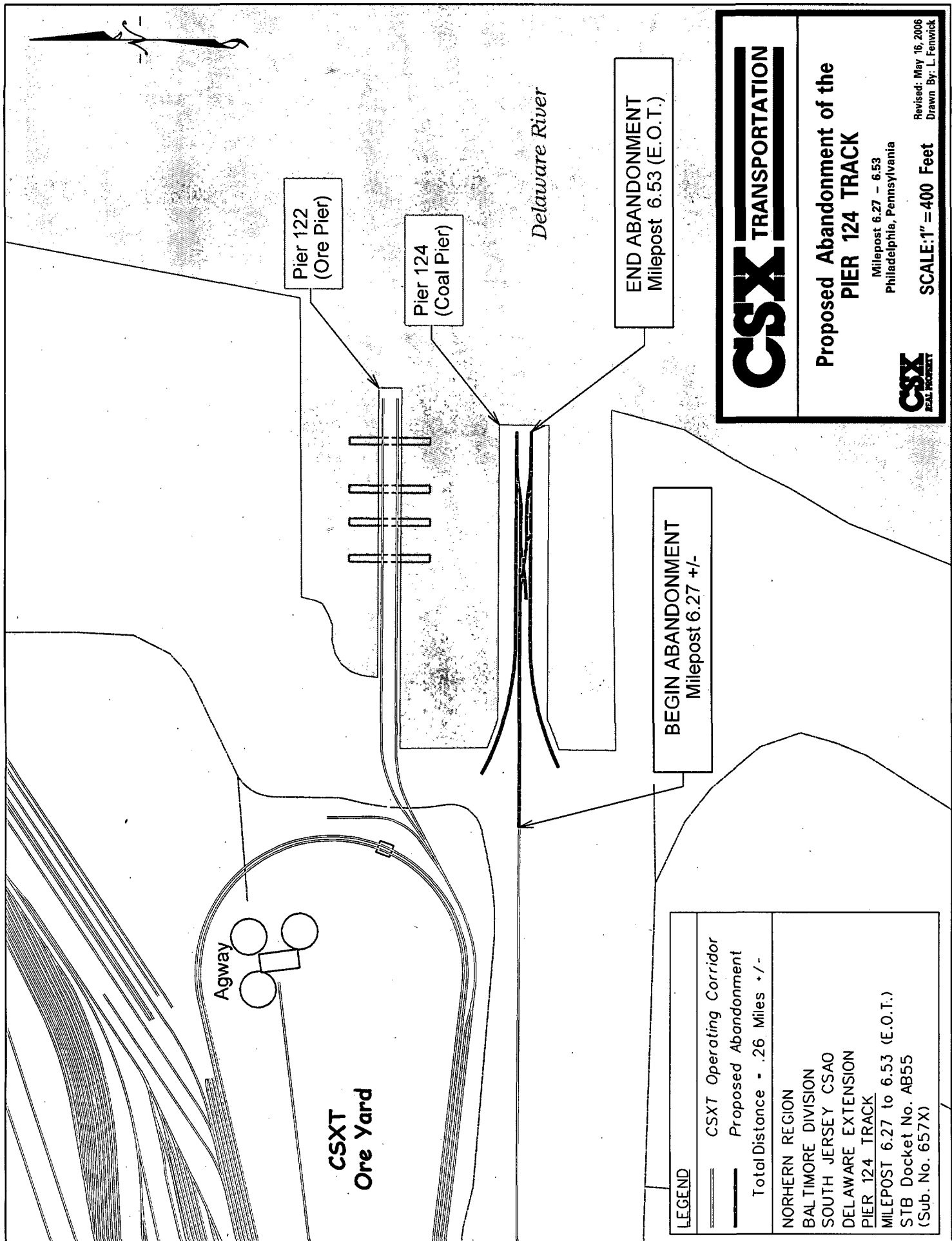
My Commission Expires: _____

Suzanne Marie Geraci
Notary Public



EXHIBIT B

MAP



TRANSPORTATION

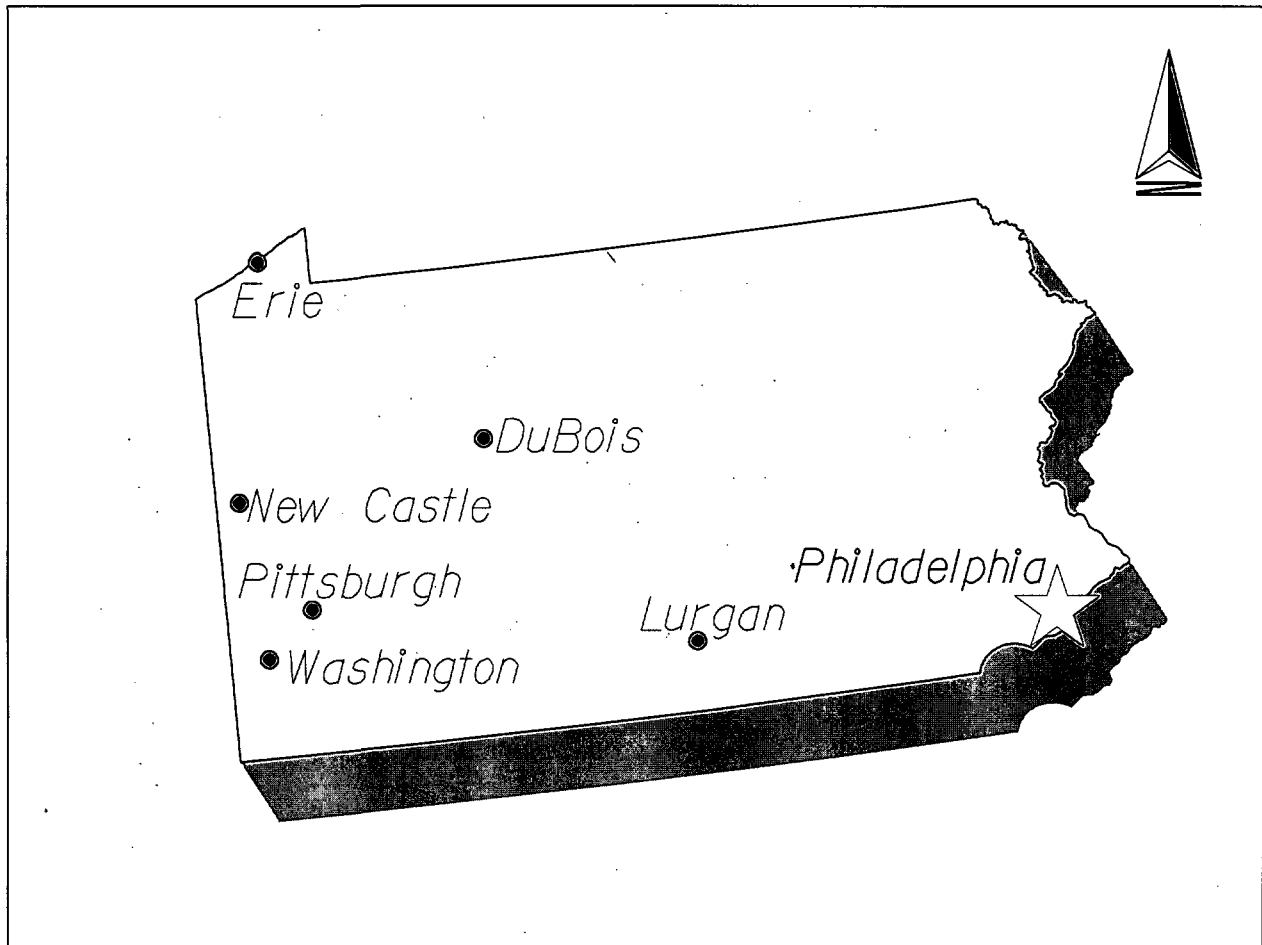
**Proposed Abandonment of the
PIER 124 TRACK**

Milepost 6.27 - 6.53
Philadelphia, Pennsylvania

SCALE: 1" = 400 Feet

Revised: May '16, 2006
Drawn By: L. Fenwick

LEGEND	
	CSXT Operating Corridor
	Proposed Abandonment
Total Distance - .26 Miles +/-	
NORTHERN REGION	
BALTIMORE DIVISION	
SOUTH JERSEY CSAO	
DELAWARE EXTENSION	
PIER 124 TRACK	
MILEPOST 6.27 to 6.53 (E.O.T.)	
STB Docket No. AB55	
(Sub. No. 657X)	



AREA MAP

Proposed Abandonment of 0.26 Miles +/-
STB Docket No. AB 55 - Sub. No. 657X
Philadelphia County, Philadelphia

NORTHERN REGION - BALTIMORE DIVISION - (SOUTH JERSEY CSAO)
DELAWARE EXTENSION

EXHIBIT C

CERTIFICATES OF SERVICE AND PUBLICATION

[See attached]

CERTIFICATE OF SERVICE

Pursuant to 49 C.F.R. § 1152.50 (d) (1), the undersigned hereby certifies that notice of the proposed abandonment in Docket No. AB-55 (Sub-No. 657X) was mailed via first class mail on July 21, 2006, to the following parties:

State Public Service Commission

Secretary's Bureau
Pennsylvania Public Utility Commission
P.O. Box 3265
Harrisburg, PA 17105-3265

Military Surface Deployment and Distribution Command Transportation Engineering Agency

SDDCTEA
ATTN: Railroads for National Defense
720 Thimble Shoals Blvd.
Suite 130
Newport News, Virginia 23606-2574

National Park Service

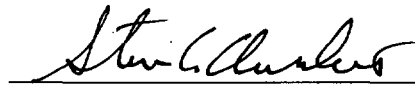
Mr. D. Thomas Ross
Assistant Director
U.S. Department of Interior
National Park Service (Org code 2220)
Recreation and Conservation
1849 C Street, N.W.
Washington, D.C. 20240-0001

National Park Service

U.S. Department of Interior
National Park Service
Land Resources Division
1201 Eye St., N.W.
Washington, DC 20005

U.S. Department of Agriculture

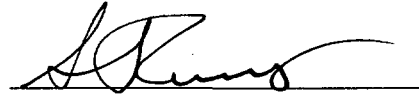
U.S. Department of Agriculture
Chief of the Forest Service
4th Floor N.W., Auditors' Building
14th Street and Independence Avenue, S.W.
Washington, D.C. 20250

A handwritten signature in black ink, reading "Steven C. Armbrust", written over a horizontal line.

Steven C. Armbrust
August 4, 2006

CERTIFICATE OF PUBLICATION

The undersigned hereby certifies that notice of the proposed abandonment in Docket No. AB-55 (Sub-No. 657X) was advertised on August 4, 2006 in The Daily News, a newspaper of general circulation in Philadelphia County, Philadelphia, as required by 49 C.F.R. § 1105.12.

A handwritten signature in dark ink, appearing to read 'S. Armbrust', is written over a horizontal line.

Steven C. Armbrust
August 4, 2006

EXHIBIT D
ENVIRONMENTAL REPORT

[See attached]

ENVIRONMENTAL REPORT

**CSX TRANSPORTATION, INC.
PROPOSED ABANDONMENT
DOCKET AB-55 (SUB-NO. 657X)**

**PIER 124 (PHILADELPHIA)
PHILADELPHIA COUNTY,
PENNSYLVANIA**

The following information is provided in accordance with 49 C.F.R. Section 1105.7:

(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. (CSX) proposes to abandon and discontinue service over 0.26 mile of rail line from railroad milepost 6.27 (valuation station 331+78) to the end of track at railroad milepost 6.53 (valuation station 345+48), known as Pier 124 in Philadelphia, Philadelphia County, Pennsylvania.

This line was used for the loading of coal to river traffic, however, there has been no originating or terminating traffic over this line for over fifteen years and there is no foreseeable future traffic.

Abandonment of this line will result in the removal of the rail, crossties, and possibly the upper layer of ballast; subsequently, the operations and maintenance of this line will cease.

The only alternative would be not to abandon and to pass the operating loss and capital costs (or opportunity costs, if notice) of retaining the line to all other CSXT customers. This would not be a prudent utilization of carrier resources.

Two maps, which delineate the proposed project are attached. (See Attachments 1 and 2.)

(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 CSXT passenger or freight traffic on this line. There will be no effect on existing regional or local transportation systems or 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.**

Applicant has notified the Honorable Anna Verna, Philadelphia County Planning Commission via letter and copy of this report on May 23, 2006. (See Attachment 3)

Applicant received a response dated June 21, 2006 from Mr. Thomas Chapman, Esquire of the City of Philadelphia Planning Commission stating *"...we find that the proposed abandonment of this particular section of rail is consistent with the existing land use plans for the City of Philadelphia."* (See Attachment 4)

Based on the fact that Applicant has been negotiating for several years for the future land use regarding an industrial development project with both city and state officials, Applicant believes the proposed action is not inconsistent with local land use plans.

- (ii) Based on consultation with the U. S. Soil Conservation Service, state the effect of the proposed action on any prime agricultural land.**

Applicant received a letter dated June 1, 2006 from the U.S. Department of Agriculture, Natural Resources Conservation Service in West Chester, PA stating *"The land contiguous to CSXT's line is not classified as either prime or state-wide important agricultural soils."* (See Attachment 5)

While some prime farmland may exist in the vicinity of this project, Applicant feels that the simple removal of track material should not have an adverse impact.

- (iii) **If the action affects land or water uses within a designated coastal zone, include the coastal zone information required by 1105.9.**

Applicant has notified the Department of Environmental Resources - Division of Coastal Zone Management in Harrisburg, PA via letter and copy of this report on May 23, 2006. (See Attachment 6)

Any responses to said letter will be forwarded to the Surface Transportation Board upon receipt.

- (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. 10906 and explain why.**

The properties proposed to be abandoned may be suitable for other public purposes, but may be subject to reversionary interests that may affect transfer of title for other than rail purposes.

(4) ENERGY

- (i) **Describe the effect of the proposed action on transportation of energy resources.**

The proposed action will have no effect on the transportation of energy resources.

- (ii) **Describe the effect of the proposed action on recyclable commodities.**

The proposed action will have no effect on the movement and/or recovery of recyclable commodities.

- (iii) **State whether the proposed action will result in an increase or decrease in overall energy efficiency and explain why.**

The proposed action will not result in an increase or decrease in overall energy efficiency.

- (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.**

There will be no diversion 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% (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% (measured by carload activity), or (C) an average increase in truck traffic of more than 10% of the average daily traffic or 50 vehicles a day on any affected road segment, quantify the anticipated effect on air emissions.

The above thresholds will not be exceeded.

- (ii) If the proposed action affects a class I or non-attainment area under the Clean Air Act; and will it result in either: (A) an increase in rail traffic of a least 50% (measured in gross ton miles annually) or an increase of at least three trains a day on any segment of rail line, or (B) an increase in rail yard activity of a least 20% (measured by carload activity), or (C) an average increase in truck traffic of more than 10% 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.

The above thresholds will not be exceeded.

- (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 restriction); 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.

Not applicable.

(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.

The above thresholds will not be exceeded.

(7) SAFETY

- (i) Describe any effects of the proposed action on public health and safety (including vehicle delay time at railroad grade crossings).

There will be no effect on public health and safety as a result of the proposed action.

- (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.

Not applicable.

- (iii) If there are any known hazardous waste sites or sites where there have been known hazardous material spills on the right of way, identify the location of those sites and the types of hazardous materials involved.

Applicant's records do not indicate any hazardous waste sites or sites where there have been hazardous material spills on this line segment.

(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.

Applicant received a response dated July 10, 2006 from the Mr. David Densmore of the U.S. Department of the Interior Fish & Wildlife Commission in State College, PA stating "There are no National Wildlife Refuges, National Fish Hatcheries nor National Environmental Centers...within the vicinity of the proposed site." The letter further states "...no federally listed or proposed threatened or endangered species...are known to occur within the project impact area." (See Attachment 7)

- (ii) State whether wildlife sanctuaries or refuges, National or State parks or forests will be affected, and describe any effects.

Based upon Applicant's review of the area, the line is not within any wildlife sanctuaries or refuges, National or State parks or forests.

(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.**

Applicant has notified both the U.S. Environmental Protection Agency in Philadelphia and Harrisburg, PA via letter and copy of this report on May 23, 2006. (See Attachments 8 and 9)

Any responses to said letter will be forwarded to the Surface Transportation Board upon receipt.

Applicant does not contemplate any action known to be inconsistent with federal, state and/or local water quality standards. Any necessary permits or applications will be obtained as well as compliance with conditions or procedures required by regulatory agencies.

- (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.**

Applicant has notified the U.S. Army Corps of Engineers in Philadelphia, PA via letter and copy of this report on May 23, 2006. (See Attachment 10)

Any responses to said letter will be forwarded to the Surface Transportation Board upon receipt.

Applicant is not aware of any designated wetlands or 100-year flood plains within the proposed project.

Upon receiving abandonment authority, removal of 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. We do not intend to disturb any of the underlying roadbed or perform any activities that would cause sedimentation or erosion of the soil, 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. Also, during track removal, 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, Applicant does not believe a permit under Section 404 of the Clean Water Act will be required.

- (iii) **State whether permits under Section 402 of the Clean Water Act (33 U.S.C. 1342) are required for the proposed action. (Applicants should contact the U. S. Environmental Protection Agency or the state environmental protection or equivalent agency if they are unsure whether such permits are required).**

Applicant has notified both the U.S. Environmental Protection Agency in Philadelphia and Harrisburg, PA via letter and copy of this report on May 23, 2006. (See Attachments 8 and 9)

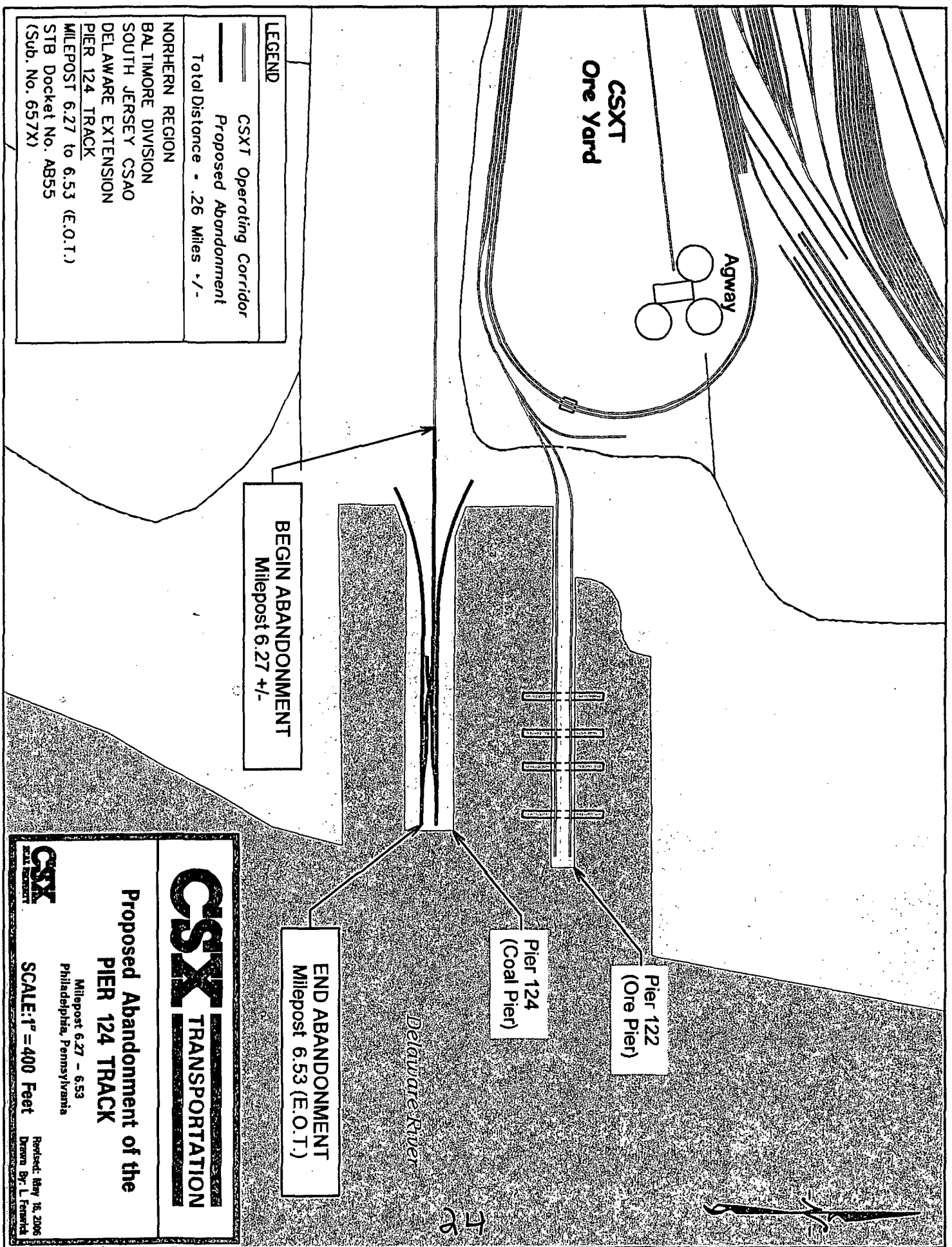
Any responses to said letter will be forwarded to the Surface Transportation Board upon receipt.

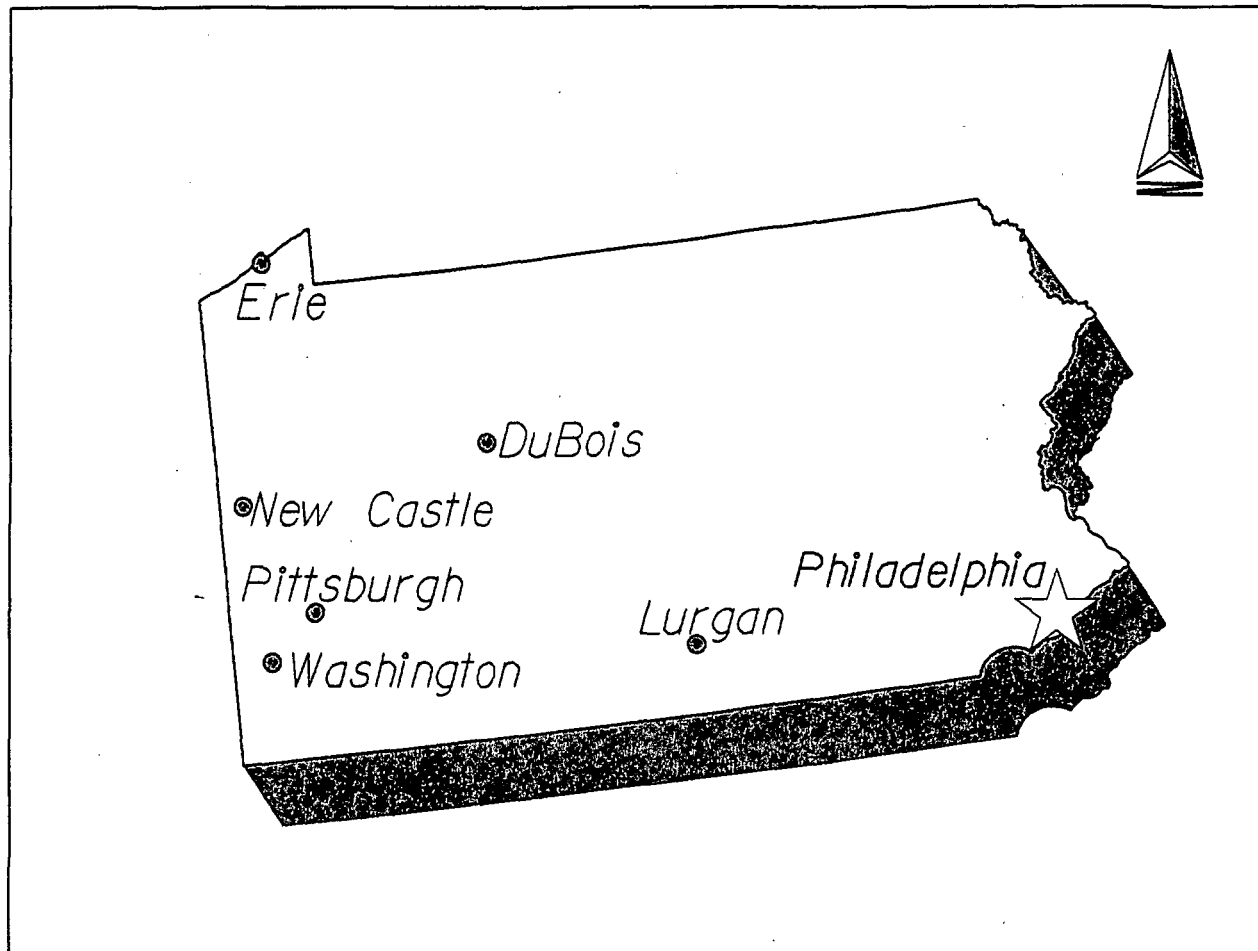
Based upon the course of action described in Section 9 (ii), Applicant does not believe a permit under Section 402 of the Clean Water Act will be required.

10. MITIGATION

Describe any actions that are proposed to mitigate adverse environmental impacts, indicating why the proposed mitigation is appropriate.

Applicant does not anticipate any adverse environmental impacts in the project area as a result of this abandonment, however, if mitigation is necessary, Applicant will comply with State and Federal regulations and obtain any necessary permits required.





AREA MAP

Proposed Abandonment of 0.26 Miles +/-
STB Docket No. AB 55 - Sub. No. 657X
Philadelphia County, Philadelphia

NORTHERN REGION - BALTIMORE DIVISION - (SOUTH JERSEY CSAO)
DELAWARE EXTENSION



Dave Geraci
Manager - Network Rationalization

Attachment 3

500 Water Street - J200
Jacksonville, FL 32202
Phone: (904) 359-1086
FAX: (904) 359-1111
E-Mail: Dave_Geraci@CSX.com

May 23, 2006

Honorable Anna Verna
County Planning Department
494 City Hall
Philadelphia, PA 19107

Dear Ms. Verna:

Please be advised that CSX Transportation, Inc. is considering abandonment of a portion of its rail line from Railroad Milepost 6.27 to Railroad Milepost 6.53, known as a portion of track at Pier 124, Philadelphia, Philadelphia County, Pennsylvania as depicted on the attached map.

This action requires Surface Transportation Board approval and Federal Regulations 49 C.F.R. 1105.7(3)(i) require that we develop a response to the following statement:

"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."

I would appreciate your advice as to the existence of a long-range comprehensive planning map for Philadelphia County and the line's relationship to such planning.

Enclosed, please find a distribution list of all parties that have been copied of the proposed action.

Sincerely,

Attachment



CITY OF PHILADELPHIA

Philadelphia City Planning Commission
1515 Arch Street
13th Floor
Philadelphia, PA 19102
(215) 683-4600
FAX (215) 683-4675

THOMAS A. CHAPMAN, ESQ.
Acting Executive Director and
Acting Secretary of
Strategic Planning

June 21, 2006

Mr. David Geraci
Manager, Network Rationalization
CSX Transportation
500 Water Street -J200
Jacksonville, FL 32202

Mr. Geraci:

Thank you for your inquiry, dated May 23, 2006, regarding the relationship between the rail line that serves Pier 124 and the City of Philadelphia's long-range plan land use plan for this section of the City.

As shown on the accompanying zoning map for this section of the City, the zoning districts that cover the adjacent Piers 122 and 124 include PI-Port Industrial and LR-Least Restricted (see enclosure). These districts reflect the *South Delaware Waterfront District Plan* (Philadelphia City Planning Commission, 1981), which confirmed that this area of the Delaware River waterfront should remain in maritime, industrial, and freight transportation use.

We are informed by the Philadelphia Regional Port Authority (PRPA) that the proposed abandonment of the CSX rail section from milepost 6.27 to milepost 6.53 would be in accordance with plans for the PRPA to acquire Piers 122 and 124 and adjacent real estate for continued use and eventual redevelopment into a more modern port facility. Therefore, we find that the proposed abandonment of this particular section of rail is consistent with the existing land use plans of the City of Philadelphia.

Please feel free to contact me if you require additional information regarding this matter.

Sincerely,

A handwritten signature in cursive script that reads "Thomas A. Chapman".

Thomas A. Chapman, Esq.

cc William B. McLaughlin, III, PRPA
Nick Walsh, PRPA
Paul Deegan, PIDC
John Grady, PIDC
Robert Wright, Philadelphia Department of Streets



Natural Resources Conservation Service
P.O. Box 2747
601 Westtown Road, Suite 381
West Chester, PA 19380-0990

Attachment 5

Dave Geraci
Manager – Network Rationalization
CSX Transportation
500 Water Street
Jacksonville, FL 32202

June 1, 2006

Dear Mr. Geraci,

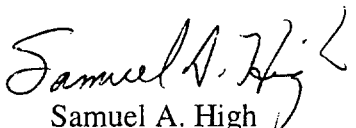
Concerning your inquiry of the abandonment of a portion of the rail line from Railroad Milepost 6.27 to Railroad Milepost 6.53, known as a portion of track at Pier 124, Philadelphia, Philadelphia County, Pennsylvania; we have provided the following information.

In reply to your statement “Based on consultation with the U.S. Soil Conservation Service, state the effect of the proposed action on any prime agricultural land.”

The land contiguous to CSXT’s line is not classified as either prime or state-wide important agricultural soils. Attached are a soil survey map of the area and a Non-Technical description of Map Unit Ub URBAN LAND. There will be no effect on any prime farmland soils due to the proposed action.

If you have any questions please feel free to contact me at (610) 696-0398 ext.104, office hours are from 8:00 AM to 5:00 PM, Monday – Friday.

Thank you,


Samuel A. High
District Conservationist

Enclosure: Soil Survey Map – Sheet number 101 and a Non-Technical Description of Ub



Non-Technical Descriptions

Soil Survey Area: Bucks and Philadelphia Counties, Pennsylvania

Survey Status: Out-of-date

Correlation Date: 01/01/1971

Distribution Date: 11/04/2002

Map Unit: *Ub URBAN LAND*

Description Category: *AGR*

Soil URBAN LAND is 10 - inches to bedrock. Permeability is VERY SLOW and available water holding capacity is VERY LOW. A water table when present is 2.0 - feet. The soil is generally not used for row crops and the capability subclass is 8S.

Description Category: *S05*

URBAN LAND IS LAND MOSTLY COVERED BY STREETS, PARKING LOTS, BUILDINGS, AND OTHER STRUCTURES OF URBAN AREAS.



TRANSPORTATION

Dave Geraci

Manager - Network Rationalization

Attachment 6

500 Water Street - J200

Jacksonville, FL 32202

Phone: (904) 359-1086

FAX: (904) 359-1111

E-Mail: Dave_Geraci@CSX.com

May 23, 2006

Department of Environmental Resources
Division of Coastal Zone Management
PO Box 8761
Harrisburg, PA 17105-8761

Gentlemen:

Please be advised that CSX Transportation, Inc. is considering abandonment of a portion of its rail line from Railroad Milepost 6.27 to Railroad Milepost 6.53, known as a portion of track at Pier 124, Philadelphia, Philadelphia County, Pennsylvania as depicted on the attached map.

This action requires Surface Transportation Board approval and Federal Regulations require expanded environmental information in connection with rail lines, which are subject to abandonment. One of these is to determine if a designated coastal zone management area is involved, and, if so, if the proposed action is consistent with the affected State's Coastal Zone Management Program.

I would appreciate your advising if the removal of the rail would have an effect on your program. It is CSXT's intention to simply remove the metal material from the top layer of gravel ballast, and to preserve the existing routes of water flow and drainage. We do not anticipate any dredging or use of fill in the removal of the track material.

Enclosed, please find a distribution list of all parties that have been copied of the proposed action.

Sincerely,

Attachment

Attachment 7



United States Department of the Interior

FISH AND WILDLIFE SERVICE

Pennsylvania Field Office
315 South Allen Street, Suite 322
State College, Pennsylvania 16801-4850



July 10, 2006

Dave Geraci
CSX Transportation
500 Water Street – J200
Jacksonville, FL 32202

RE: USFWS Project #2006-2066

Dear Mr. Geraci:

This responds to your letter of May 23, 2006, requesting information about natural resource areas of special concern, and federally listed and proposed species in the vicinity of the proposed railroad abandonment project (from milepost 6.27 to 6.53) located in Philadelphia County, Pennsylvania.

There are no National Wildlife Refuges, National Fish Hatcheries nor National Environmental Centers operated by the Fish and Wildlife Service within the vicinity of the proposed site.

In addition, except for occasional transient species, no federally listed or proposed threatened or endangered species under our jurisdiction are known to occur within the project impact area. Therefore, no biological assessment nor further consultation under the Endangered Species Act (87 Stat. 884, as amended; 16 U.S.C. 1531 *et seq.*) are required with the Service. This determination is valid for two years from the date of this letter. If the proposed project has not been fully implemented prior to this, an additional review by this office will be necessary. Should project plans change, or if additional information on listed or proposed species becomes available, this determination may be reconsidered. A compilation of certain federal status species in Pennsylvania is enclosed for your information.

For information regarding State resources of special concern, including State-listed endangered and threatened species, please contact the Pennsylvania Game Commission (birds and mammals; State Game Lands), the Pennsylvania Fish and Boat Commission (fish, reptiles, amphibians and aquatic invertebrates; trout streams), the Pennsylvania Department of Conservation and Natural Resources (PNDR; plants and plant sanctuaries; State Forests; State Parks; Natural Areas; State Wild and Scenic Rivers) and the Department of Environmental Protection (Special Protection Watersheds; Wetlands).

This response is based on an office review of the proposed project's location. No field inspection of the project area has been conducted by this office. Consequently, this letter is not to be construed as addressing potential Service concerns under the Fish and Wildlife Coordination Act or other authorities.

To avoid potential delays in reviewing your project, please use the above-referenced USFWS project tracking number in any future correspondence regarding this project.

If we can be of further assistance, please contact Robert Anderson of my staff at 814-234-4090.

Sincerely,

A handwritten signature in black ink, appearing to read "David Densmore", followed by a long horizontal line extending to the right.

David Densmore
Supervisor

Enclosure

Federally Listed, Proposed, and Candidate Species in Pennsylvania
(revised April 13, 2006)

<u>Common Name</u>	<u>Scientific Name</u>	<u>Status</u> ¹	<u>Distribution (Counties and/or Watersheds)</u>
MAMMALS			
Indiana bat	<i>Myotis sodalis</i>	E	Hibernacula: Armstrong, Blair, Centre, Fayette, Lawrence, Luzerne, Mifflin and Somerset Co. Maternity sites: Blair Co.
BIRDS			
Bald eagle	<i>Haliaeetus leucocephalus</i>	T	Nesting: Armstrong, Berks, Bucks, Butler, Centre, Chester, Columbia, Crawford, Dauphin, Erie, Forest, Fulton, Huntingdon, Lancaster, Lawrence, Lebanon, Luzerne, Lycoming, Mercer, Monroe, Montgomery, Northampton, Northumberland, Pike, Sullivan, Tioga, Venango, Warren, Wayne and York Co. Winter: near ice-free sections of rivers, lakes and reservoirs (e.g., Delaware River, Pymatuning Reservoir)
Piping plover	<i>Charadrius melodus</i>	E	Migratory. No nesting in PA since 1950s, but recent colonization attempts at Presque Isle (Erie Co). Designated critical habitat on Presque Isle.
REPTILES			
Bog turtle	<i>Clemmys (Glyptemys) muhlenbergii</i>	T	Adams, Berks, Bucks, Chester, Cumberland, Delaware, Franklin, Lancaster, Lebanon, Lehigh, Monroe, Montgomery, Northampton, Schuylkill and York Co. [Historically found in Crawford, Mercer and Philadelphia Co.]
Eastern massasauga rattlesnake	<i>Sistrurus catenatus catenatus</i>	C	Butler, Crawford, Mercer and Venango Co. [Historically found in Allegheny and Lawrence Co.]
MUSSELS			
Clubshell	<i>Pleurobema clava</i>	E	French Creek and Allegheny River (and some tributaries) in Clarion, Crawford, Erie, Forest, Mercer, Venango, and Warren Co.; Shenango River (Mercer and Crawford Co.) [Has not been found recently in 13 streams of historical occurrence in Butler, Beaver, Fayette, Greene, Lawrence, Mercer, and Westmoreland Co.]
Dwarf wedgemussel	<i>Alasmodonta heterodon</i>	E	Delaware River (Wayne Co.). [Has not been found recently in streams of historical occurrence in the Delaware River watershed (Bucks, Carbon, Chester, Philadelphia Co.) or Susquehanna River watershed (Lancaster Co.)]
Northern riffleshell	<i>Epioblasma torulosa rangiana</i>	E	French Creek and Allegheny River (and some tributaries) in Clarion, Crawford, Erie, Forest, Mercer, Venango, and Warren Co. [Has not been found recently in streams of historical occurrence, including: Shenango River (Lawrence Co.), Conewango Creek (Warren Co.)]

MUSSELS
(continued)



Dave Geraci
Manager - Network Rationalization

Attachment 8

500 Water Street - J200
Jacksonville, FL 32202
Phone: (904) 369-1088
FAX: (904) 369-1111
E-Mail: Dave_Geraci@CSX.com

May 23, 2006

U.S. EPA
Region 3
1650 Arch Street
Philadelphia, PA 19103

Gentlemen:

Please be advised that CSX Transportation, Inc. is considering abandonment of a portion of its rail line from Railroad Milepost 6.27 to Railroad Milepost 6.53, known as a portion of track at Pier 124, Philadelphia, Philadelphia County, Pennsylvania as depicted on the attached map.

This action requires Surface Transportation Board approval and Federal Regulations 49 C.F.R. 1105.7 (9) (i) and (iii) require that we develop a response to the following statements:

(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. We do 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, we would appreciate receiving your concurrence with CSXT's 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.

Enclosed, please find a distribution list of all parties that have been copied of the proposed action. If you have any questions, please feel free to contact me.

Sincerely,

Attachment



Dave Geraci
Manager - Network Rationalization

Attachment 9

600 Water Street - J200
Jacksonville, FL 32202
Phone: (904) 369-1086
FAX: (904) 369-1111
E-Mail: Dave_Geraci@CSX.com

May 23, 2006

U.S. EPA
Region 3
PO Box 2063
Harrisburg, PA 17120

Gentlemen:

Please be advised that CSX Transportation, Inc. is considering abandonment of a portion of its rail line from Railroad Milepost 6.27 to Railroad Milepost 6.53, known as a portion of track at Pier 124, Philadelphia, Philadelphia County, Pennsylvania as depicted on the attached map.

This action requires Surface Transportation Board approval and Federal Regulations 49 C.F.R. 1105.7 (9) (i) and (iii) require that we develop a response to the following statements:

(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. We do 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, we would appreciate receiving your concurrence with CSXT's 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.

Enclosed, please find a distribution list of all parties that have been copied of the proposed action. If you have any questions, please feel free to contact me.

Sincerely,

Attachment



TRANSPORTATION
Dave Geraci
Manager - Network Rationalization

Attachment 10

500 Water Street - J200
Jacksonville, FL 32202
Phone: (904) 369-1088
FAX: (904) 369-1111
E-Mail: Dave_Geraci@CSX.com

May 23, 2006

U.S. Army Corps of Engineers
Philadelphia District
Wanamaker Building, Room 600
100 Penn Square East
Philadelphia, PA 19107-3390

Gentlemen:

Please be advised that CSX Transportation, Inc. is considering abandonment of a portion of its rail line from Railroad Milepost 6.27 to Railroad Milepost 6.53, known as a portion of track at Pier 124, Philadelphia, Philadelphia County, Pennsylvania as depicted on the attached map.

This action requires Surface Transportation Board approval and Federal Regulations 49 C.F.R. 1105.7(9)(ii) require that we develop a response to the following statement:

"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."

It is our opinion that there will be no impact on designated wetlands or 100-year flood plains because our intent at this time is to only remove CSXT's metal track material, crossties and perhaps the upper layer of ballast, and to preserve the existing routes of water flow and drainage. We do not intend to disturb any of the underlying roadbeds or perform any activities that would cause sedimentation or erosion of the soil, and we do not anticipate any dredging or use of fill in the removal of the track material. The track removal 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. 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.

Based upon the above described actions, we would appreciate your concurrence in CSXT's 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.

We would appreciate your comments; and, if you have any questions, please feel free to call me.

Enclosed, please find a distribution list of all parties that have been copied of the proposed action.

Sincerely,

Attachment



TRANSPORTATION

Dave Geraci
Project Manager – Network Rationalization

500 Water Street – J200
Jacksonville, FL 32202
Tel. (904) 359-1086
Fax (904) 359-1111
E-Mail: Dave_Geraci@CSX.com

June 7, 2006

Dr. Brent Glass
Executive Director
Attn: Ms. Susan M. Zacher
Preservation Specialist
Pennsylvania Historical and Museum Commission
300 North Street
Harrisburg, PA 17120

RE: CSXT Proposed Abandonment
Docket No. AB-55 (Sub. No. 657X)

Dear Dr. Glass:

Please be advised that CSX Transportation, Inc. anticipates filing for abandonment a line of railroad approximately 0.88 mile in Philadelphia, Philadelphia County, Pennsylvania, as shown in the attached historic report.

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 a Historic Report covering the above-proposed abandonment.

I would appreciate receiving a letter from your office stating this project will have no impact upon cultural resources. If you have questions, please feel free to call me.

Sincerely,

Attachments

Copy: STB – SEA, 1925 K Street NW - Suite 534, Washington, DC 20423-0001
Mr. Steve Armbrust, CSXT, 500 Water Street – J150, Jacksonville, FL 32202

**ENVIRONMENTAL REPORT
CERTIFICATE OF SERVICE**

Pursuant to the requirements of 49 C.F.R. § 1105.7, the undersigned hereby certifies that a copy of the Environmental Report in Docket No. AB-55 (Sub-No. 657X) was mailed via first class mail on June 21, 2006 to the following parties:

Honorable Anna Verna
County Planning Department
494 City Hall
Philadelphia, PA 19107

Mr. Rich Lombardo
City Planning Department
One Parkway
1515 Arch Street
13th Floor
Philadelphia, PA 19102-1583

U.S. EPA
Region 3
1650 Arch Street
Philadelphia, PA 19103

U.S. EPA
Region 3
PO Box 2063
Harrisburg, PA 17120

U.S. Department of the Interior
Fish & Wildlife Commission
315 South Allen Street, Suite 322
State College, PA 16801-4850

U.S. Army Corps of Engineers
Philadelphia District
Wanamaker Building, Room 600
100 Penn Square East
Philadelphia, PA 19107-3390

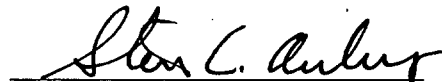
USDA – NRCS
West Chester Service Center
601 Westtown Rd
West Chester, PA 19380-0990

Pennsylvania Public Utility Commission
PO Box 3265
Harrisburg, PA 17120

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

Department of Environmental Resources
Division of Coastal Zone Management
PO Box 8761
Harrisburg, PA 17105-8761

National Geodetic Survey (NGS) @ 'NGS.InfoCenter@noaa.gov'

A handwritten signature in black ink, reading "Steven C. Armbrust". The signature is written in a cursive style with a horizontal line underneath it.

Steven C. Armbrust
August 4, 2006

EXHIBIT E
HISTORIC REPORT

[See attached]

**HISTORIC REPORT
CERTIFICATE OF SERVICE**

Pursuant to the requirements of 49 C.F.R. § 1105.8(c), the undersigned hereby certifies that a copy of the Historic Report in Docket No. AB-55 (Sub-No. 657X) was mailed via first class mail on June 7, 2006, to the following person:

Dr. Brent Glass
Executive Director
Attn: Ms. Susan M. Zacher, Preservation Specialist
Pennsylvania Historical and Museum Commission
300 North Street
Harrisburg, PA 17120

A handwritten signature in black ink, reading "Steven C. Armbrust", is written over a horizontal line.

Steven C. Armbrust
August 4, 2006



TRANSPORTATION

Dave Geneci

Project Manager - Network Rationalization

500 Water Street - J200
Jacksonville, FL 32202

Tel. (904) 359-1086

Fax (904) 359-1111

E-Mail: Dave_Geneci@CSX.com

June 7, 2006

Dr. Brent Glass

Executive Director

Attn: Ms. Susan M. Zacher

Preservation Specialist

Pennsylvania Historical and Museum Commission

300 North Street

Harrisburg, PA 17120

RE: CSXT Proposed Abandonment

Docket No. AB-55 (Sub. No. 657X)

Dear Dr. Glass:

Please be advised that CSX Transportation, Inc. anticipates filing for abandonment a line of railroad approximately 0.88 mile in Philadelphia, Philadelphia County, Pennsylvania, as shown in the attached historic report.

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 a Historic Report covering the above-proposed abandonment.

I would appreciate receiving a letter from your office stating this project will have no impact upon cultural resources. If you have questions, please feel free to call me.

Sincerely,

Attachments

Copy: STB - SEA, 1925 K Street NW - Suite 534, Washington, DC 20423-0001

Mr. Steve Ambrust, CSXT, 500 Water Street - J150, Jacksonville, FL 32202



Commonwealth of Pennsylvania
Pennsylvania Historical and Museum Commission
Bureau for Historic Preservation
Commonwealth Keystone Building, 2nd Floor
400 North Street
Harrisburg, PA 17120-0093

July 3, 2006

Dave Geraci, Network Rationalization
CSX Transportation
500 Water Street-1200
Jacksonville, FL 32202

**TO EXPEDITE REVIEW USE
BHP REFERENCE NUMBER**

Re: ER 06-2292-101-A
STB Docket No. AB-55(Sub.No. 657X)
Proposed Abandonment of .88 mile of CSX Rail line from MP 5.65
(valuation station 345+18) to end of track at MP 6.53 (valuation station
345+48), Pier 124, Philadelphia, Pennsylvania

Dear Mr. Geraci:

The Bureau for Historic Preservation (the State Historic Preservation Office) has reviewed the above named project in accordance with Section 106 of the National Historic Preservation Act of 1966, as amended in 1980 and 1992, and the regulations (36 CFR Part 800) of the Advisory Council on Historic Preservation as revised in 1999. These requirements include consideration of the project's potential effect upon both historic and archaeological resources.

The properties listed below, listed in or eligible for the National Register of Historic Places, are located near the project area. In our opinion, the activity described in your proposal will have no effect on such resources. Should the applicant become aware, from any source, that unidentified historic or archaeological properties are located at the project site, or that the project activities will have an effect on these properties, the Bureau for Historic Preservation should be contacted immediately.

Pier 122, Ore Conveyer & Support Building, Philadelphia

We concur that no archaeological investigations are necessary in this project area.

If you need further information in this matter please consult Susan Zacher at (717) 783-9920.

Sincerely,

Douglas C. McLearn, Chief
Division of Archaeology &
Protection

cc: STB
DCM/smz

HISTORIC REPORT

CSX TRANSPORTATION, INC.
PROPOSED ABANDONMENT
STB DOCKET AB-55 (SUB-NO. 657X)

PIER 124
PHILADELPHIA COUNTY, PENNSYLVANIA

1105.7(e)(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. (CSX) proposes to abandon and discontinue service over 0.88 mile of rail line from railroad milepost 5.65 (valuation station 298+18) to the end of track at railroad milepost 6.53 (valuation station 345+48), known as Pier 124 in Philadelphia, Philadelphia County, Pennsylvania.

This line was used for the loading of coal to river traffic, however, there has been no originating or terminating traffic over this line for over fifteen years and there is no foreseeable future traffic.

Abandonment of this line will result in the removal of the rail, crossties, and upper layer of ballast; and operations and maintenance of this line will cease.

The only alternative would be not to abandon and to pass the opportunity costs of retaining the line to all other CSXT customers. This would not be a prudent utilization of carrier resources

Two maps, which delineate the proposed project, are attached. (See Attachments 1 and 2)

1105.8(d)

- (1) A U.S.G.S. topographic map (or an 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.

Attached is a copy of the Philadelphia quadrangle topographic map prepared by the U. S. Department of Interior Geological Survey prepared by the U. S. Department of Interior Geological Survey. The line to be abandoned has been identified by a heavy black diagonal line. (See Attachment 3)

There are no railroad owned structures that are 50 years old or older that would be eligible for listing in the National Register that are part of the proposed action.

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

The right of way is approximately 83 feet from centerline of track. The track runs through a highly industrial portion of Philadelphia.

- (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:

Not applicable.

- (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:

Not applicable.

- (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:**

Pier 124 was acquired by CSX Transportation, Inc. as part of its acquisition of Conrail. CSX Corp. et al.-Control-Conrail, Inc., et al., 3 S.T.B. 764 (1998). The Consolidated Rail Corporation ("Conrail") was created by section 301 the Regional Rail Reorganization Act of 1973 and Title VI of the Railroad Revitalization and Regulatory Reform Act of 1976, implementing the Final System Plan to reorganize the bankrupt railroads of the northeast. The bankrupt railroad that owned Pier 124 was the Penn Central Transportation Company ("Penn Central"). Penn Central was created by the merger of the Pennsylvania Railroad Company (the "Pennsylvania") and the New York Central Railroad Company on February 1, 1968. See Pennsylvania R. Co.-Merger-New York Central R. Co., 327 I.C.C. 475 (1966). Prior to that merger, Pier 124 had been operated as part of the Pennsylvania.

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:**

Not applicable.

- (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):**

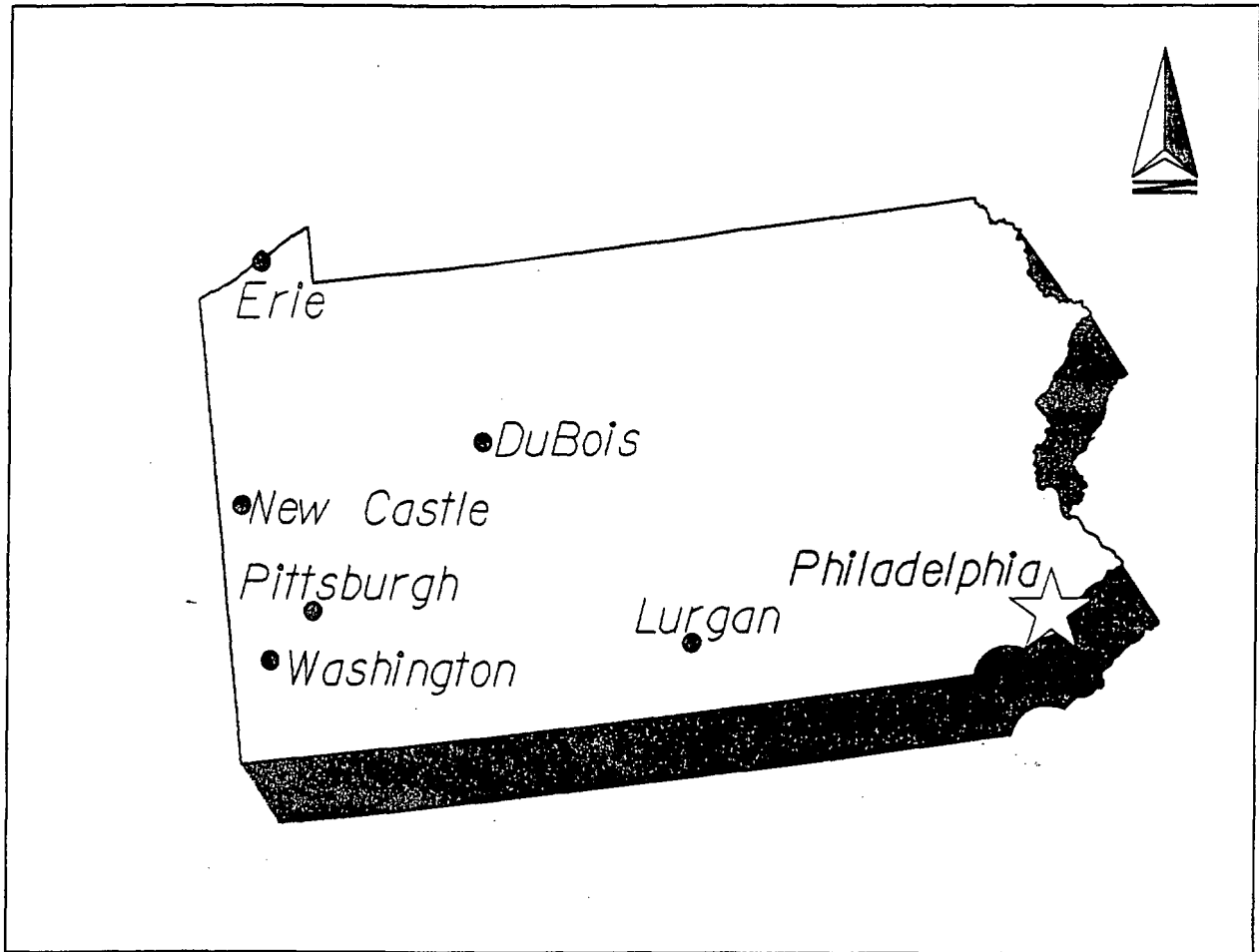
A review of our records indicates there are no railroad-owned structures on this line segment that are eligible

for listing in the National Register since there are no structures on the line segment.

We do not know of any archeological resources or any other previously unknown historic properties in the project area.

- (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 man-made) that might affect the archeological recovery of resources (such as swampy conditions or the presence of toxic wastes), and the surrounding terrain.

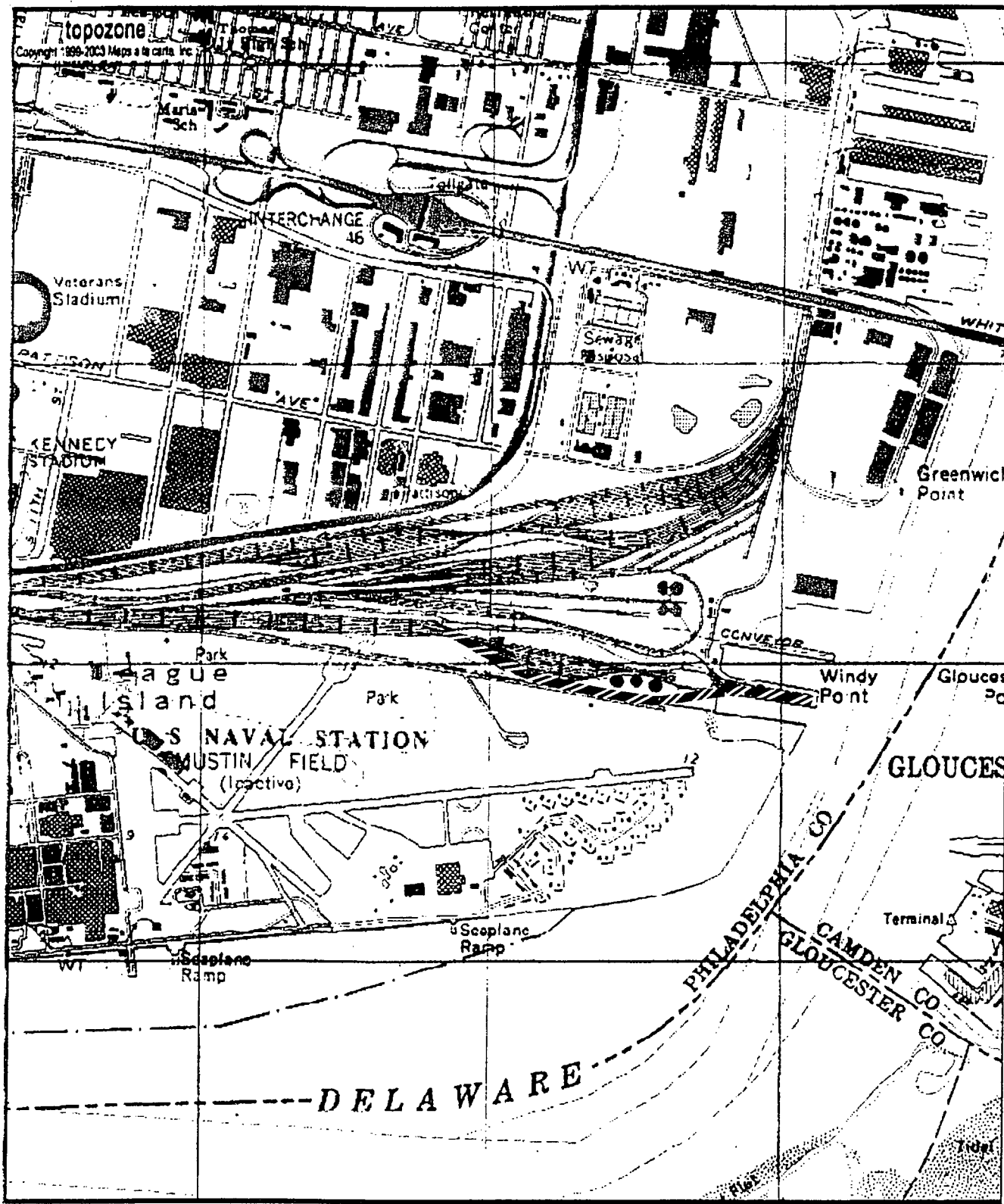
The line was disturbed during construction by cuts and fill and any archeological resources that may have been located in the proposed project area would have been affected at that time versus during the proposed salvage operations associated with rail removal. Our records do not indicate that any swampy conditions exist, or that any hazardous material spills have occurred within the project area.



AREA MAP

Proposed Abandonment of 0.26 Miles +/-
STB Docket No. AB 55 - Sub. No. 657X
Philadelphia County, Philadelphia

NORTHERN REGION - BALTIMORE DIVISION - (SOUTH JERSEY CSAO)
DELAWARE EXTENSION



Map center is UTM 18 487101E 4416390N (WGS84/NAD83)

Philadelphia quadrangle

Projection is UTM Zone 18 NAD83 Datum

$$M = -12.408$$
$$G = -0.097$$