

BALL JANIK LLP

A T T O R N E Y S

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WASHINGTON, D.C. 20005

www.balljanik.com

TELEPHONE 202-638-3307
FACSIMILE 202-783-6947

LOUIS E. GITOMER
OF COUNSEL
(202) 466-6532

ENTERED
Office of Proceedings

MAY 10 2004

Part of
Public Record

May 10, 2004



2/0831

Honorable Vernon A. Williams
Secretary
Surface Transportation Board
1925 K Street, N.W.
Room 700
Washington, D. C. 20423

RE: Docket No. AB-55 (Sub-No. 648X), *CSX Transportation, Inc.-
Abandonment Exemption-in Muhlenberg and Ohio Counties, KY (Nashville
Subdivision between Moorman and Wilson Station, KY)*

Dear Secretary Williams:

Enclosed are the original and 10 copies of a Verified Notice of Exemption for abandonment in the above-entitled proceeding and a check for the filing fee of \$2,800. Also enclosed are three computer diskettes in containing the Notice.

Please time and date stamp the additional copy of this letter and the Notice and return them with our messenger. Thank you for your assistance.

If you have any questions please call or email me.

Sincerely yours

Louis E. Gitomer
Attorney for: CSX Transportation, Inc.

FILED

MAY 10 2004

**SURFACE
TRANSPORTATION BOARD**

FEE RECEIVED
MAY 10 2004
**SURFACE
TRANSPORTATION BOARD**

Enclosures

ORIGINAL

BEFORE THE
SURFACE TRANSPORTATION BOARD

Docket No. AB-55 (Sub-No. 648X)

CSX TRANSPORTATION, INC.-ABANDONMENT EXEMPTION
IN MUHLENBERG AND OHIO COUNTIES, KY
(NASHVILLE SUBDIVISION BETWEEN MOORMAN AND WILSON STATION, KY)

VERIFIED NOTICE OF EXEMPTION



210831

FILED

MAY 10 2004

**SURFACE
TRANSPORTATION BOARD**

Jonathan C. Gold, Esq.
CSX Transportation, Inc.
500 Water Street
Jacksonville, FL 32202
(904) 366-4228

Louis E. Gitomer, Esq.
Ball Janik, LLP
1455 F Street, NW, Suite 225
Washington, DC 20005
(202) 638-3307

Attorneys for: CSX TRANSPORTATION,
INC.

Dated: May 10, 2004

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**SURFACE
TRANSPORTATION BOARD**

BEFORE THE
SURFACE TRANSPORTATION BOARD

Docket No. AB-55 (Sub-No. 648X)



CSX TRANSPORTATION, INC.—ABANDONMENT EXEMPTION—
IN MUHLENBERG AND OHIO COUNTIES, KY
(NASHVILLE SUBDIVISION BETWEEN MOORMAN AND WILSON STATION, KY)

VERIFIED NOTICE OF EXEMPTION

2/0831

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 4.6-mile rail line of the Southern Region, Nashville Division, Henderson Subdivision, between Moorman, milepost 0HE 118.8, and Wilson Station, milepost 0HE 114.2, in Muhlenberg and Ohio Counties, KY (the “Line”). No local rail traffic has moved over the Line since 1997.

1. Proposed consummation date. The proposed consummation date is June 29, 2004.
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 4.6-mile rail line of the Southern Region, Nashville Division, Henderson Subdivision, between Moorman, milepost 0HE 118.8, and Wilson Station, milepost 0HE 114.2, in Muhlenberg and Ohio Counties, KY.

(4) Map. *See* Exhibit B.

(7) Name, title, and address of representative of applicant to whom correspondence should be sent. Louis E. Gitomer, Ball Janik LLP, 1455 F St., N.W., Suite 225, Washington, DC 20005, (202) 638-3307.

(8) List of all United States Postal Service ZIP Codes that the line proposed for abandonment traverses. The Line traverses ZIP Codes 42330 and 42328.

(e) Rural and community impact.

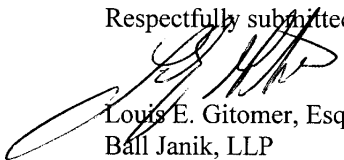
(4) Statement of whether the properties proposed to be abandoned are appropriate for use for other public purposes, including roads and highways, other forms of mass transportation, conservation, energy production or transmission, or recreation. If the applicant is aware of any restriction on the title 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) and 1105.11 are attached as Exhibit C.
6. Environmental Report. *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.

Jonathan C. Gold, Esq.
CSX Transportation, Inc.
500 Water Street
Jacksonville, FL 32202
(904) 366-4228

Respectfully submitted,



Louis E. Gitomer, Esq.
Ball Janik, LLP
1455 F Street, NW, Suite 225
Washington, DC 20005
(202) 638-3307

Attorneys for: CSX TRANSPORTATION,
INC.

Dated: May 10, 2004

EXHIBIT A

STATE OF FLORIDA)
) SS.
COUNTY OF DUVAL)

I hereby certify that no local traffic has moved over CSXT's 4.6-mile rail line of the Southern Region, Nashville Division, Henderson Subdivision, between Moorman, milepost 0HE 118.8, and Wilson Station, milepost 0HE 114.2, in Muhlenberg and Ohio Counties, KY 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 28th day of April, 2004.

My Commission Expires: Oct. 27, 2007

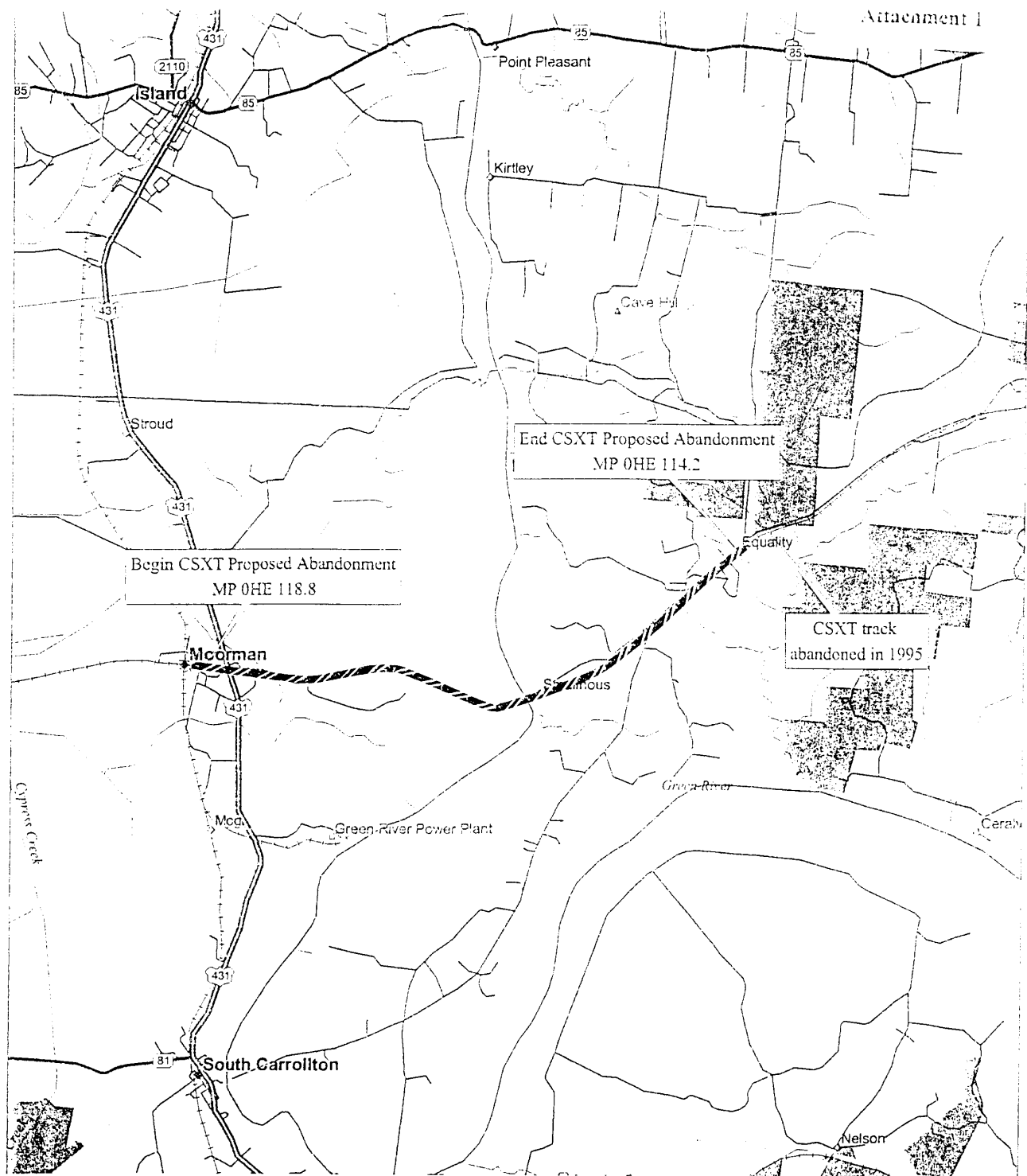
Leo H.

Notary Public



EXHIBIT B

MAP



CSX Transportation, Inc

Moorman to Wilson Station, Muhlenberg and Ohio Counties, Kentucky

4.6 Miles of line proposed to be abandoned
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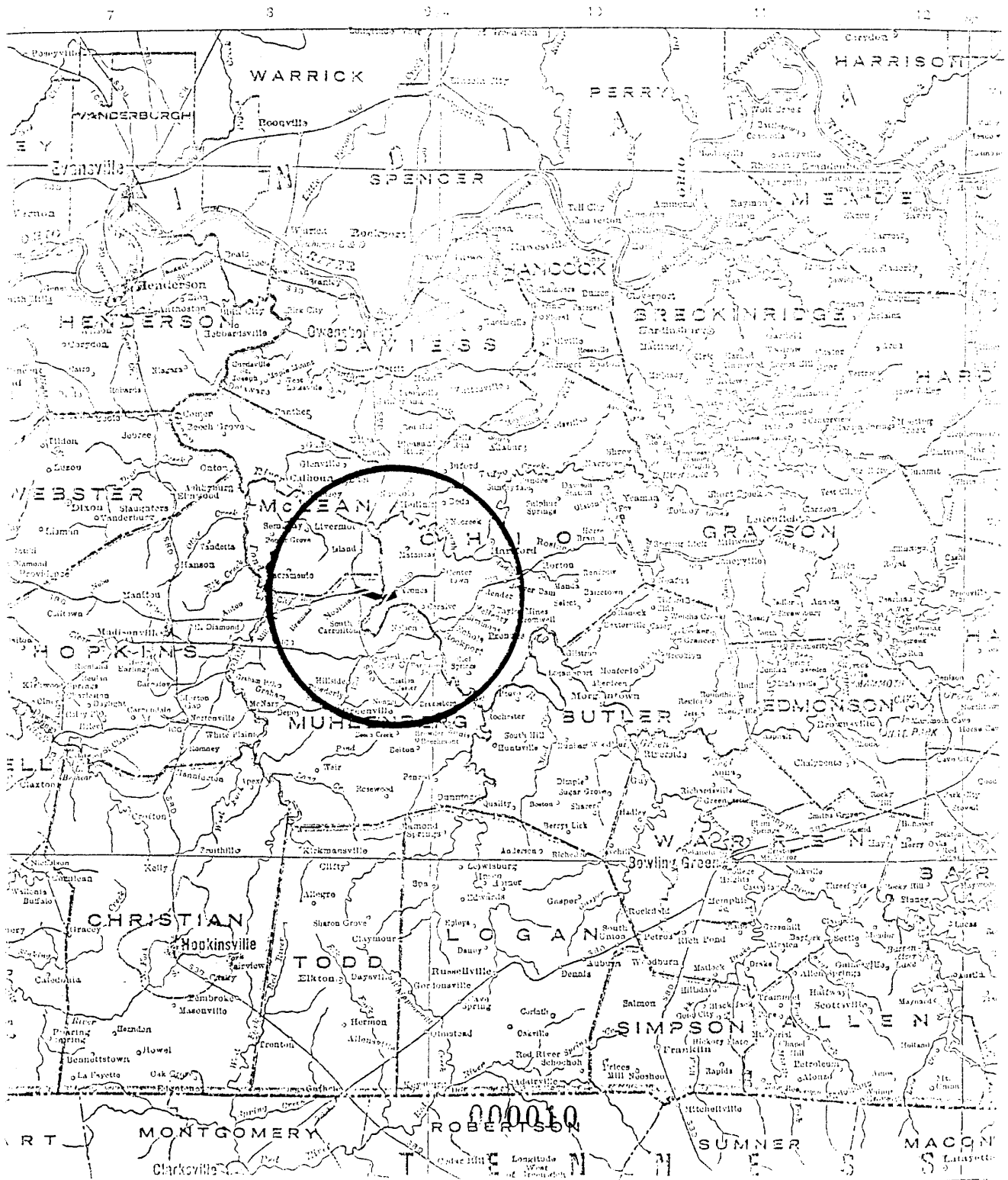


EXHIBIT C

CERTIFICATE OF SERVICE

Pursuant to 49 C.F.R. § 1152.50 (d) (1), the undersigned hereby certify that notice of the proposed abandonment in Docket No. AB-55 (Sub-No. 648X) was mailed via first class mail on April 28, 2004, to the following parties:

State Public Service Commission

Public Service Commission
211 Sower Boulevard
P.O. Box 615
Frankfort, KY 40602

Military Traffic Management Command

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

National Park Service

Mr. Tom Ross
Chief of National Recreation and Trails
U.S. Department of Interior - National Park Service
Recreation Resources Assistance Division
P.O. Box 37127
Washington, DC 20013-7127

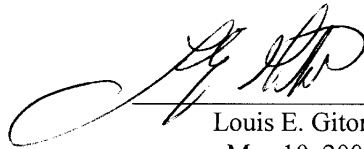
National Park Service

U.S. Department of Interior
National Park Service
Land Resources Division
800 North Capitol St., N.E.
Room 540
Washington, DC 20002

000011

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, DC 20250

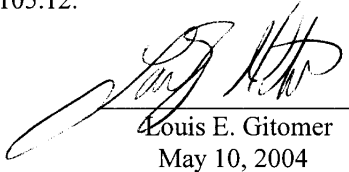
A handwritten signature in black ink, appearing to read "L. E. Gitomer", is written over a horizontal line.

Louis E. Gitomer
May 10, 2004

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CERTIFICATE OF PUBLICATION

The undersigned hereby certifies that notice of the proposed abandonment in Docket No. AB-55 (Sub-No. 648X) was advertised on May 6, 2004 in the Muhlenberg County Leader News and the Ohio County Times-News, newspapers of general circulation in Muhlenberg and Ohio, Counties, KY, as required by 49 C.F.R. § 1105.12.



Louis E. Gitomer
May 10, 2004

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CSX Transportation, Inc. ("CSXT") gives notice that on or about May 10, 2004, it intends to file with the Surface Transportation Board, Washington, DC 20423, a notice of exemption under 49 CFR 1152 Subpart F – Exempt Abandonments permitting CSXT to abandon a 4.6-mile rail line of the Southern Region, Nashville Division, Henderson Subdivision, between Moorman, milepost OHE 118.8, and Wilson Station, milepost OHE 114.2, in Muhlenberg and Ohio Counties, KY, which traverses through United States Postal Service ZIP Codes 42330 and 42328. This proceeding will be docketed as No. AB-55 (Sub-No. 648X).

The Board's Section of Environmental Analysis will generally prepare an Environmental Assessment (EA), which will normally be available 25 days after the filing of the notice of exemption. Comments on environmental and energy matters should be filed no later than 15 days after the EA becomes available to the public and will be addressed in a Board decision. Interested persons may obtain a copy of the EA or make inquiries regarding environmental matters by writing to the Section of Environmental Analysis, Surface Transportation Board, Washington, DC 20423 or by calling that office at 202-565-1545.

Appropriate offers of financial assistance to continue rail service can be filed with the Board. Requests for environmental conditions, public use conditions, or rail banking/trails use also can be filed with the Board. An original and 10 copies of any pleading that raises matters other than environmental issues (such as trails use, public use, and offers of financial assistance) must be filed directly with the Board's Office of the Secretary, 1925 K Street, NW., Washington, DC 20423 [See 49 CFR 1104.1(a) and 1104.3(a)], and one copy must be served on applicant's representative [See 49 CFR 1104.12(a)]. Questions regarding offers of financial assistance, public use or trails use may be directed to the Board's Office of Congressional and Public Services at 202-565-1592. Copies of any comments or requests for conditions should be served on the applicant's representative: Louis E. Gitomer, Ball Janik LLP, 1455 F St., N.W., Suite 225, Washington, DC 20005, (202) 638-3307. 5-5c

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EXHIBIT D

ENVIRONMENTAL REPORT

CSX TRANSPORTATION, INC. DOCKET AB-55 (SUB-NO. 648X)

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 proposes to abandon approximately 4.6 miles of its rail line between railroad milepost OHE 118.8 (near Moorman) and railroad milepost OHE 114.2 (near Wilson Station), Muhlenberg and Ohio Counties, Kentucky. The line was formerly used to ship coal; however, there has been no originating or terminating traffic in over seven years, and no future traffic is anticipated. Furthermore, the United States Coast Guard has served notice that if the Green River Bridge is not removed or reactivated, then daily fines will be imposed on CSXT. Since the coal customer has stated that they will not be using rail service again, reactivation would be a waste of limited capital resources.

Abandonment of this line will result in the removal of the rail, crossties, and possibly the upper layer of ballast; subsequently, 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 received a response dated March 1, 2004 from Mr. Rodney Kirtley of the Muhlenberg County Planning Commission stating *"Please be advised that we are very interested in researching this as a possible joint project with Ohio County to develop this rail line into Rails to Trails in order to preserve the rail bed for future industry."* (See Attachment 3.)

Applicant replied to Mr. Kirtley on March 10, 2004 stating that their interest had been noted but the agency would be required to formally file a Notice of Interim Trail Use (NITU) request with the Surface Transportation Board (STB) within the appropriate time frame set as prescribed by the STB. (See Attachment 3a.)

Applicant has not received a response to its inquiry of February 18, 2004, to Ohio County Planning Department requesting information regarding this statement. (See Attachment 4.)

- (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 response dated February 24, 2004 from the USDA-NRCS in Greenville, KY covering Muhlenberg County stating "The attached soil sheet addresses the area in question. Those area's highlighted in "green" are considered prime farmland." (See attachment 6 and 6a.)

Applicant has not received a response to its inquiry of February 18, 2004, to the USDA-NRCS offices in Hartford (Ohio County) requesting information regarding this statement. (See Attachments 5.)

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While some prime farmland may exist in the vicinity of this project, Applicant feels that the simple removal of the 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.**

The State of Kentucky does not have a Coastal Zone Management Program

- (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 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.**

Since this line has not been needed or used in recent years for the transportation of coal, Applicant does not anticipate any adverse impact on the future 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 at 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 at 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.

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(7) SAFETY

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

Applicant believes that abandonment will result in improvement to public safety by the elimination of six (6) at-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.**

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 April 1, 2004 from the U. S. Department of the Interior, Fish and Wildlife Service, Cookeville, Tennessee stating *"No significant adverse impacts to wetlands of federally listed endangered or threatened species are anticipated from this proposal."* (See Attachment 7)

Based upon Applicant's intention to remove only the track material and the upper layer of ballast, we do not believe that any federally endangered or threatened species will be negatively affected or critical habitats modified if the line is abandoned.

- (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 received a response dated March 17, 2004 from Mr. R. Bruce Scott of the Department of Environmental Protection – Division of Water in Frankfort, Kentucky stating “...there are no water quality concerns and no Section 402 permits are necessary.” (See Attachment 8.)

Applicant has not received a response to its inquiry of February 18, 2004, to the Department of Environmental Protection – Division of Water in Frankfort, Kentucky and the United States Environmental Protection Agency, Region 4, Atlanta, Georgia requesting information regarding this statement. (See Attachment 9.)

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 received a response dated March 23, 2004 from Mr. Michael Ricketts of the U.S. Army Corps of Engineers, Louisville, Kentucky stating “This determination is approved based on the information...It does not appear that a Department of the Army permit will be needed...”. (See Attachment 10)

- (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 not received a response to its February 18, 2004, letter to the U. S. Environmental Protection Agency, Region 4, Atlanta, Georgia regarding this statement. (See Attachment 9.)

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.

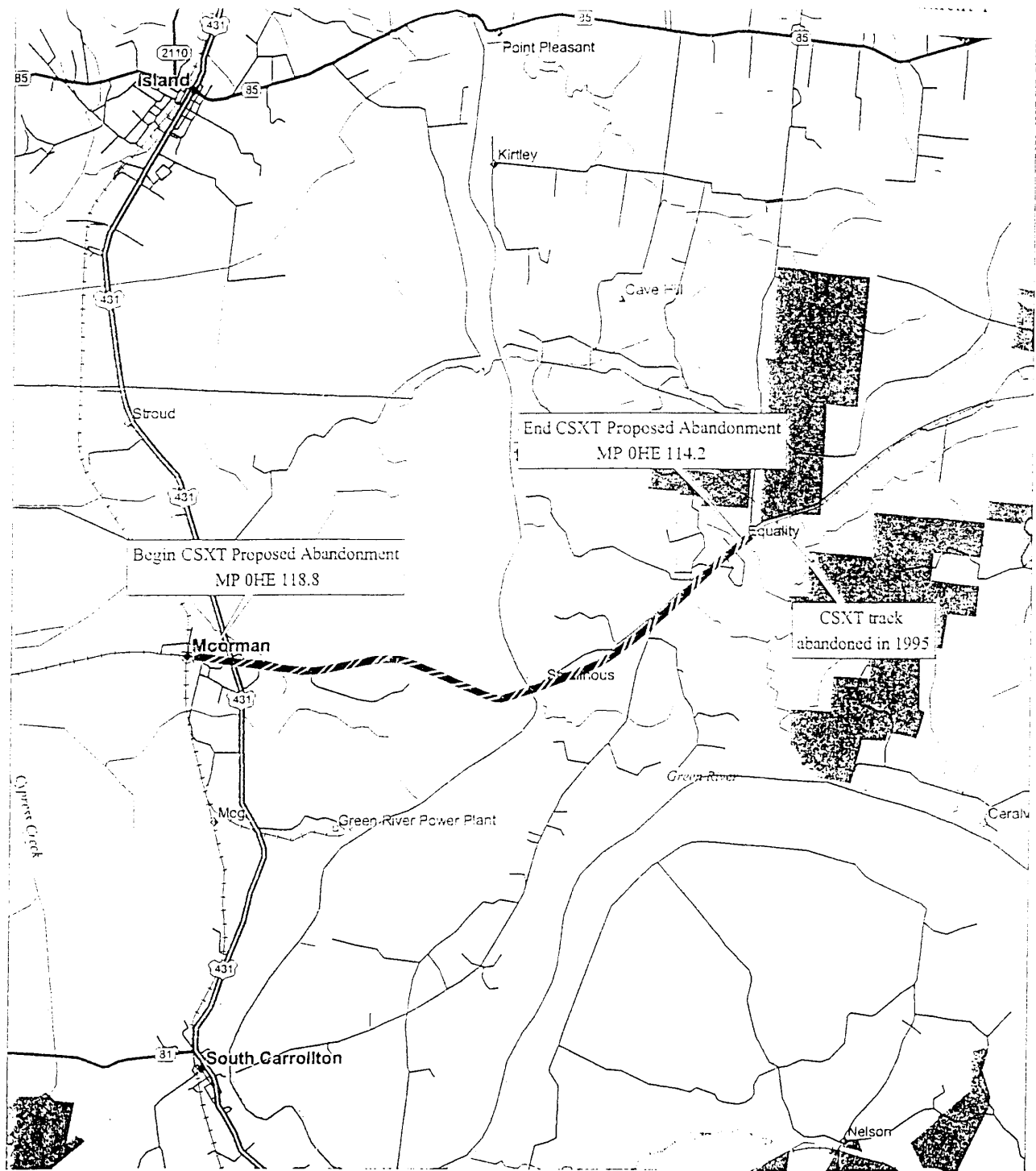
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10. MITIGATION

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

There will be no adverse environmental impacts in the project area as a result of this abandonment; therefore, mitigating action will not be necessary.

600022



CSX Transportation, Inc

Moorman to Wilson Station, Muhlenberg and Ohio Counties, Kentucky

4.6 Miles of line proposed to be abandoned





Attachment 3

Rodney Kirtley

Muhlenberg County Judge Executive

P.O. Box 137 • Greenville, Kentucky 42345
(270) 338-2520 • 1-888-251-3364 • Fax (270) 338-6116

RCVD 3/10/04

March 1, 2004

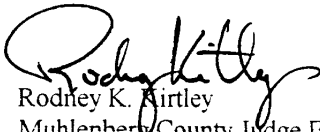
Mr. Dave Geraci
CSX Transportation
500 Water St.
Jacksonville, FL 32202

Dear Mr. Geraci:

I am writing in reference to your letter of 2-18-04 concerning the abandonment of a portion of CSX rail line from Moorman in Muhlenberg County to Wilson Station in Ohio County. Please be advised that we are very interested in researching this as a possible joint project with Ohio County to develop this rail line into Rails to Trails in order to preserve the rail bed for future industry.

Please contact me if you require further information.

Sincerely,


Rodney K. Kirtley
Muhlenberg County Judge Executive

RKK/lm

000025



Dave Geraci
Project Manager - North Region
Network Rationalization

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

Attachment 3a

March 10, 2004

Mr. Rodney Kirtley
Muhlenberg County Judge Executive
PO Box 137
County Courthouse
Greenville, KY 42345-0137

Re: CSX Transportation, Inc. proposed abandonment over approximately 4.6 miles of railroad from Railroad Milepost OHE 118.8 (near Moorman) to Railroad Milepost OHE 114.2 (near Wilson Station), Muhlenberg and Ohio Counties, Kentucky.
STB Docket No. AB-55 (Sub. No. 648X)

Mr. Kirtley:

I am writing in response to your letter dated March 1, 2004 expressing an interest in potentially developing the above listed rail line as a rails to trails.

CSXT is planning on filing this abandonment with the Surface Transportation Board (STB) on March 26, 2004. Approximately five days after said filing, the STB will list CSXT's proposed action on their web-site (www.stb.dot.gov). By using the above listed STB Docket Number, any interested party can file for a Notice of Interim Trail Use (NITU) as outlined on the web-site.

Whereas CSXT will make note of your interest, it will be up to the independent agencies to file the NITU with the STB in a timely manner. Please be advised that the duration to formally file an NITU is relatively short.

Please let me know if I can answer any questions or be of any further assistance.

Sincerely,

Attachment
Cc: Surface Transportation Board
Mr. Kendall Carpenter - J150
Mr. Jonathan Gold - J915

000026



Dave Geraci
Project Manager - North Region
Network Rationalization

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

Attachment 4

February 18, 2004

Ohio County Planning Department
PO Box 146
County Courthouse
Hartford, KY 42347-0146

Gentlemen:

Please be advised that CSX Transportation, Inc. is considering abandonment of a portion of its rail line from Moorman to Wilson Station, Muhlenberg and Ohio Counties, Kentucky 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 Ohio County and the line's relationship to such planning.

Sincerely,

A handwritten signature in dark ink, appearing to read "Dave Geraci", followed by a horizontal line.

Attachment

000027



TRANSPORTATION
Dave Geraci
Project Manager - North Region
Network Rationalization

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

Attachment 5

February 18, 2004

USDA - NRCS
Hartford Service Center (Ohio County)
492 State Route 69N
Hartford, KY 42347

Gentlemen:

Please be advised that CSX Transportation, Inc. is considering abandonment of a portion of its rail line from Moorman to Wilson Station, Muhlenberg and Ohio Counties, Kentucky as depicted on the attached map.

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

"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.

Sincerely,

Attachment

000028

United States Department of Agriculture



NRCS

Natural
Resources
Conservation
Service

340 Dean Rd.
Suite 3
Greenville, KY 42345

February 24, 2004

Dave Geraci
Project Manager-North Region
500 Water Street-J200
Jacksonville, FL 32202

Dear Mr. Geraci:

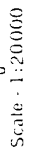
As requested I am providing information on prime agriculture land for the section of CSX Rail Line located in Muhlenberg County, Kentucky.

The attached soil sheet addresses the area in question. Those areas highlighted in "green" are considered prime farmland. The areas highlighted in "orange" are classified as lands of Statewide importance. Areas adjacent to urban developments are not considered important Farmland.

If you have any questions concerning the enclosed information, please feel free to call me
At (270) 338-3743, Ext. 3

Sincerely,

Kent R. Stewart
District Conservationist





This map is compiled on 1977 aerial photography by the U.S. Department of Agriculture, Soil Conservation Service and cooperating agencies. Coordinate grid ticks and land division corners (if shown) are approximately plotted.

MCLEAN AND MUHLENBERG COUNTIES, KENTUCKY NO. 24



Dave Geraci
Project Manager - North Region
Network Rationalization

FEB 25 2004

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

Attachment 7

REC
04-614
SS 000324

February 18, 2004

No significant adverse impacts to wetlands or federally listed endangered or threatened species are anticipated from this proposal.

U.S. Department of the Interior
Fish & Wildlife Service
446 Neal Street
Cookeville, TN 38501

Robert M. Kehring
Field Supervisor Date
U. S. Fish and Wildlife Service
Frankfort, KY 40601

REC'D
4/12/04

Gentlemen:

Please be advised that CSX Transportation, Inc. is considering abandonment of a portion of its rail line from Moorman to Wilson Station, Muhlenberg and Ohio Counties, Kentucky as depicted on the attached map.

The action requires Surface Transportation Board approval and Federal Regulations 49 C.F.R. 1105.7 (8) (i) and (ii) require that we develop responses to the following statements:

- (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.

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 materials from entering any watercourses.

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

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

Sincerely,

Attachment

000032



Attachment 8

ERNIE FLETCHER
GOVERNOR

ENVIRONMENTAL AND PUBLIC PROTECTION CABINET
DEPARTMENT FOR ENVIRONMENTAL PROTECTION
DIVISION OF WATER
14 REILLY ROAD
FRANKFORT, KENTUCKY 40601-1190
www.kentucky.gov

LAJUANA S. WILCHER
SECRETARY

March 17, 2004

Mr. Dave Geraci
Project Manager - North Region
CSX Transportation
500 Water Street - J200
Jacksonville, Florida 32202

Re: CSX Transportation
Moorman to Wilson Station
Abandonment Exemption
Muhlenberg & Ohio Counties, Kentucky

Dear Mr. Geraci:

This is in response to your letter of February 18, 2004, regarding the above project. The letter described the rail abandonment process and asked if there were any water quality problems or permits needed. Based on our review of the referenced project, there are no water quality concerns and no Section 402 permits are necessary.

If further information is needed, please contact Doug Allgeier at (502) 564-2225, extension 448.

Sincerely,

R. Bruce Scott, P.E.
Environmental Engineer Branch Manager
KPDES Branch
Division of Water

RBS:DA:tam

c: Division of Water files

000033



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An Equal Opportunity Employer M/F/D



Dave Geraci
Project Manager - North Region
Network Rationalization

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

Attachment 9

February 18, 2004

U.S. EPA - Region 4
Atlanta Federal Center
61 Forsyth Street, SW
Atlanta, GA 30303-3104

Gentlemen:

Please be advised that CSX Transportation, Inc. is considering abandonment of a portion of its rail line from Moorman to Wilson Station, Muhlenberg and Ohio Counties, Kentucky 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.

If you have any questions, please feel free to contact me.

Sincerely,

Attachment

000034



DEPARTMENT OF THE ARMY
U.S. ARMY ENGINEER DISTRICT, LOUISVILLE
CORPS OF ENGINEERS
NEWBURGH REGULATORY OFFICE
P.O. Box 489
NEWBURGH, INDIANA 47629-0489
FAX: (812) 858-2678
<http://www.lrl.usace.army.mil>

Attachment 10

March 23, 2004

Operations Division
Regulatory Branch (South)
ID No. 200400222-gjd

Mr. Dave Geraci
CSX Transportation, Inc.
500 Water Street, Suite J200
Jacksonville, Florida 32202

Dear Mr. Geraci:

This is in regard to your letter of February 18, 2004, requesting comments regarding the abandonment of the CSXT rail line from Moorman to Wilson Station, Muhlenburg and Ohio Counties, Kentucky. As part of the abandonment, the proposed project would include the removal of CSXT's metal track material, crossties, and perhaps the upper layer of the ballast. The project proposes to avoid disturbances and discharges of fill materials to "waters of the U.S." including wetlands. Existing crossings and accesses will be utilized for the project.

This determination is approved based on the information provided by you. It does not appear that a Department of the Army permit will be needed since the project referenced above does not include any discharge of fill or dredged materials to any waters of the United States (U.S.). Waters of the U.S. include all waters, which are currently used, were used in the past, or may be susceptible to use in interstate or foreign commerce. This jurisdictional determination is valid for a period of five years from the date of this letter unless new information warrants revision of the determination before the expiration date.

If the project would necessitate the discharge of dredged or fill material into "waters of the U.S.," including wetlands, plans should be submitted for our review.

Our comments on this project are limited to only those effects, which may fall within our area of jurisdiction and thus does not obviate the need to obtain other permits from state or local agencies. Lack of comments on other environmental aspects should not be construed as either concurrence or nonconcurrence with stated environmental effects.

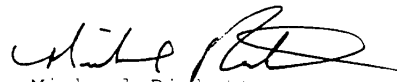
It was noted in your correspondence and during our review, that part of the proposed abandonment may include a crossing of the Green River. All bridge projects over navigable waters fall under the jurisdiction of the U.S. Coast Guard and Section 9 of the Rivers and Harbors Act of 1899. It is recommended if any work is proposed on this actual bridge crossing that you coordinate with the U.S. Coast Guard,

000035

Bridge Branch District # 2, St. Louis, Missouri, (314) 593-3900 (ext. # 378) to determine if any permitting or notification would be required.

If we can be of any further assistance, please contact us by writing to the above address, ATTN: CELRL-OP-FS, or call me at (812) 853-5631. Any correspondence on this matter should refer to our ID Number 200400222-gjd

Sincerely,



Michael Ricketts
Project Manager
Regulatory Branch

Copy furnished:
Delancey/OP-FS

**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. 648X) was mailed via first class mail on March 3, 2004 to the following parties:

Kentucky State Clearinghouse
700 Capitol Avenue, Suite 100
Frankfort, KY 40601

Department for Environmental Protection
Division of Water
Jack A. Wilson, Director
Frankfort Office Park
18 Reilly Road
Frankfort, KY 40601

Mr. Timothy Sturgill
Railtrail Development Office
Department of Local Government
1024 Capital Center Drive, Suite 340
Frankfort, KY 40601-8204

Mr. Carey Tichenor
Trails Coordinator
Kentucky Department of Parks
10th Floor CPT
500 Metro Street
Frankfort, KY 40601

Office of Intermodal Programs
125 Holmes Street – 3rd Floor
Frankfort, KY 40601

Honorable Rodney K. Kirtley
Muhlenberg County Judge Executive
P.O. Box 137
County Courthouse
Greenville, KY 42345-0137

000037

Honorable Wayne Hunsaker
Ohio County Judge Executive
P.O. Box 146
County Courthouse
Hartford, KY 42337-0146

State Conservationist
U.S.D.A. Natural Resources Conservation Service
Hartford Service Center (Ohio County)
492 State Route 69N
Hartford, KY 42347

State Conservationist
U.S.D.A. Natural Resources Conservation Service
Greenville Service Center (Muhlenberg County)
340 Dean Road
Greenville, KY 42345-1400

United States Environmental Protection Agency
Region 4
Atlanta Federal Center
61 Forsyth Street, SW
Atlanta, GA 30303-3104

U.S. Fish and Wildlife Service
446 Neal Street
Cookeville, TN 38501

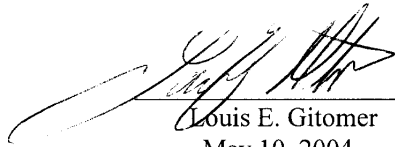
U.S. Army Engineer District, Louisville District
P.O. Box 59
Louisville, KY 40201-0059

National Park Service
Recreation Resources Assistance Division
P.O. Box 37127
Washington, DC 20013-7127

National Park Service, Southeast Region
Attn: Regional Director
100 Alabama Street, SW
1924 Building
Atlanta, GA 30303

000038

The National Geodetic Survey
Department of Commerce/NOAA
SSMC3
Station 9356
1315 E. West Highway
Silver Spring, MD 20910


Louis E. Gitomer
May 10, 2004

000039

HISTORIC REPORT

CSX TRANSPORTATION, INC.
(Moorman to Wilson Station, Muhlenberg and Ohio Counties, Kentucky)
DOCKET AB-55 (SUB-NO. 648X)

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. (CSXT) proposes to abandon approximately 4.6 miles of its rail line between Moorman and Wilson Station, Muhlenberg and Ohio Counties, Kentucky. This line was formerly used to ship coal; however, there has been no originating or terminating traffic in over seven years and no future traffic is anticipated. Furthermore, the United States Coast Guard has served notice that if the Green River Bridge is not removed or reactivated, then daily fines will be imposed on CSXT. Since the coal customer has stated that they will not be using rail service again, reactivation would be a waste of limited capital resources.

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.)

000040

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 are copies of the 1983 photo revised Livermore and Equality 1952 quadrangle topographic maps 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 Attachments 3, 4 and 5.)

There is one CSXT-owned structure that is 50 years old or older that are may 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 fluctuates between 40 and 100 feet in width from the centerline of track. The rail line traverses several small communities and is located in a mountainous, forested area that contains several strip mines.

- (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:

Photos attached. (See Attachments 6 and 7)

000041

- (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:

Bridge No. 13 is located over the Green River in Muhlenberg County near the town of Moorman, Kentucky. The bridge is 844 feet in length and is a deck plate girder. There is a passive fender system under the bridge made of cement and steel. This fender system has become part of the navigational hazard that the U.S. Coast Guard has deemed unsafe.

- (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:

This line of railroad was constructed between 1905 and 1910 by the Madisonville, Hartford & Eastern Railroad Company (MHE), but was operated by the Louisville and Nashville Railroad Company (L&N) from the date it was placed in operation until its demise in 1912 when the MHE was sold to the L&N.

In 1972 The Family Lines was adopted to identify the Louisville and Nashville Railroad and the Seaboard Coast Line Railroad. On November 1, 1980, Seaboard Coast Line Industries Inc. (which was formed in May, 1969) and Chessie System Inc. merged and became CSX Corporation. On January 1, 1983, the merger of The Family Lines' affiliates formed the Seaboard System Railroad Inc., which name was changed on July 1, 1986 to CSX Transportation, Inc.

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

000042

- (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:

Engineering Sketch is attached. (See Attachment 8)

- (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 is one CSXT-owned structure over 50 years old on this line segment that may be eligible for listing in the National Register.

We do not know of any significance or uniqueness to this structure that would warrant your consideration, since to our knowledge, it is not associated with any event that has made a contribution to the broad patterns of history; or was not associated with lives of persons significant to our past; does not embody the distinctive characteristics of a type, period or method of construction and does not represent a significant and distinguishable entity whose component may lack individual distinction and has not or may not be likely to yield information important in prehistory or history.

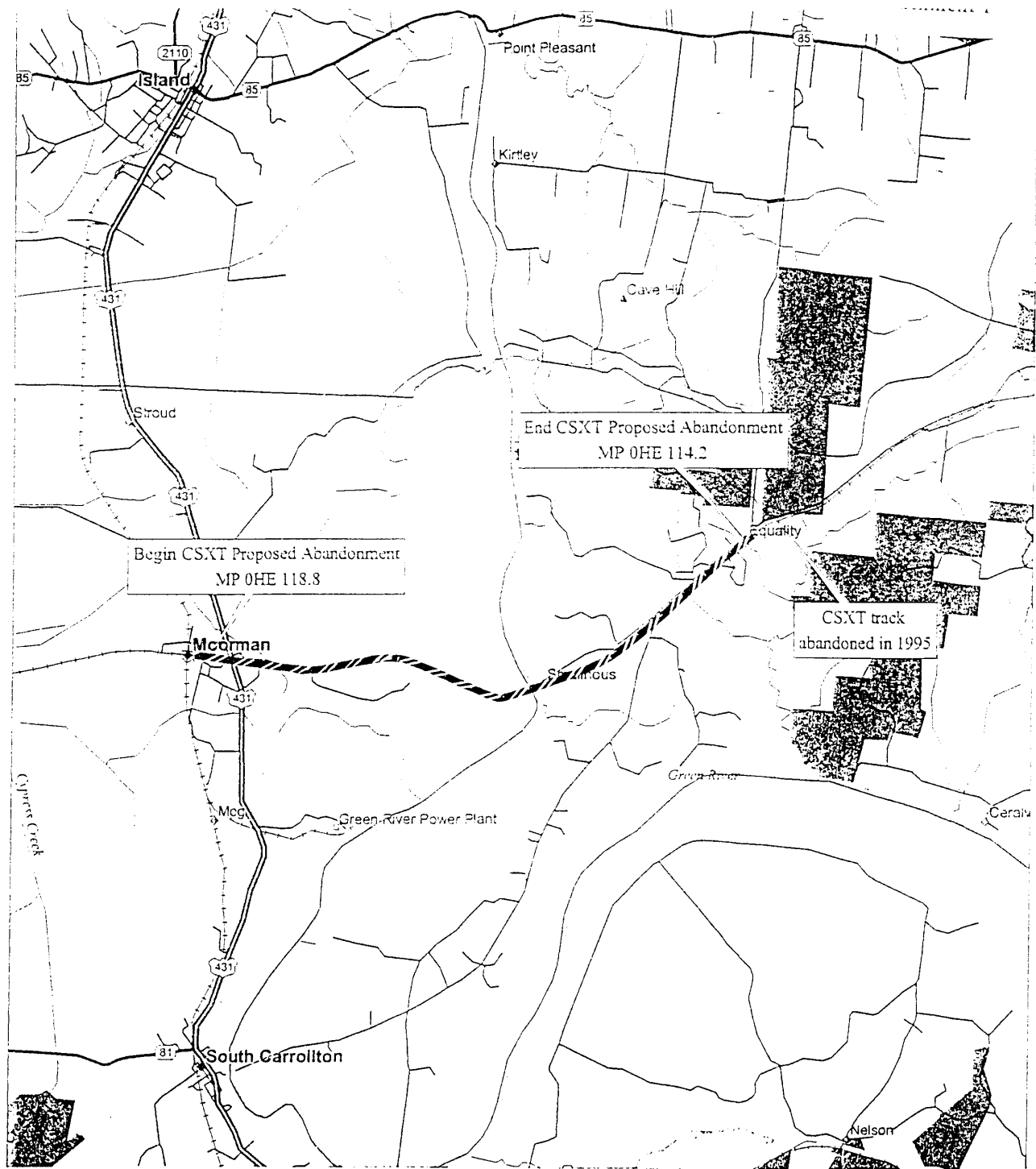
We do not know of any archeological resources or any other previously unknown historic properties in the project area.

000043

- (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.

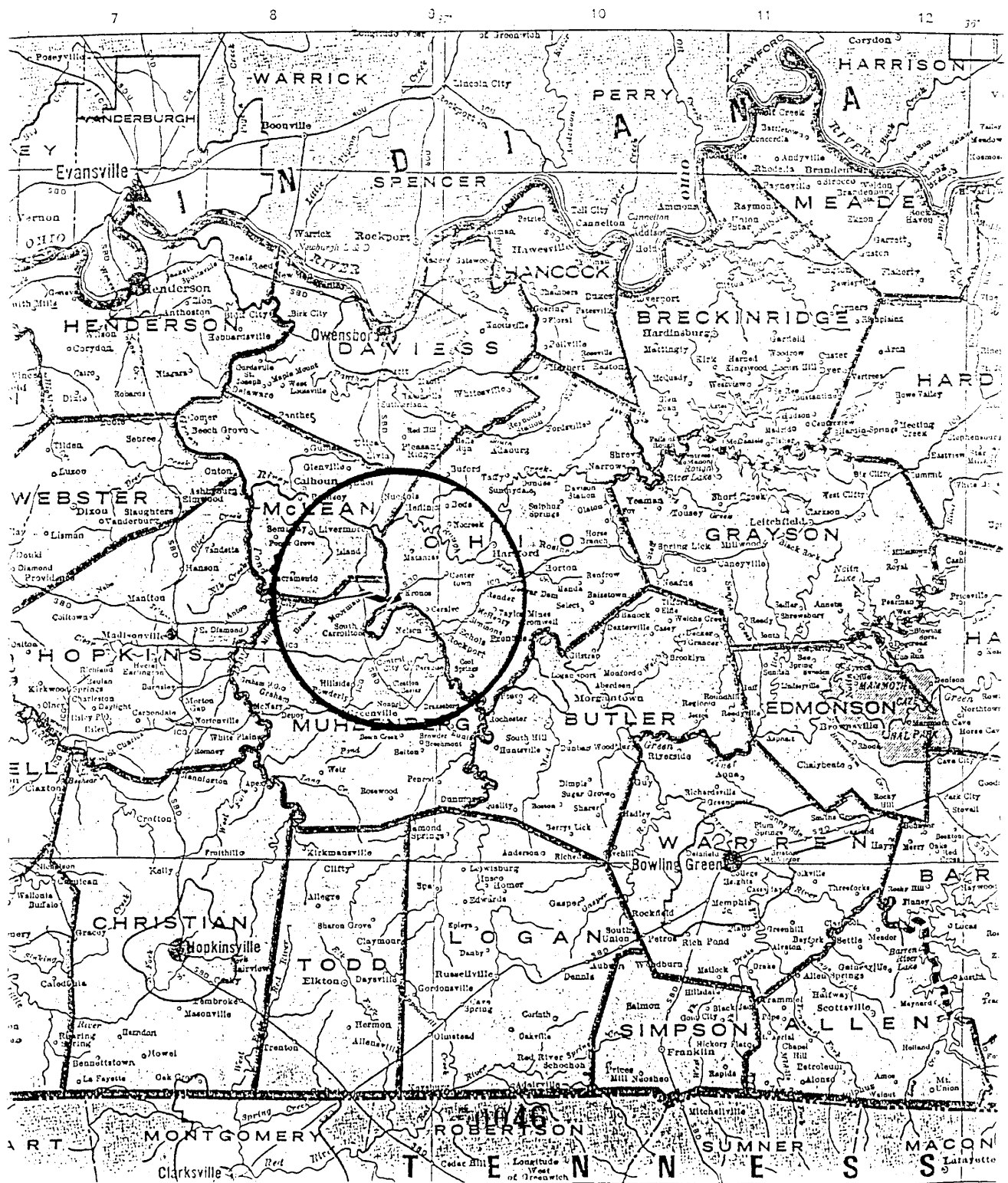
000014



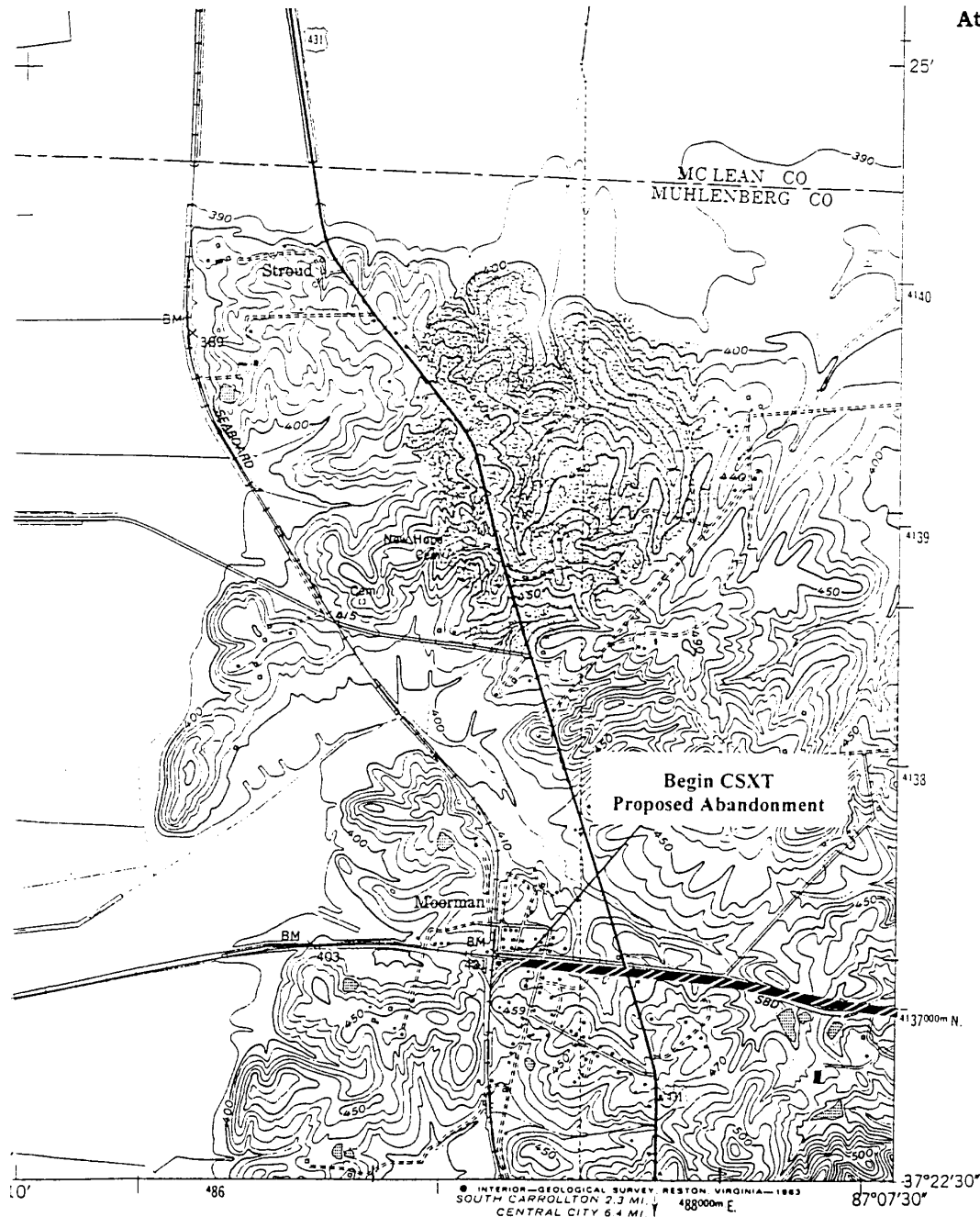
CSX Transportation, Inc

Moorman to Wilson Station, Muhlenberg and Ohio Counties, Kentucky

000045
 4.6 Miles of line proposed to be abandoned



Attachment 3



000047

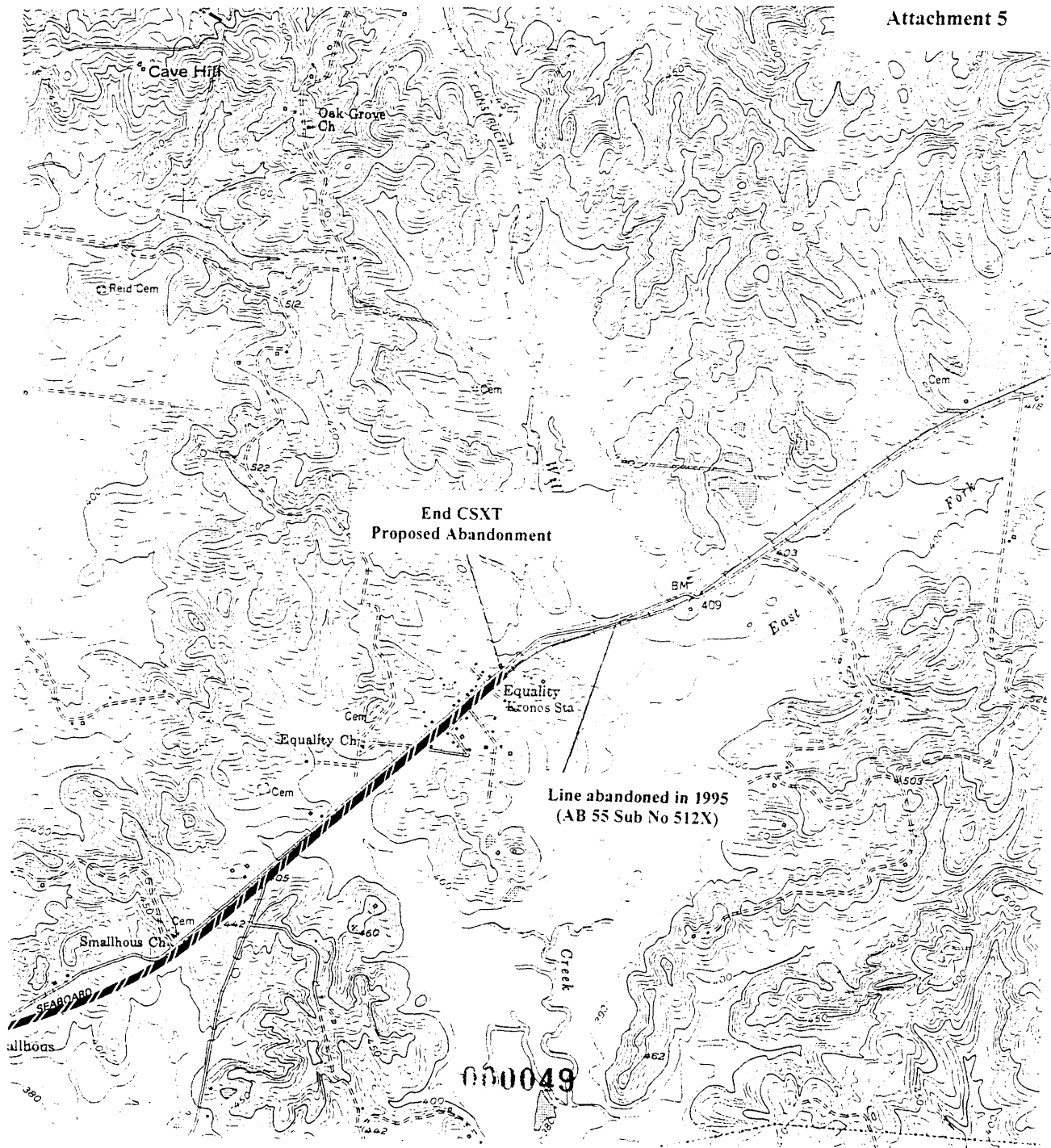
ROAD CLASSIFICATION

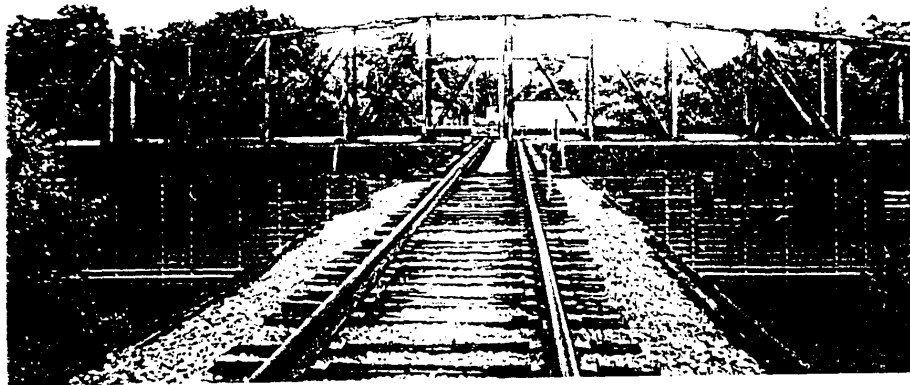
Heavy-duty	4 LANE 16 LANE	Light-duty
Medium-duty	4 LANE 6 LANE	Unimproved dirt

CENTRAL CITY EAST
3558 1 SE

This topographic map depicts the Green River area in Muhlenberg County, Missouri. The map features contour lines indicating elevation, with labels such as 390, 400, 410, 420, 430, 440, 450, 460, 470, 480, 490, 500, 510, 520, 530, 540, 550, 560, 570, 580, 590, 600, 610, 620, 630, 640, 650, 660, 670, 680, 690, 700, 710, 720, 730, 740, 750, 760, 770, 780, 790, 800, 810, 820, 830, 840, 850, 860, 870, 880, 890, 900, 910, 920, 930, 940, 950, 960, 970, 980, 990, 1000, 1010, 1020, 1030, 1040, 1050, 1060, 1070, 1080, 1090, 1100, 1110, 1120, 1130, 1140, 1150, 1160, 1170, 1180, 1190, 1200, 1210, 1220, 1230, 1240, 1250, 1260, 1270, 1280, 1290, 1300, 1310, 1320, 1330, 1340, 1350, 1360, 1370, 1380, 1390, 1400, 1410, 1420, 1430, 1440, 1450, 1460, 1470, 1480, 1490, 1500, 1510, 1520, 1530, 1540, 1550, 1560, 1570, 1580, 1590, 1600, 1610, 1620, 1630, 1640, 1650, 1660, 1670, 1680, 1690, 1700, 1710, 1720, 1730, 1740, 1750, 1760, 1770, 1780, 1790, 1800, 1810, 1820, 1830, 1840, 1850, 1860, 1870, 1880, 1890, 1900, 1910, 1920, 1930, 1940, 1950, 1960, 1970, 1980, 1990, 2000, 2010, 2020, 2030, 2040, 2050, 2060, 2070, 2080, 2090, 2100, 2110, 2120, 2130, 2140, 2150, 2160, 2170, 2180, 2190, 2200, 2210, 2220, 2230, 2240, 2250, 2260, 2270, 2280, 2290, 2300, 2310, 2320, 2330, 2340, 2350, 2360, 2370, 2380, 2390, 2400, 2410, 2420, 2430, 2440, 2450, 2460, 2470, 2480, 2490, 2500, 2510, 2520, 2530, 2540, 2550, 2560, 2570, 2580, 2590, 2600, 2610, 2620, 2630, 2640, 2650, 2660, 2670, 2680, 2690, 2700, 2710, 2720, 2730, 2740, 2750, 2760, 2770, 2780, 2790, 2800, 2810, 2820, 2830, 2840, 2850, 2860, 2870, 2880, 2890, 2900, 2910, 2920, 2930, 2940, 2950, 2960, 2970, 2980, 2990, 3000, 3010, 3020, 3030, 3040, 3050, 3060, 3070, 3080, 3090, 3100, 3110, 3120, 3130, 3140, 3150, 3160, 3170, 3180, 3190, 3200, 3210, 3220, 3230, 3240, 3250, 3260, 3270, 3280, 3290, 3300, 3310, 3320, 3330, 3340, 3350, 3360, 3370, 3380, 3390, 3400, 3410, 3420, 3430, 3440, 3450, 3460, 3470, 3480, 3490, 3500, 3510, 3520, 3530, 3540, 3550, 3560, 3570, 3580, 3590, 3600, 3610, 3620, 3630, 3640, 3650, 3660, 3670, 3680, 3690, 3700, 3710, 3720, 3730, 3740, 3750, 3760, 3770, 3780, 3790, 3800, 3810, 3820, 3830, 3840, 3850, 3860, 3870, 3880, 3890, 3900, 3910, 3920, 3930, 3940, 3950, 3960, 3970, 3980, 3990, 4000, 4010, 4020, 4030, 4040, 4050, 4060, 4070, 4080, 4090, 4100, 4110, 4120, 4130, 4140, 4150, 4160, 4170, 4180, 4190, 4200, 4210, 4220, 4230, 4240, 4250, 4260, 4270, 4280, 4290, 4300, 4310, 4320, 4330, 4340, 4350, 4360, 4370, 4380, 4390, 4400, 4410, 4420, 4430, 4440, 4450, 4460, 4470, 4480, 4490, 4500, 4510, 4520, 4530, 4540, 4550, 4560, 4570, 4580, 4590, 4600, 4610, 4620, 4630, 4640, 4650, 4660, 4670, 4680, 4690, 4700, 4710, 4720, 4730, 4740, 4750, 4760, 4770, 4780, 4790, 4800, 4810, 4820, 4830, 4840, 4850, 4860, 4870, 4880, 4890, 4900, 4910, 4920, 4930, 4940, 4950, 4960, 4970, 4980, 4990, 5000, 5010, 5020, 5030, 5040, 5050, 5060, 5070, 5080, 5090, 5100, 5110, 5120, 5130, 5140, 5150, 5160, 5170, 5180, 5190, 5200, 5210, 5220, 5230, 5240, 5250, 5260, 5270, 5280, 5290, 5300, 5310, 5320, 5330, 5340, 5350, 5360, 5370, 5380, 5390, 5400, 5410, 5420, 5430, 5440, 5450, 5460, 5470, 5480, 5490, 5500, 5510, 5520, 5530, 5540, 5550, 5560, 5570, 5580, 5590, 5600, 5610, 5620, 5630, 5640, 5650, 5660, 5670, 5680, 5690, 5700, 5710, 5720, 5730, 5740, 5750, 5760, 5770, 5780, 5790, 5800, 5810, 5820, 5830, 5840, 5850, 5860, 5870, 5880, 5890, 5900, 5910, 5920, 5930, 5940, 5950, 5960, 5970, 5980, 5990, 6000, 6010, 6020, 6030, 6040, 6050, 6060, 6070, 6080, 6090, 6100, 6110, 6120, 6130, 6140, 6150, 6160, 6170, 6180, 6190, 6200, 6210, 6220, 6230, 6240, 6250, 6260, 6270, 6280, 6290, 6300, 6310, 6320, 6330, 6340, 6350, 6360, 6370, 6380, 6390, 6400, 6410, 6420, 6430, 6440, 6450, 6460, 6470, 6480, 6490, 6500, 6510, 6520, 6530, 6540, 6550, 6560, 6570, 6580, 6590, 6600, 6610, 6620, 6630, 6640, 6650, 6660, 6670, 6680, 6690, 6700, 6710, 6720, 6730, 6740, 6750, 6760, 6770, 6780, 6790, 6800, 6810, 6820, 6830, 6840, 6850, 6860, 6870, 6880, 6890, 6900, 6910, 6920, 6930, 6940, 6950, 6960, 6970, 6980, 6990, 7000, 7010, 7020, 7030, 7040, 7050, 7060, 7070, 7080, 7090, 7100, 7110, 7120, 7130, 7140, 7150, 7160, 7170, 7180, 7190, 7200

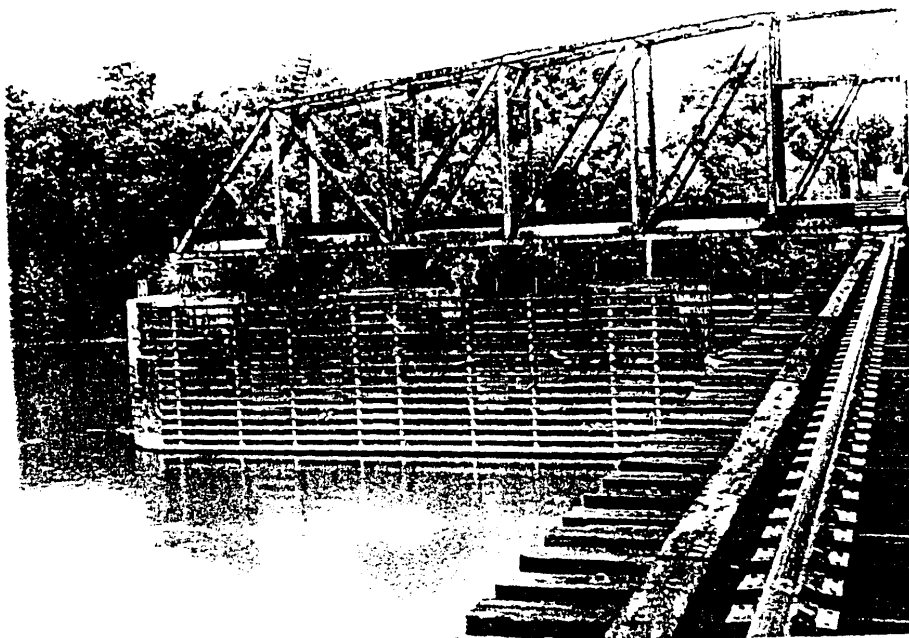
Attachment 5



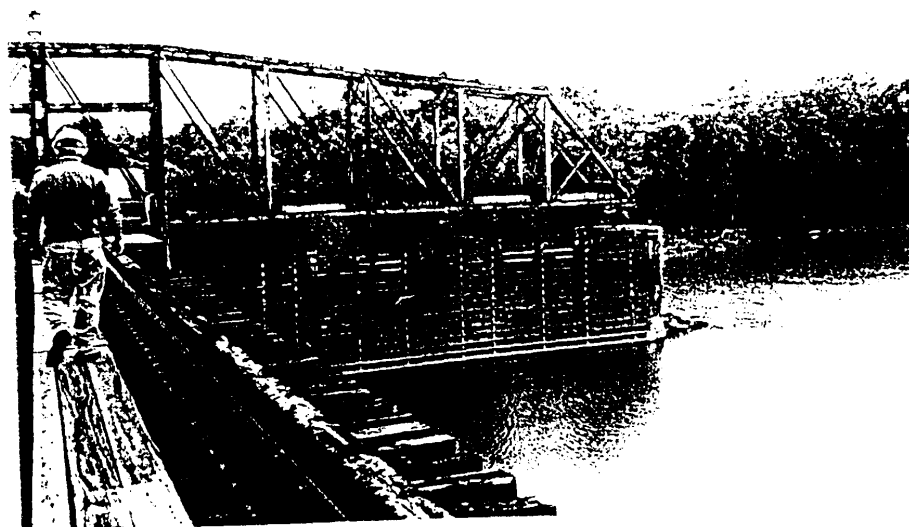


Green River Bridge
Facing East

000050

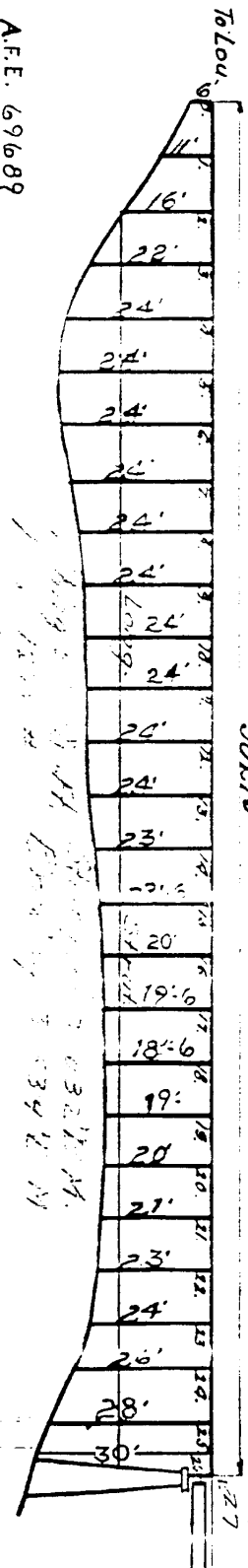


Green River Bridge
Facing East (North Edge)



Green River Bridge
Facing East (South Edge)

000051



11:4	12:5	11:5	12:0	12:3	12:1	11:6	11:1	11:8	12:0	12:3	12:5	12:0	11:11	11:2	11:11	12:5	3:0	12:4	10:0	0:11	8	11:11	13	3	12:3	5:10
11:5	12:5	11:6	11:5	12:2	12:0	11:8	11:10	11:5	12:0	12:2	12:0	12:3	12:2	11:11	11:6	11:10	12:0	12:10	12:5	10:2	11:5	11:10	13	6	12:4	5:3

Alignment, Tangent.
Bents, Creas. 1976

Deck, Creos. 1976
Average Pen. of Piles, 25.

For Deck, See Sheet No. 2.
6 Pile Ballast Deck
Rebuild 1976 - Standard

BRIDGE No 13810 GREEN RIV.

Smallhaus, Ky
L. B. & Co. 3068/309.

442. H.E. 116.3

L.F. 13756-21 M.I. 8E. Dr.

Damaged by
Barge 2-26-56

4-70 Lou.

Ford Industrial Engine
701900 Date 1957

U.S.D. B-1989.

S.S. H47589.F.

APP. E/2274

Low Steel El. 403.6
Top of Cells El. 396.25

Mach. 1 10.503 to 40

S.D. H-9614-J-1966
S.B. B1975-77
S.S. E11019

S.D.:B/1989
S.S.:H47599F

1. E.P. #1695

DE. 2-200,000 + 149,000

75102

Alignment Tangent.

Paint 1953

by W.S.E.M.

1756 Bath sides

Aug. Pen. 28.



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

February 25, 2004

Mr. David L. Morgan
Director – Kentucky Heritage Council &
State Historical Preservation Officer
300 Washington Street
Frankfort, KY 40601

RE: CSX Transportation, Inc.
Proposed Line Abandonment
Muhlenberg and Ohio Counties, Kentucky
Docket AB-55 (Sub-No. 648X)

Dear Mr. Morgan:

Please be advised that CSX Transportation, Inc., anticipates filing for abandonment approximately 4.6 miles of its rail line between railroad milepost OHE 118.8 (near Moorman) and railroad milepost OHE 114.2 (near Wilson Station), Muhlenberg and Ohio Counties, Kentucky, 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 confirming that this project will have no impact upon cultural resources from your office. If you have questions, please feel free to call me.

Sincerely,

Attachments

Copy:
Surface Transportation Board
Section of Environmental Analysis
1925 K Street NW - Suite 534
Washington, DC 20423-0001

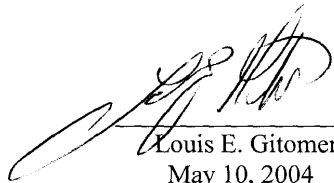
Mr. J.C. Gold, Counsel, CSXT, 500 Water St.-J150, Jacksonville, FL 32202

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**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. 648X) was mailed via first class mail on February 25, 2004, to the following party:

Mr. David L. Morgan, Director
Kentucky Heritage Council & State Historical Preservation Officer
300 Washington Street
Frankfort, KY 40601



Louis E. Gitomer
May 10, 2004

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