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January 12, 2017
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Public Record

HISTORIC REPORT

**CSX TRANSPORTATION, INC.
Rainelle, Greenbrier and Fayette Counties, West Virginia.
DOCKET AB-55 (SUB-NO. 768X)**

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.

CSXT proposes to abandon approximately 6.0 miles of its rail line between from Railroad Milepost CAF 21.0 to Railroad Milepost CAF 27.0 also known as the Sewell Valley Subdivision, near Rainelle, Greenbrier and Fayette Counties, West Virginia.

The above referenced 6.0-mile line has not generated any originating or terminating traffic in over 2 years.

As further information, this line received Surface Transportation Board (STB) approval for a Discontinuance of Service on April 4, 2016. This line ends at a previous abandonment that has been converted into the Meadow River Trail. CSXT and The Greenbrier County Commission and the Fayette County Commission have reached an agreement to transfer the corridor and convert the line to a Trail under a notice of Interim Trail Use (NITU) agreement with the STB contingent on STB approval for authority to abandon.

Abandonment of this line will result in the removal of the rail, crossties, and possibly the upper layer of ballast. CSXT does not intend to disturb any sub grade or sub grade structures. Any trail related structures, such as bridges, trestles, culverts and tunnels will not be salvaged. Finally, the 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.

A map which delineates the proposed project is attached. (See Attachments 1)

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 Rainelle and Corliss quadrangle topographic map prepared by CSX Real Properties, Inc.

The line to be abandoned has been identified by a heavy red line with black dashes. (See Attachment 2)

There are no CSXT-owned structures that are 50 years old or older that 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 width along this right of way is approximately 33 feet from the centerline of track. The rail line traverses a few small communities and closely parallels the Meadow River in the heavily forested Appalachian Mountains.

- (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:

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

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

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

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

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 is zero (0) 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 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.

This area was impacted by the 1,000 year flood that occurred in June 2016. We are not aware of the current condition of track.

Attachment 1

**Nicholas County
West Virginia**

**Greenbrier County
West Virginia**

**Fayette County
West Virginia**

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CAJ 8.5

CAJ 8

CAJ 7.5

CAJ 7

CAJ 6.5

CAJ 6

CAJ 5.5

CAJ 5

CAJ 4.5

CAJ 4

CAJ 3.5

CAJ 3

CAF 23

CAJ 2.5

CAJ 2

CAF 22

CAJ 1

CAF 21

CAH 1

CAJ 0

CAF 20

CAH 0

Rainelle

CAF 19

CAF 18

CAF 28

CAF 27

CAF 26

CAF 25

CAF 24

CAF 23

CAF 22

CAF 21

CAF 20

CAF 19

CAF 18

End Abandonment
CAF 27.0

Start Abandonment
CAF 21.0

- Engineering Mileposts
- █ Proposed Abandonment
- █ Previously Abandoned/Industry
- █ CSX Operating Track

WV-019-1076642



CSX Real Property, Inc.

CSX Transportation, Inc. Proposed Abandonment Sewell Valley Subdivision

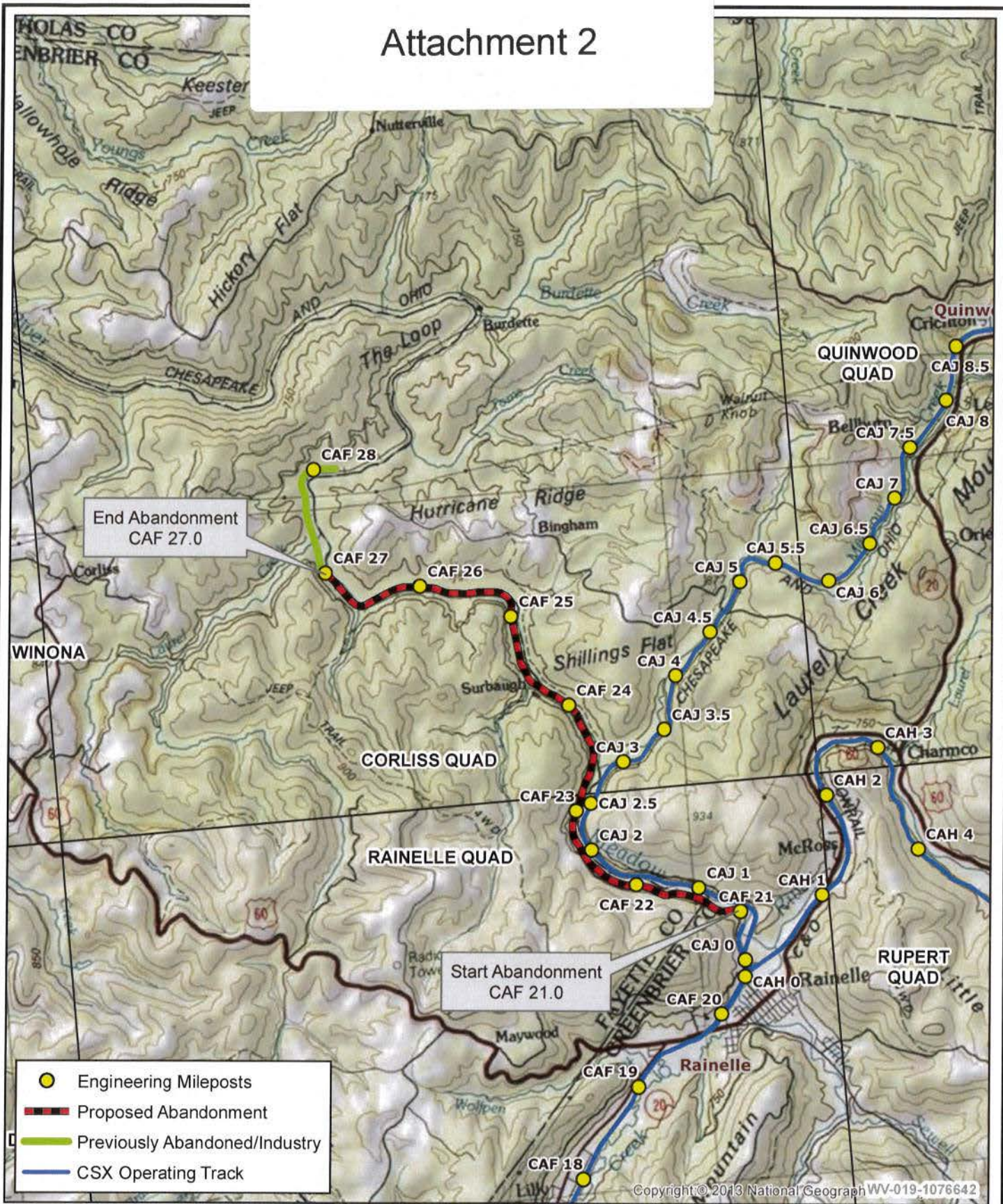
Milepost CAF 21.0 to CAF 27.0 (6 miles)
Rainelle - Greenbrier & Fayette Counties, WV
Florence Division - Sewell Valley Subdivision
STB Docket No. AB 55 (Sub-No.768X)

0 3,000 6,000

Feet



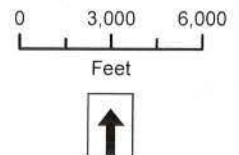
Attachment 2



CSX Real Property, Inc.

**CSX Transportation, Inc.
Proposed Abandonment - Topo
Sewell Valley Subdivision**

**Milepost CAF 21.0 to CAF 27.0 (6 miles)
Rainelle - Greenbrier & Fayette Counties, WV
Florence Division - Sewell Valley Subdivision
STB Docket No. AB 55 (Sub-No.768X)**





Jo Ann Burroughs
Manager Network Services

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October 24, 2016

Review and Compliance Staff
State Historic Preservation Office
WV Division of Culture and History
1900 Kanawha Blvd East
Charleston, WV 25305

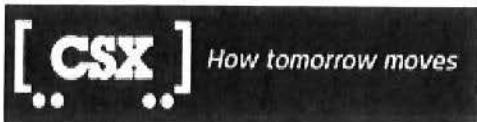
Dear Sir/Madam;

Please be advised that CSX Transportation, Inc. (CSXT) is considering to file with the Surface Transportation Board (STB) an Abandonment Notice of Exemption. We are seeking authority to proceed from a Discontinuance of Service to an Abandonment Filing in order to convert the line into a trail. The line is located in the Southern Region, Florence Division, Sewell Valley Subdivision, from Railroad Milepost CAF 21.0 to CAF 27.0. The distance is approximately 6.0 miles located near Rainelle, Greenbrier and Fayette Counties, West Virginia as depicted on the attached map. Surface Transportation Board (STB) Docket number AB 55 (Sub-No. 768X).

The approximate 6.0 mile line segment is a dead end spur as depicted on the attached map. There has been no traffic on the line for at least two (2) years. CSXT and The Greenbrier County Commission and the Fayette County Commission have reached an agreement to transfer the corridor and convert the line to a Trail under a Notice of Interim Trail Use (NITU) agreement with the STB.

The purpose of the proposed action is to abandon our common carrier obligation over the line and establish interim trail use/rail banking in order to preserve the contiguous corridor.

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



Jo Ann Burroughs
Manager Network Services

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accordance with those Regulations, I am attaching a Historic Report covering the above-proposed abandonment.

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

If you have any questions, please feel free to call or email me.

Sincerely,

Jo Ann Burroughs

Enclosures



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

Randall Reid-Smith, Commissioner

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

EEO/AA Employer

November 18, 2016

Ms. Jo Ann Burroughs
CSX
500 Water Street-J-316
Jacksonville, Florida 32202

RE: Abandonment Notice of Exemption Docket AB 55 (Sub-No. 768X)
FR#: 17-69-MULTI

Dear Ms. Burroughs:

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

According to submitted information, CSX Transportation, Inc. (CSX), is considering filing an Abandonment Notice of Exemption with the Surface Transportation Board (STB) to abandon approximately 6.0 miles of rail line between Railroad Milepost CAF 21.0 to Railroad Milepost CAF 27.0. This stretch of rail line, located near the community of Rainelle and running through Greenbrier and Fayette Counties, is also known as the Sewell Valley Subdivision. The abandonment of this line will result in the removal of the rail, crossties, and possibly upper layer of ballast, but CSX does not plan on disturbing the sub grade or any sub grade structures. The abandoned line is planned to be incorporated into the Meadow River Trail, and any trail related structures, such as bridges, trestles, culverts, and tunnels, will not be salvaged as part of this proposed abandonment project.

We have reviewed the submitted information and determined that Sewell Valley Subdivision rail line, which is encompassed by the proposed project's Area of Potential Effects (APE), is not eligible for or included in the National Register of Historic Places. While this segment of railroad was originally construction by brothers, Thomas and John Raine, in 1909 as a spur line to connect their company, Meadow River Lumber Company, with the C&O Railroad, it was later absorbed into the CSX rail network. The northern portion of this rail line has already been abandoned and converted into a trail. No railroad traffic has used this line in the past two years, and no additional railroad-related structures will be impacted by this proposed project. In our opinion, this rail line lacks the integrity and significance necessary to be eligible for the National Register of Historic Places. No further consultation is necessary regarding architectural resources; however, we ask that you contact our office if your project should change.

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

Sincerely,

Susan M. Pierce
Deputy State Historic Preservation Officer

SMP/BMR