



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

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

April 17, 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. 667X), *CSX Transportation, Inc.—
Abandonment Exemption—in Harlan County, 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 \$3,000.

CSX Transportation, Inc. respectfully requests that to the extent the Board receives this filing before April 21, 2006, the filing date be postponed until April 21, 2006.

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

Enclosures

BEFORE THE
SURFACE TRANSPORTATION BOARD

Docket No. AB-55 (Sub-No. 667X)

CSX TRANSPORTATION, INC.-ABANDONMENT EXEMPTION-
IN HARLAN COUNTY, KY

VERIFIED NOTICE OF EXEMPTION



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Public Record

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

Counsel for: CSX TRANSPORTATION, INC.

Dated: April 21, 2006

BEFORE THE
SURFACE TRANSPORTATION BOARD

Docket No. AB-55 (Sub-No. 667X)

CSX TRANSPORTATION, INC.—ABANDONMENT EXEMPTION—
IN HARLAN COUNTY, KY

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 12.56-mile rail line on its Southern Region, Huntington Division - West, Cumberland Valley Subdivision, between Milepost 0WH 258.5 to the end of track at Milepost 0WH 271.06, in Harlan County, Kentucky (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 June 12, 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 12.56-mile rail line on its Southern Region, Huntington Division - West, Cumberland Valley Subdivision, between Milepost 0WH 258.5 to the end of track at Milepost 0WH 271.06, in Harlan County, Kentucky. The following stations are on the Line:

<u>Station</u>	<u>Milepost</u>	<u>FSAC</u>	<u>OPSL</u>
Brenda	0WH 261	712043689	20226
Glenbrook	0WH 270	712043707	20230

(4) Map. See Exhibit B.

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

correspondence should be sent. Steve 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(s) 40828, 40843, and 40927.

(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) and 1105.11 are attached as Exhibit C.

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,



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

Counsel for: CSX TRANSPORTATION, INC.

Dated: April 21, 2006

EXHIBIT A

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

[See attached]

STATE OF FLORIDA)
) **SS.**
COUNTY OF DUVAL)

I hereby certify that no local traffic has moved over CSXT's 12.56-mile rail line on its Southern Region, Huntington Division West, Cumberland Valley Subdivision, between Railroad Milepost 0WH 258.5 and end of track at Railroad Milepost 0WH 271.06, Harlan County, Kentucky, 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

My Commission Expires: _____

Suzanne K. Lucas
Notary Public

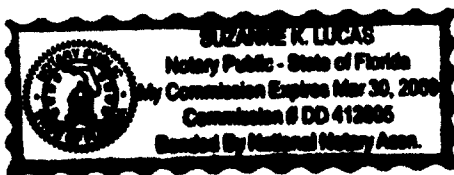
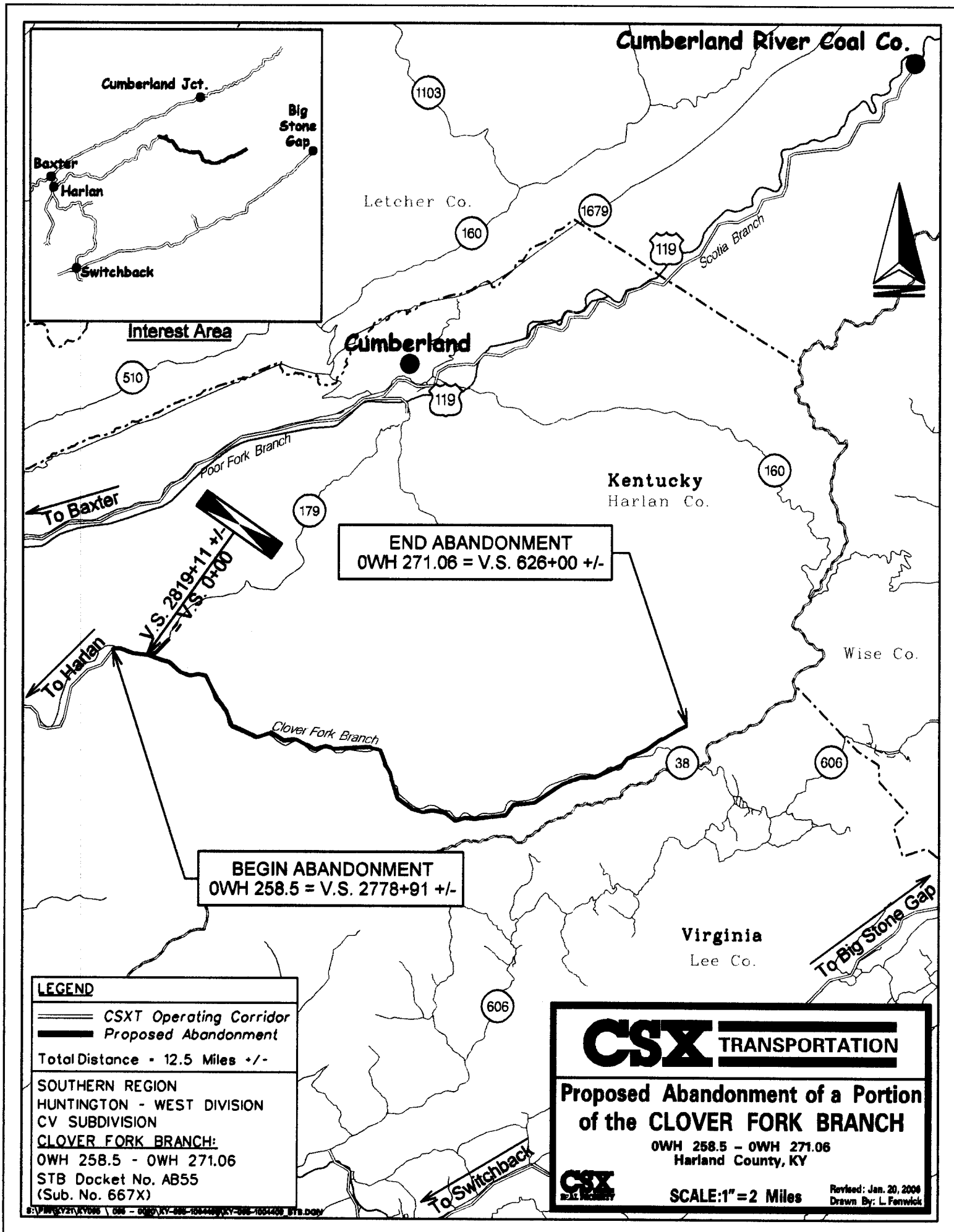


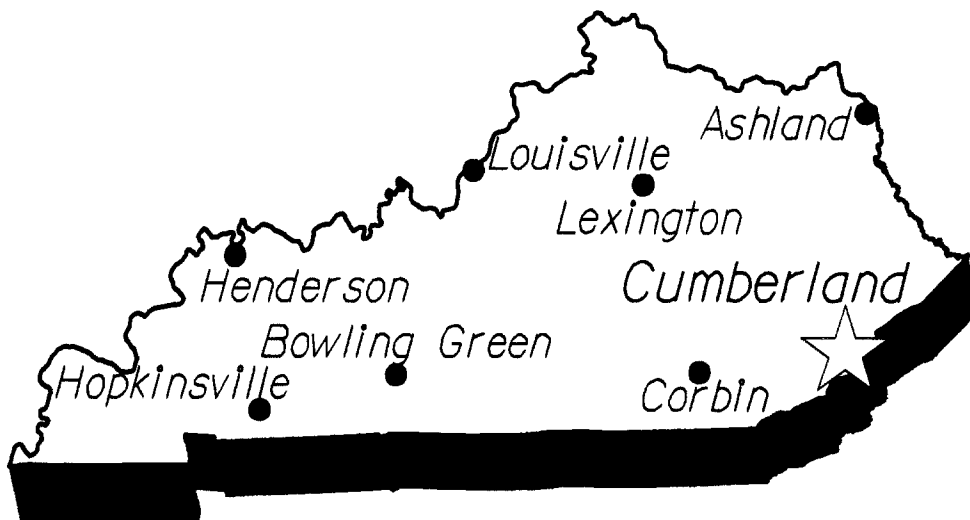
EXHIBIT B

MAP





Cumberland, KY



AREA MAP

Proposed Abandonment of 12.5 Miles +/-
STB Docket No. AB 55 - Sub. No. 667X
Harlan County, Kentucky

SOUTHERN REGION - HUNTINGTON WEST DIVISION - CUMBERLAND SUBDIVISION

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. 667X) was mailed via first class mail on April 7, 2006, to the following parties:

State Public Service Commission

Mark David Goss, Chairman
Kentucky Public Service Commission
P.O. Box 615
211 Sower Boulevard
Frankfort, Kentucky 40602-0615

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
800 North Capitol St., N.E.
Room 540
Washington, D.C. 20002

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 cursive script, reading "Steve Armbrust", written over a horizontal line.

Steven C. Armbrust

April 17, 2006



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

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

April 7, 2006

Via Overnight Express Mail (Return Receipt Requested)

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

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

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

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

Mark David Goss, Chairman
Kentucky Public Service Commission
P.O. Box 615
211 Sower Boulevard
Frankfort, Kentucky 40602-0615

COPY

RE: Docket No. AB-55 (Sub-No. 667X), *CSX Transportation, Inc.—
Abandonment Exemption—in Harlan County, KY*

Ladies and Gentlemen:

Please be advised that on or after April 21, 2006, CSX Transportation, Inc. ("CSXT") expects to file with the Surface Transportation Board ("STB") a Notice of Exemption seeking authority to abandon a 12.56-mile rail line on its Southern Region, Huntington Division - West, CV Subdivision, between Milepost 0WH 258.5 to the end of track at Milepost 0WH 271.06, in Harlan County, Kentucky (the "Line"). Based on information in our possession, the Line does not contain any federally granted right of

way. Any documentation in CSXT's possession will be made available promptly to those requesting it.

In connection with the proposed abandonment, Federal Regulations at 49 C.F.R. 1152.50(d)(1) require that we provide you with the following information:

1. Name of railroad. CSX Transportation, Inc.
2. Description of line to be abandoned. CSXT proposes to abandon a 12.56-mile rail line on its Southern Region, Huntington Division - West, CV Subdivision, between Milepost 0WH 258.5 to the end of track at Milepost 0WH 271.06, in Harlan County, Kentucky. The Line traverses U.S. Postal ZIP Code(s) 40828, 40843, and 40927.
3. Abandonment procedure to be followed. CSXT intends to file a Notice of Exemption pursuant to 49 C.F.R. 1152.50. These exemption procedures are applicable to rail lines that have had no local traffic for at least two years and where any overhead traffic can be rerouted. No local traffic has moved over the Line for over two years, and any overhead traffic can be rerouted.
4. Date of filing. CSXT expects to file the Notice of Exemption with the STB on or after April 21, 2006.

A map of the affected area is enclosed. If you have any questions please call or email me.

Sincerely yours,

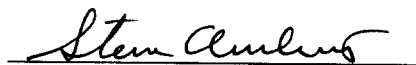


Steven C. Armbrust

Enclosures

CERTIFICATE OF PUBLICATION

The undersigned hereby certifies that notice of the proposed abandonment in Docket No. AB-55 (Sub-No. 667X) was advertised on April 13, 2006 in The Harlan Daily Enterprise, a newspaper of general circulation in Harlan County, Kentucky, as required by 49 C.F.R. § 1105.12.

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

Steven C. Armbrust

April 17, 2006

EXHIBIT D
ENVIRONMENTAL REPORT

[See attached]

**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. 667X) was mailed via first class mail on March 22, 2006 to the following parties:

Mr. Joseph Grieshop
Harlan County Judge Executive
Harlan County Planning Department
PO Box 956
Harlan, KY 40831

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

Kentucky Department of Environmental Protection
14 Reilly Road
Frankfort, KY 40601

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

U.S. Army Corps of Engineers
Louisville District
PO Box 59
Louisville, KY 40201-0059

USDA – NRCS (Soil)
Harlan Service Center
167 Belkway Drive
Harlan, KY 40831-2211

Kentucky State Clearinghouse
700 Capitol Avenue
Suite 100
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

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

Mr. Richard Snay
DOC/NOAA
National Geodetic Survey N/NGS23
1315 East West Highway Station 8736
Silver Spring, MD 20910-3282



Steven C. Armbrust
April 17, 2006

ENVIRONMENTAL REPORT

CSX TRANSPORTATION, INC.

DOCKET AB-55 (SUB-NO. 665X)

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.

CSXT proposes to abandon approximately 12.56 miles of its rail operation between from Railroad Milepost OWH 258.5 (northeast of Everts) to the end of track at Railroad Milepost OWH 271.06, Harlan County, Kentucky.

The above referenced 12.56-mile former coal line has not generated any originating or terminating traffic in over ten years.

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. 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.

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

A distribution list of all parties that have been copied on the proposed transaction has also been enclosed. (See Attachment 3)

(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 not received a response to its inquiries dated March 2, 2006 to Mr. Joseph Grieshop of the Harlan County Planning Department seeking information regarding this statement. (See Attachment 4)

Based on the fact that the line has not generated any traffic in over ten years, 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 has not received a response to its inquiry dated March 2, 2006 to the U. S. Department of Agriculture, Natural Resources Conservation Service in Harlan, Kentucky, seeking information regarding this statement. (See Attachment 5)

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

The state of Kentucky does not have a coastal zone management office.

- (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 the 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 in excess of the above thresholds.

(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).

Applicant believes that the abandonment will result in an improvement to public health and safety by the

elimination of twenty three (23) 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 have indicated that there has been one incident on this line segment. On February 14, 1987 at Glenbrook, KY (Railroad Milepost 0WH 266.6) an engine was struck by a rock slide and punctured a small hole in the fuel tank. The estimate was 500 gallons of diesel fuel that leaked over a twenty five (25) mile segment of track. No environmental cleanup was feasible. All other records do not indicate any hazardous waste sites.

(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 has not received a response to its inquiry dated March 2, 2006, to the U. S. Department of the Interior, Fish and Wildlife Service in Cookeville, Tennessee, seeking information regarding this statement. (See Attachment 6)

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.

Since Applicant proposes only the simple removal of track material, no adverse impact is anticipated.

(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 not received a response to its inquiry dated March 2, 2006, to the Kentucky Department of Environmental Protection in Frankfort, Kentucky, requesting information regarding this statement. (See Attachment 7)

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 not received a response to its inquiry dated March 2, 2006, to the U. S. Army Corps of Engineers in Louisville, Kentucky, requesting information regarding this statement. (See Attachment 8)

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).**

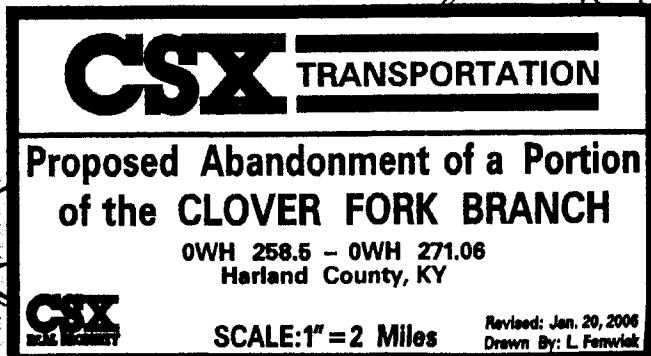
Applicant has not received a response to its inquiry dated March 2, 2006, to the U.S. Environmental Protection Agency, Region 4 in Atlanta, Georgia, requesting information regarding this statement. (See Attachment 9)

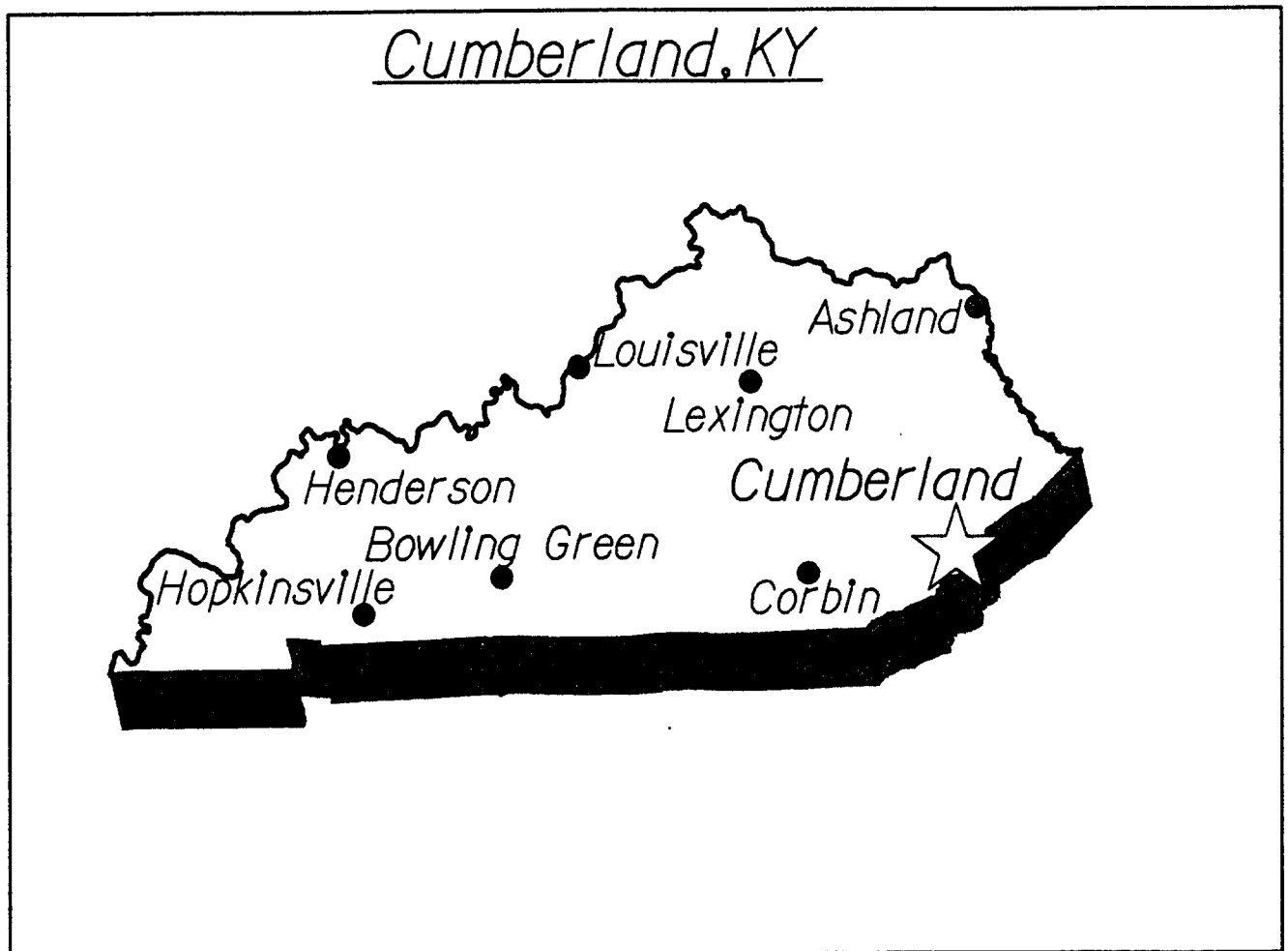
Based upon the course of action described in Section 9 (ii), Applicant does not believe a permit under Section 402 of the Clean Water Act will be required.

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 12.5 Miles +/-
STB Docket No. AB 55 - Sub. No. 667X
Harlan County, Kentucky

Attachment 3

CSX Proposed Abandonment (AB 55 Sub No. 667X) External Distribution List

Mr. Joseph Grieshop
Harlan County Judge Executive
Harlan County Planning Department
PO Box 956
Harlan, KY 40831

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

Kentucky Department of Environmental
Protection
14 Reilly Road
Frankfort, KY 40601

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

U.S. Army Corps of Engineers
Louisville District
PO Box 59
Louisville, KY 40201-0059

USDA - NRCS (Soil)
Harlan Service Center
167 Belkway Drive
Harlan, KY 40831-2211

Kentucky State Clearinghouse
700 Capitol Avenue
Suite 100
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

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

Mr. Richard Snay
DOC/NOAA
National Geodetic Survey N/NGS23
1315 East West Highway Station 8736
Silver Spring, MD 20910-3282



P.O. BOX 956
HARLAN, KENTUCKY 40831

JOSEPH A. GRIESHOP
HARLAN COUNTY JUDGE EXECUTIVE

PHONE (606) 573-2600
FAX (606) 573-3522
TDD: 1-800-247-2510
(FOR HEARING IMPAIRED)

Attachment 4

March 23, 2006

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

RE: Proposed abandonment of a portion of Clover Fork
Branch, 12.5 miles, OWH 258.5 - OWH 271.06

Proposed abandonment of a portion of Poor Fork
Branch and the entire Scotia Branch, 12.9 miles, OWC
261.1 - OWC 262.3, OWD 262.21 - OWD 274.0

Dear Mr. Geraci:

Just a short note to let you know that Harlan County government is
interested in the above mentioned railroad beds for the purpose of
using them as a trail.

Sincerely,

Joseph A. Grieshop
Harlan County Judge Executive



NRCS

Natural
Resources
Conservation
Service

167 Belkway Drive
Harlan, Kentucky 40831-1738

Attachment 5

March 13, 2006

CSX Transportation
Dave Gercia, Manager – Network Rationalization
500 Water Street – J200
Jacksonville, Florida 32202

Dear Mr. Gercia:

I have reviewed the map of the Evarts area of Harlan County which you provided. The area appears to have been previously disturbed.

There are no wetlands, prime, unique, or farmland of statewide importance located at the designated areas. The areas will need to be seeded and mulched immediately after work is completed to reduce erosion.

If you have any questions, please contact the local NRCS office at 606-573-2838.

Sincerely,

Jim D. Jones
Acting District Conservationist



Dave Geraci
Manager - Network Rationalization

500 Water Street - J200
Jacksonville, FL 32202
Phone: (904) 359-1088
FAX: (904) 359-1111
E-Mail: Dave_Geraci@CSX.com

Attachment 6

March 2, 2006

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

Gentlemen:

Please be advised that CSX Transportation, Inc. is considering an abandonment of a portion of its rail line from Railroad Milepost OWH 258.5 (northeast of Evarts) to the end of track at Railroad Milepost OWH 271.06, a distance of 12.56 miles in Harlan County, 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.

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

Sincerely,

Attachment



Dave Geraci
Manager - Network Rationalization

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

Attachment 7

March 2, 2006

Kentucky Department of Environmental Protection
14 Reilly Road
Frankfort, KY 40601

Gentlemen:

Please be advised that CSX Transportation, Inc. is considering an abandonment of a portion of its rail line from Railroad Milepost OWH 258.5 (northeast of Evarts) to the end of track at Railroad Milepost OWH 271.06, a distance of 12.56 miles in Harlan County, 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.

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 Geracki
Manager - Network Rationalization

Attachment 8

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

March 2, 2006

U.S. Army Corps of Engineers
Louisville District
PO Box 59
Louisville, KY 40201-0059

Gentlemen:

Please be advised that CSX Transportation, Inc. is considering an abandonment of a portion of its rail line from Railroad Milepost OWH 258.5 (northeast of Evarts) to the end of track at Railroad Milepost OWH 271.06, a distance of 12.56 miles in Harlan County, Kentucky 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



Dave Geraci
Manager - Network Rationalization

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

Attachment 9

March 2, 2006

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

Gentlemen:

Please be advised that CSX Transportation, Inc. is considering an abandonment of a portion of its rail line from Railroad Milepost OWH 258.5 (northeast of Evarts) to the end of track at Railroad Milepost OWH 271.06, a distance of 12.56 miles in Harlan County, 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.

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,

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. 667X) was mailed via first class mail on March 22, 2006, to the following person:

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

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

Steven C. Armbrust
April 17, 2006



Dave Geraci
Project Manager – Network Rationalization

500 Water Street – J200
Jacksonville, FL 32202
Tel. (904) 359-1088
Fax (904) 359-1111
E-Mail: Dave_Geraci@CSX.com

March 22, 2006

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
Harlan and Letcher Counties, Kentucky
Docket AB-55 (Sub-No. 665X)

Dear Mr. Morgan:

Please be advised that on April 21, 2006, CSX Transportation, Inc. (CSXT) expects to file with the Surface Transportation Board ("Board") a Notice of Exemption seeking authority to abandon 12.56 miles of railroad from Railroad Milepost 0WH 258.5 to the end of track at Railroad Milepost 0WH 271.06 in Harlan County, 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 – SEA, 1925 K Street NW - Suite 534, Washington, DC 20423-0001
Mr. Lou Gitomer, Counsel, Ball Janik, LLP, 1455 F Street, NW, Suite 225, Washington, DC, 20005
Mr. Steven Armbrust, Counsel, CSXT, 500 Water St.-J150, Jacksonville, FL 32202

HISTORIC REPORT

CSX TRANSPORTATION, INC.
(Harlan County, Kentucky)
STB Docket AB-55 (Sub No. 667X)

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 12.56 miles of its rail operation between from Railroad Milepost 0WH 258.5 (northeast of Everts) to the end of track at Railroad Milepost 0WH 271.06, Harlan County, Kentucky.

The above referenced 12.56-mile former coal line has not generated any originating or terminating traffic in over ten years.

Abandonment of this line will result in the removal of the rail, cross-ties, and possibly the upper layer of ballast. CSXT does not intend to disturb any sub grade or sub grade structures. 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.

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 are copies of the Louellen, Pennington Gap and Keokee quadrangle topographic maps 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, 5, 6, 7, and 8)

There are six (6) 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 on this line segment varies between approximately 30 and 100 feet from the centerline of track. The line segment runs through a mountainous and forested area and closely parallels the Clover Fork River. It passes through several small communities and served several small mine dumps.

- (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:**

Photographs of each bridge structure have been taken and included. (See Attachments 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19 and 20)

- (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 number 10 is located at milepost 0WH 258.6 and was built in 1919 by the Louisville and Nashville Railroad to traverse the Clover Fork River. This structure is a Deck Beam, Deck Plate Girder Bridge (steel) and is 160 feet long. CSXT and its predecessor railroads have made structural changes as necessary to facilitate safe and efficient railroad operations. The structure has a new floor was installed in 1942.

Bridge number 11 is located at milepost 0WH 259.3 and was built in 1922 by the Louisville and Nashville Railroad to traverse Fugate Creek. This structure is a Deck Plate Girder Bridge (steel) and is 42 feet long. CSXT and its predecessor railroads have made structural changes as necessary to facilitate safe and efficient railroad operations. There are no dates in the available documentation that indicates any major alterations.

Bridge number 12 is located at milepost 0WH 260.4 and was built in 1945 by the Louisville and Nashville Railroad to traverse the Bear Branch (waterway). This structure is a Deck Beam Bridge (steel) and is 17 feet long. CSXT and its predecessor railroads have made structural changes as necessary to facilitate safe and efficient railroad operations. There are no dates in the available documentation that indicates any major alterations.

Bridge number 13 is located at milepost 0WH 264.3 and was built in 1945 by the Louisville and Nashville Railroad to traverse the Breeding Creek (waterway). This structure is a Deck Plate Girder Bridge (steel) and is 86 feet long. CSXT and its predecessor railroads have made structural changes as necessary to facilitate safe and efficient railroad operations. There are no dates in the available documentation that indicates any major alterations.

Bridge number 14 is located at milepost 0WH 265 and was built in 1946 by the Louisville and Nashville Railroad to traverse the Clover Fork River. This structure is a Deck Plate Girder Bridge (steel) and is 114 feet long. CSXT and its predecessor railroads have made structural changes as necessary to facilitate safe and efficient railroad operations. There are no dates in the available documentation that indicates any major alterations.

Bridge number 15 is located at milepost 0WH 269.5 and was built in 1945 by the Louisville and Nashville Railroad to traverse the Clover Fork River. This structure is a Deck Plate Girder Bridge (steel) and is 160 feet long. CSXT and its predecessor railroads have made structural changes as necessary to facilitate safe and efficient railroad operations. There are no dates in the available documentation that indicates any major alterations.

(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 segment was originally acquired by the Louisville and Nashville Railroad Company (L&N) between 1918 and 1946. The L&N was incorporated under special act of Kentucky on March 5, 1850, under special act of Tennessee on December 4, 1851, and under special act of Virginia, on March 30, 1887.

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.

- (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 drawings and sketches are enclosed. (See Attachments 21, 22, 23, 24 and 25)

- (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 CSXT records indicates there are six (6) CSXT-owned structures 50 years old or older 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 line segment 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.

CSXT is not aware of any archeological resources or any other previously unknown historic properties in the project area.

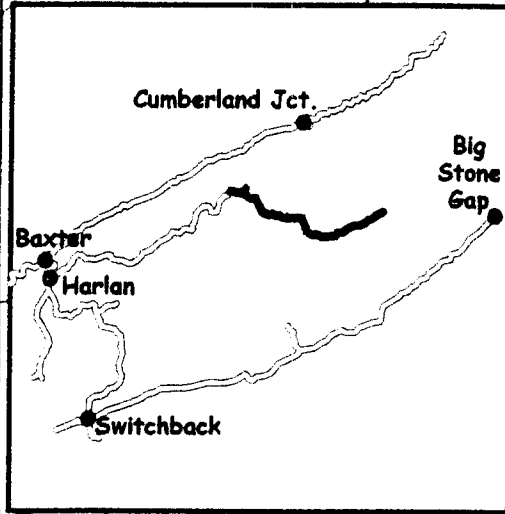
- (8) **A description (based on readily available information in the railroad's possession) of any known prior subsurface ground disturbance or fill, environmental conditions (naturally occurring or man-made) that might affect the archeological recovery of resources (such as swampy conditions or the 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. CSXT records do not indicate that any swampy conditions exist, or that any hazardous material spills have occurred within the project area.

Since CSXT proposes only the simple removal of track material, no adverse impact is anticipated. CSXT will make every reasonable effort to minimize impact to the forest during salvage activities.

Attachment 1

Cumberland River Coal Co.



Letcher Co.

Cumberland

Kentucky
Harlan Co.

Wise Co.

Virginia
Lee Co.

Interest Area

END ABANDONMENT
OWH 271.06 = V.S. 626+00 +/-

BEGIN ABANDONMENT
OWH 258.5 = V.S. 2778+91 +/-

LEGEND

CSXT Operating Corridor
Proposed Abandonment

Total Distance = 12.5 Miles +/-

SOUTHERN REGION
HUNTINGTON - WEST DIVISION
CV SUBDIVISION
CLOVER FORK BRANCH:
OWH 258.5 - OWH 271.06
STB Docket No. AB55
(Sub. No. 667X)

CSX TRANSPORTATION

Proposed Abandonment of a Portion
of the CLOVER FORK BRANCH

OWH 258.5 - OWH 271.06
Harland County, KY

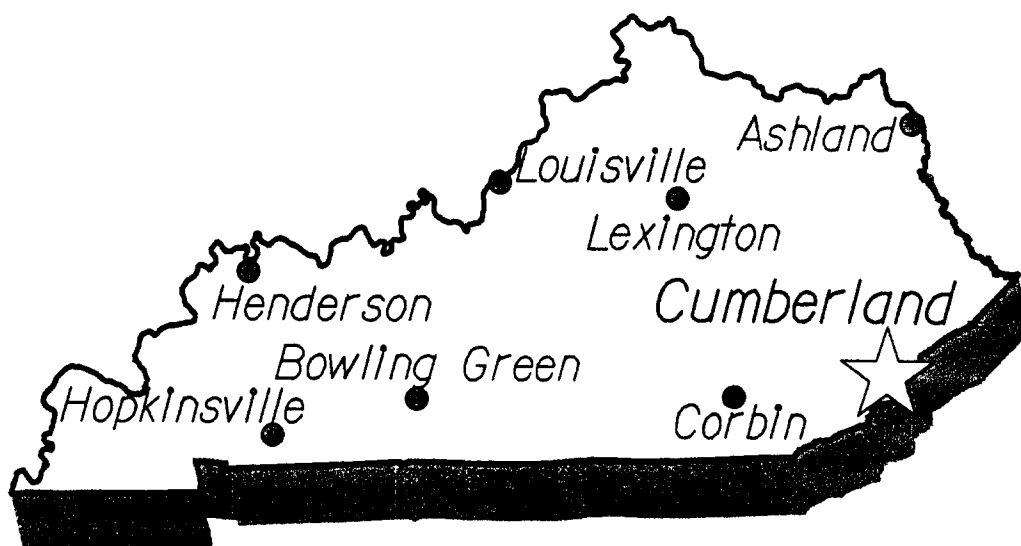
CSX
SAL. PROPERTY

SCALE: 1" = 2 Miles

Revised: Jan. 20, 2006
Drawn By: L. Fenwick

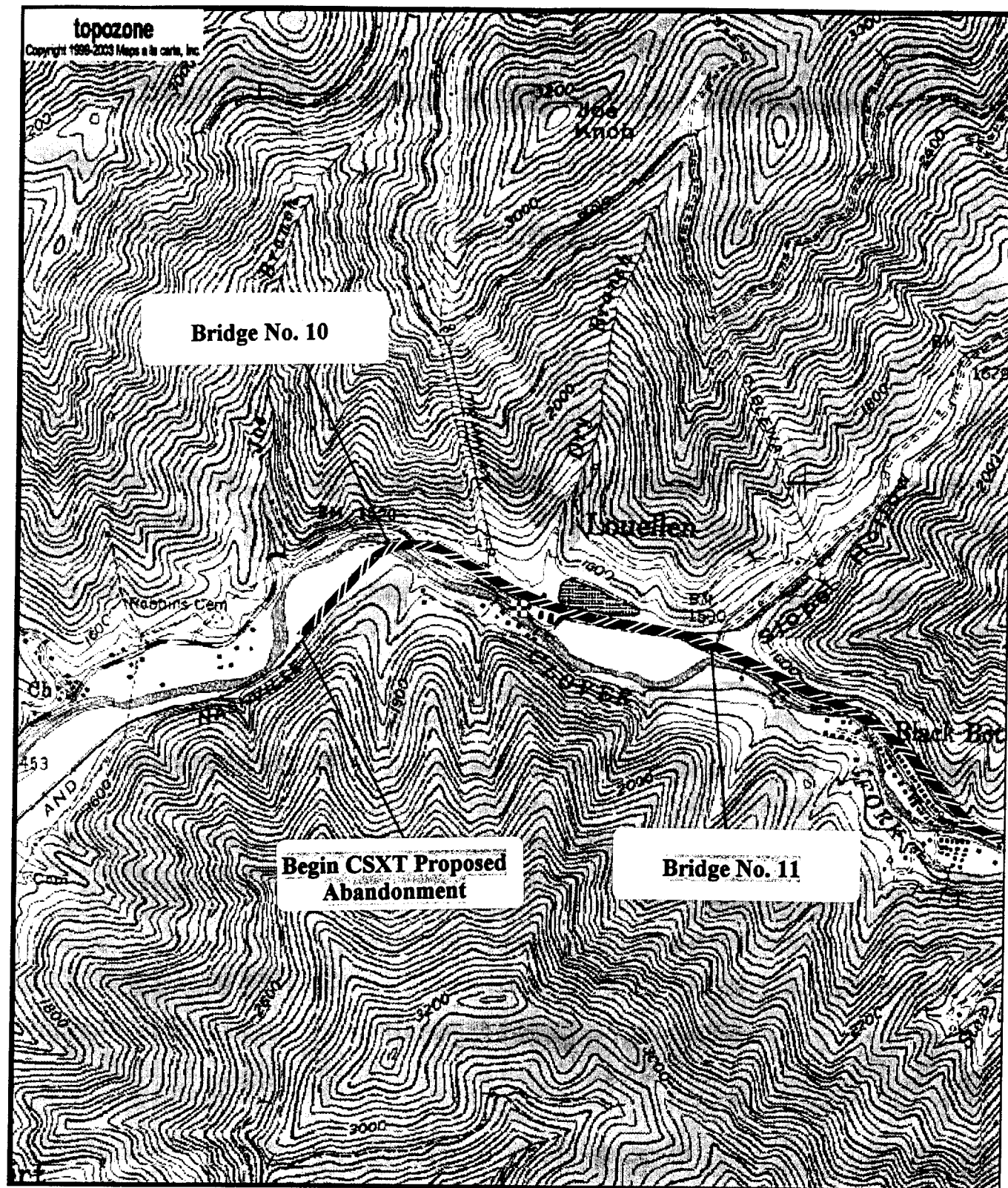


Cumberland, KY



AREA MAP

Proposed Abandonment of 12.5 Miles +/-
STB Docket No. AB 55 - Sub. No. 667X
Harlan County, Kentucky



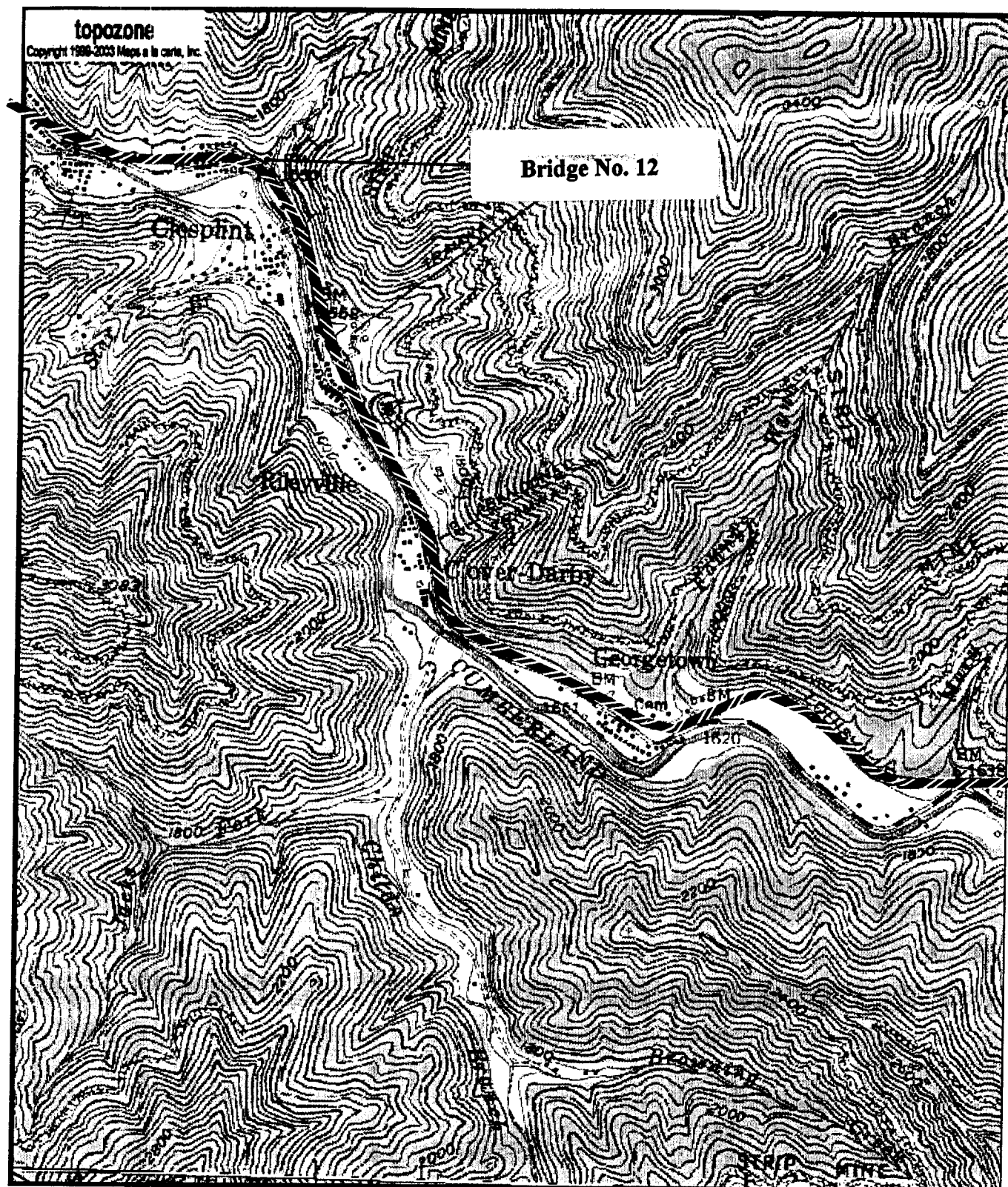
0 0.3 0.6 0.9 1.2 1.5 km
0 0.2 0.4 0.6 0.8 1 mi

Map center is UTM 17 313455E 4087255N (WGS84/NAD83)

Louellen quadrangle

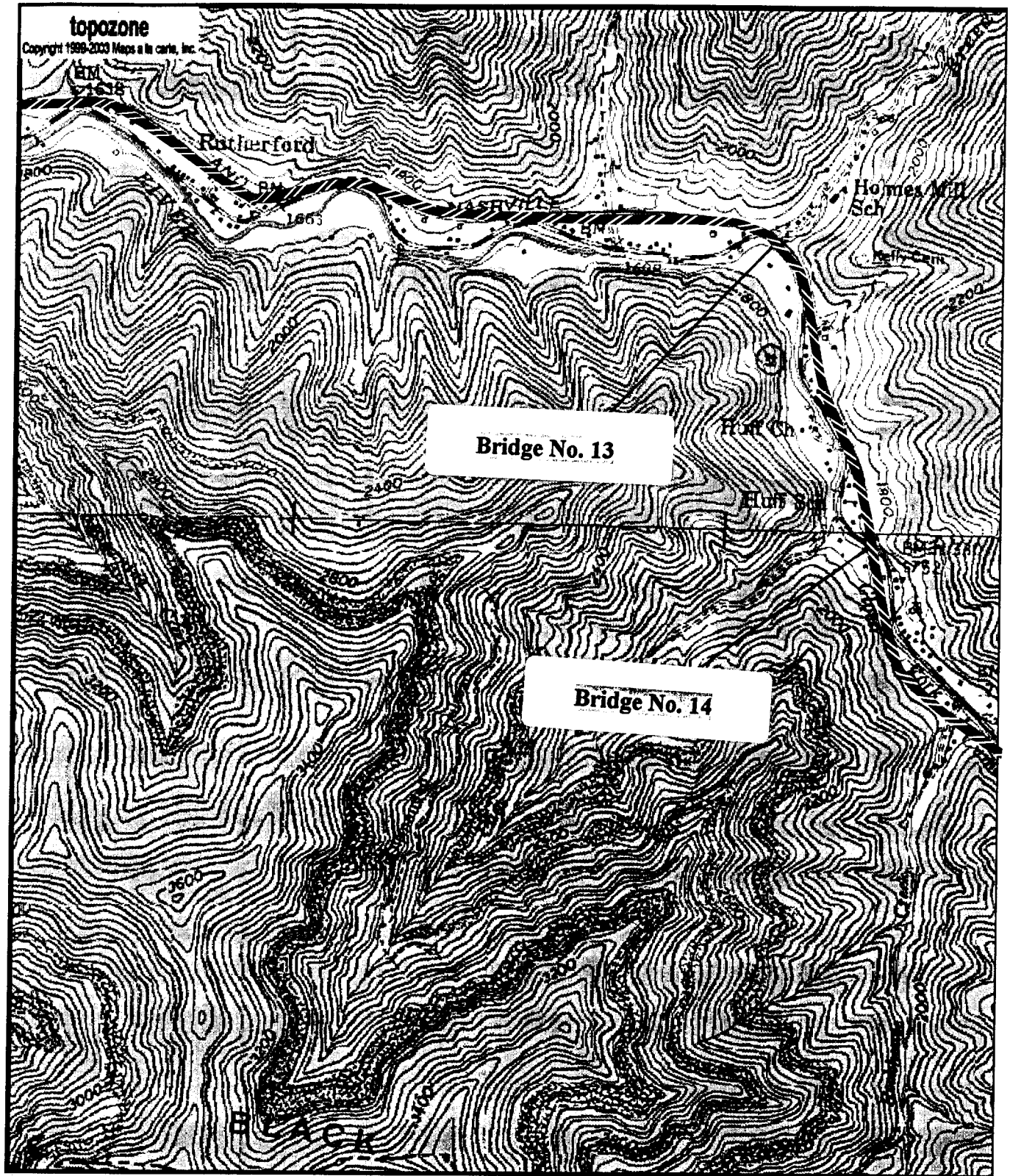
Projection is UTM Zone 17 NAD83 Datum

M=-5.774
G=-1.258



Map center is UTM 17 316495E 4084972N (WGS84/NAD83)
Louellen quadrangle
 Projection is UTM Zone 17 NAD83 Datum

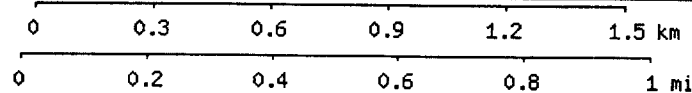
MK
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 G=-1.237



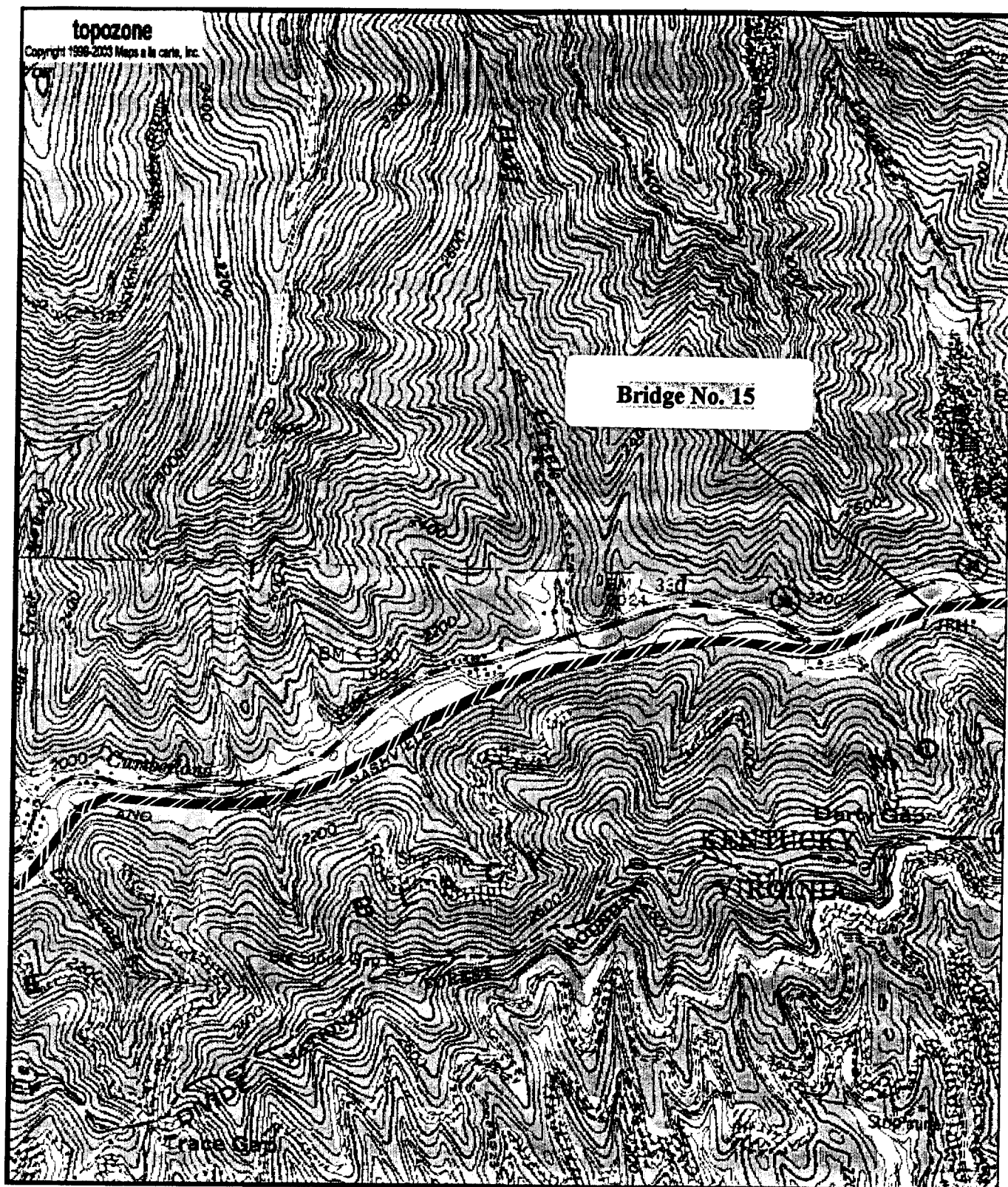
0 0.3 0.6 0.9 1.2 1.5 km
0 0.2 0.4 0.6 0.8 1 mi

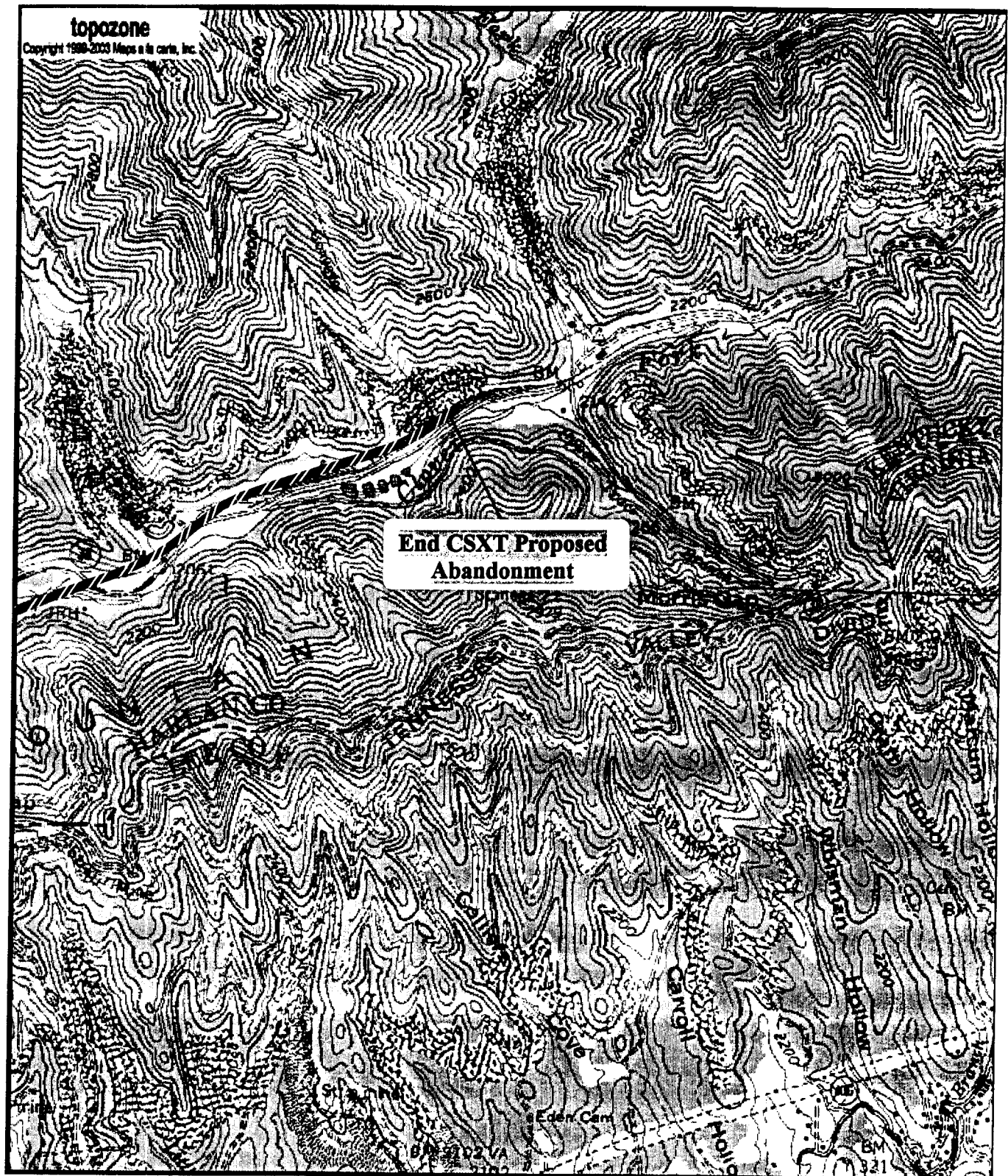
Map center is UTM 17 319540E 4082687N (WGS84/NAD83)
Pennington Gap quadrangle
Projection is UTM Zone 17 NAD83 Datum

Mpk
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G=-1.215



M=-5.846
G=-1.195





CSXT Bridge No. 10 (view 1)



CSXT Bridge No. 10 (view 2)



CSXT Bridge No. 10 (view 3)



CSXT Bridge No. 10 (view 4)



CSXT Bridge No. 11 (view 1)



CSXT Bridge No. 11 (view 2)



CSXT Bridge No. 11 (view 3)



CSXT Bridge No. 11 (view 4)



CSXT Bridge No. 12 (view 1)



CSXT Bridge No. 12 (view 2)



CSXT Bridge No. 12 (view 3)



CSXT Bridge No. 12 (view 4)



CSXT Bridge No. 13 (view 1)



CSXT Bridge No. 13 (view 2)



CSXT Bridge No. 13 (view 3)



CSXT Bridge No. 13 (view 4)



CSXT Bridge No. 14 (view 3)



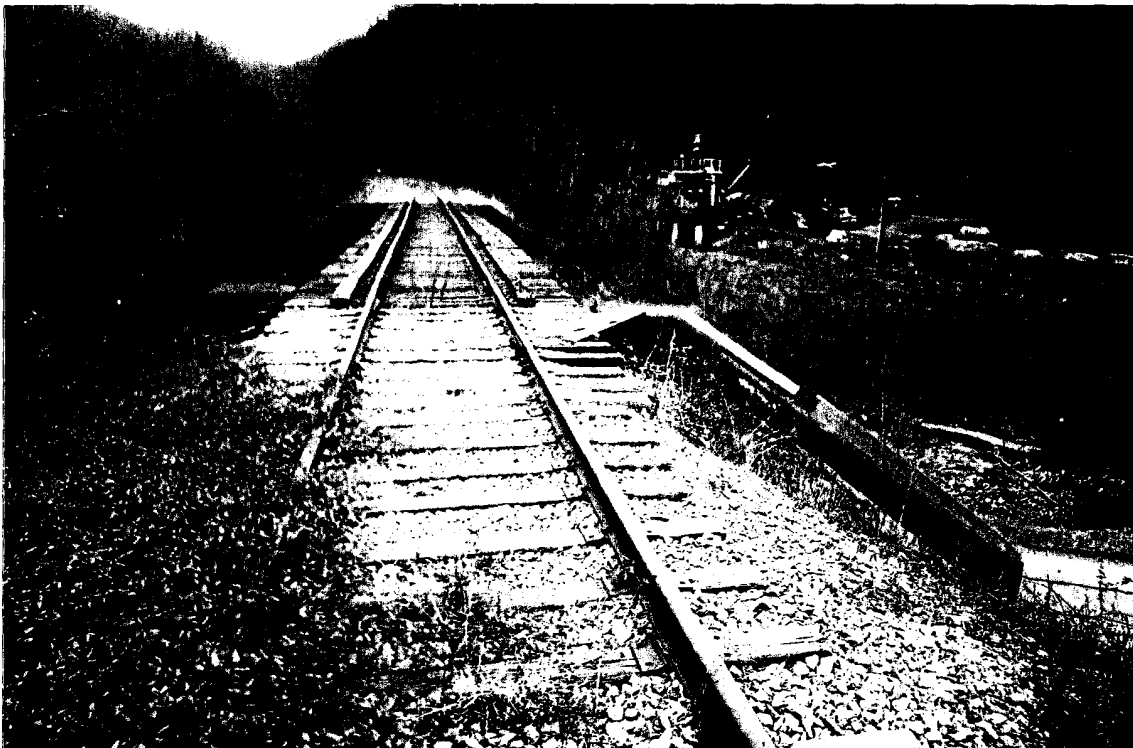
CSXT Bridge No. 14 (view 4)



CSXT Bridge No. 14 (view 1)



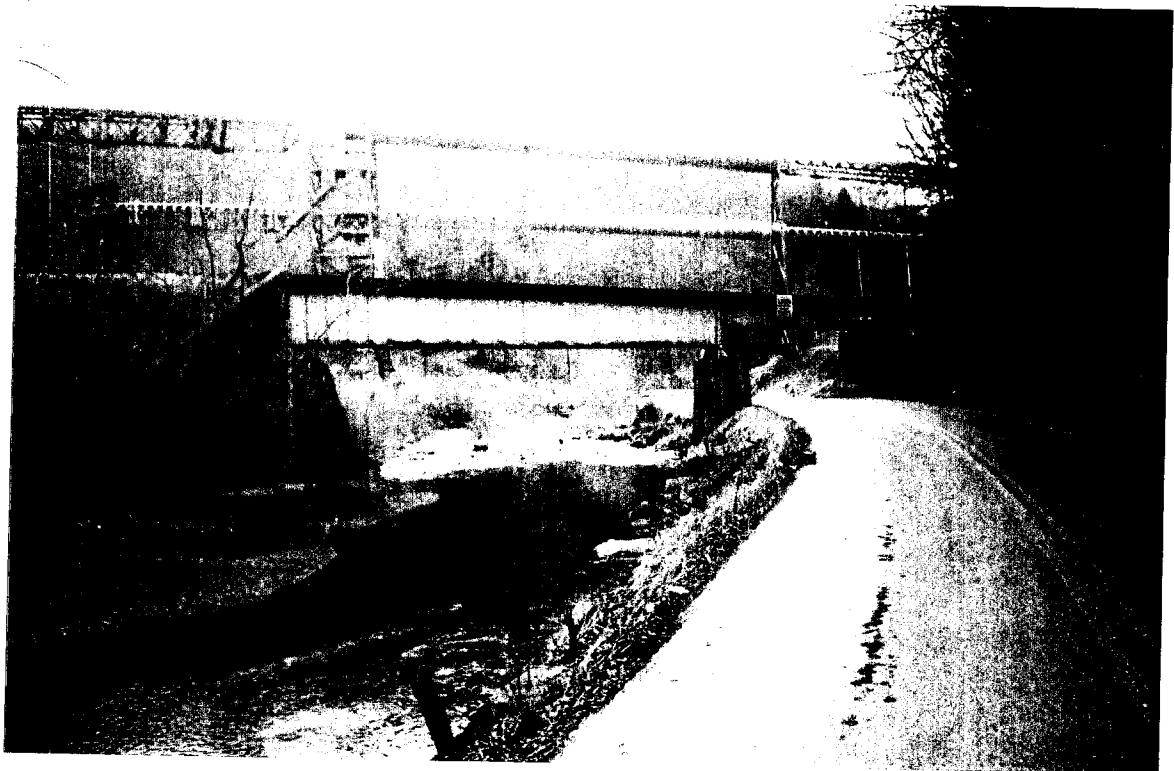
CSXT Bridge No. 14 (view 2)



CSXT Bridge No. 14 (view 3)



CSXT Bridge No. 14 (view 4)



CSXT Bridge No. 15 (view 1)



CSXT Bridge No. 15 (view 2)



CSXT Bridge No. 15 (view 3)



CSXT Bridge No. 15 (view 4)



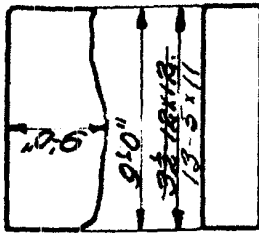
WATERWAY

MILE WH 257.6

K & V.R.R.

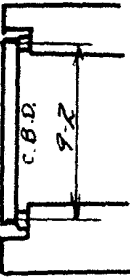
189

M.L. - Clover Fork Branch



GP 613131-23

13-5x11 Creco

Walkway
West Side

WATERWAY

Mile WH 258.9

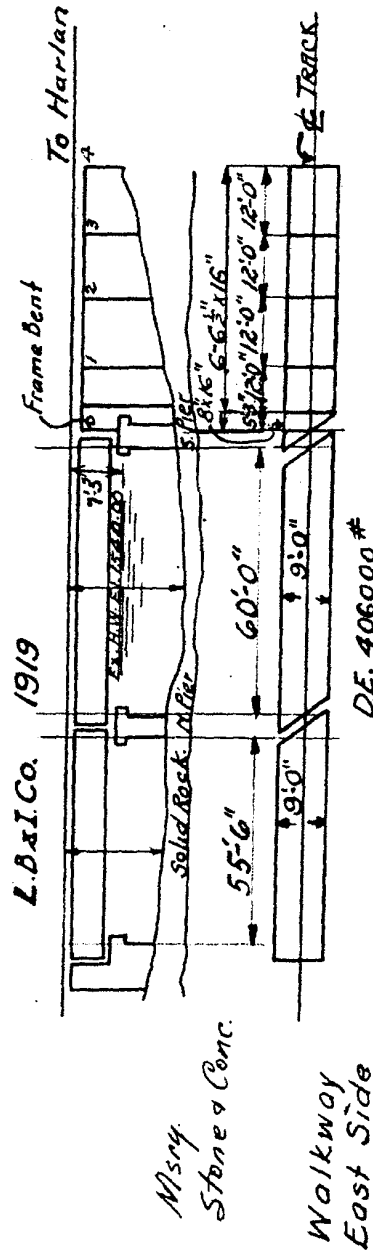
Deck Creos. 1929

Alignment Tang.
Bents Stone Conc.

Curve

BRIDGE OVER CLOVER FORK RIV. SEAGRAVE TO FUGATE CR EXT. STA. 2786+50
BRIDGE No. 10.

Mile WH 258.6

C.V. DIVISION
CLOVER FORK BR. K&V.R.R.

L.F. 15800 B.

GP H30678

C.S. E11080

S.S. G14019

S.S. E11081

S.D. F16622

Abut. & Piers H30679

Tim. App. H35503

Art. Stone. G12678

Galv. Iron. G11597

C. Timb. H92541.

C.T. F12578

CRP H52506 (No Spec)

CRP H32511 (50. Span)

Deck Creos. 1919-25, 1929

Average Pen. of Piles

Alignment 8° Curve

Bents Crco. Pile 1919

Painted 1919 1934 42

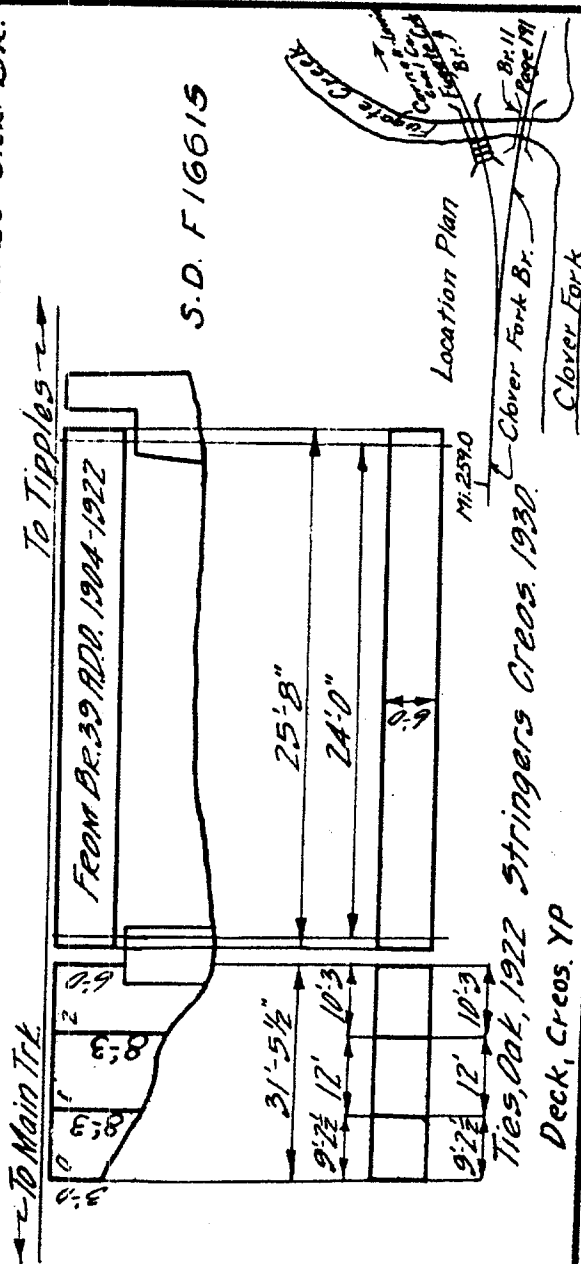
Floor Renewed 1919 42

L.N.C. 4503 H32541

BRIDGE FOR CORNETT-LEWIS COAL CO.
FUGATE CREEK.
OLD BRIDGE #11

MILE FU 259.3A

190
C.V. DIVISION
~~GLAZIER FORK BR.~~
FUGATES CRK. BR.



3° Curve.

Bents, Creos. Frame 1930.

Deck, Creos. YP

Ties, Oak, 1922 Stringers Creos. 1930

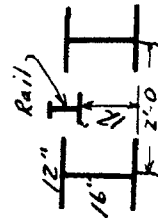
Mi. 259.0

Location Plan

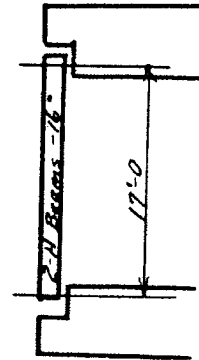
—Clover Fork Br.

Clover Fork

PRIVATE TRACK - BEAR BR. CROSSING MILE 260.4 CLOVERSPLINT COAL CO.
(OPPOSITE BR. NO. 12) ON CLOVER FORK EXT.



E.D. 337,000
S.D. - BP 22611, 22905



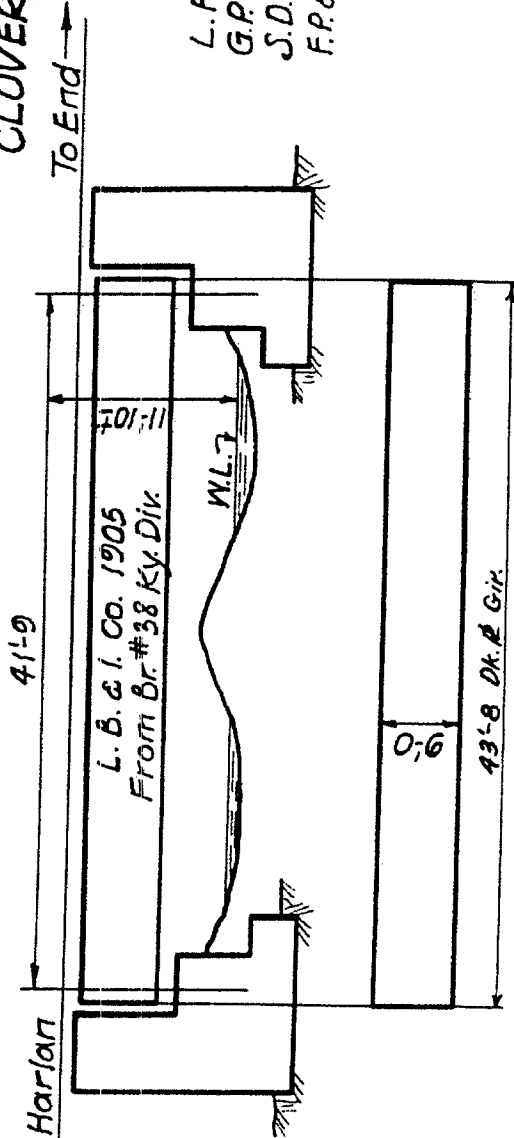
2 Load Tracks

B11636

BRIDGE No. 11 FUGATE CREEK MILE 259.3

C.V. DIVISION 190A

CLOVER FORK EXT.



L.F. 314388
G.P. & M.P. H71109-1
S.D. H41126
F.P. & C.R.P. H71109-2

Alignment - 4° Curve Left
Painted - 1945

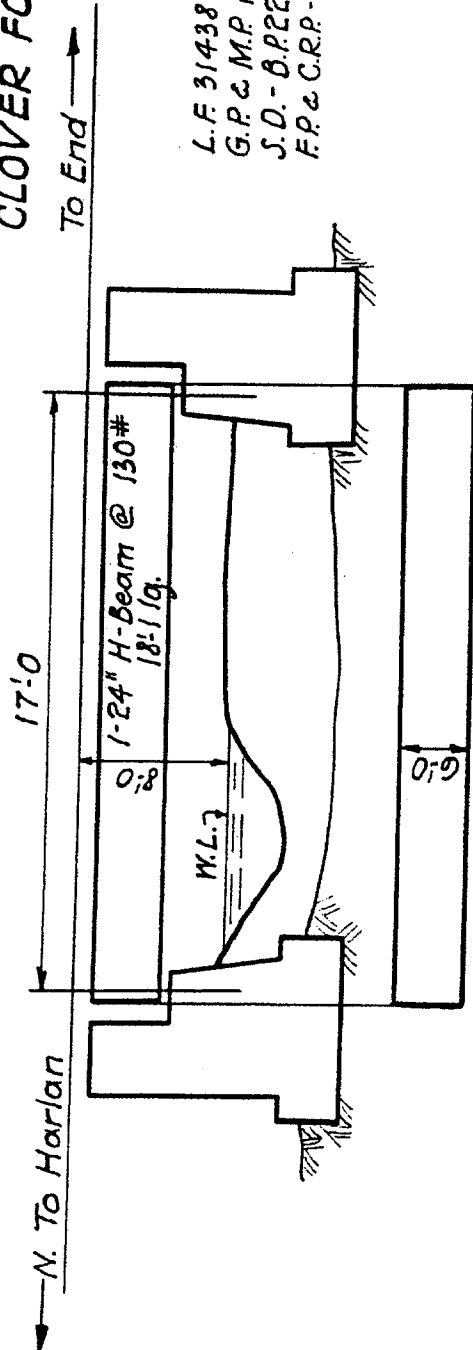
Floor - 1946

BRIDGE No. 12 BEAR BRANCH

MILE 260.4

C.V. DIVISION

CLOVER FORK EXT.

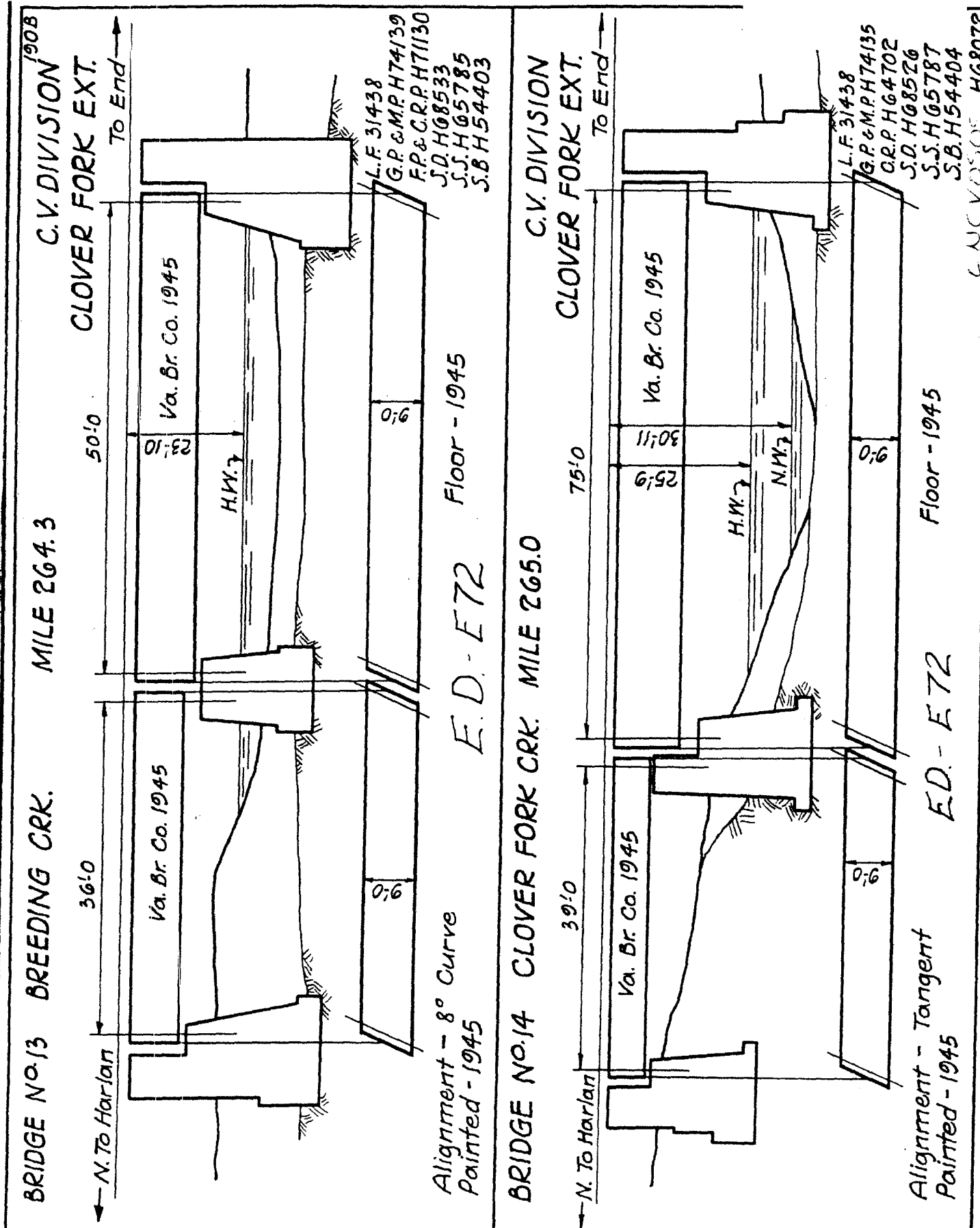


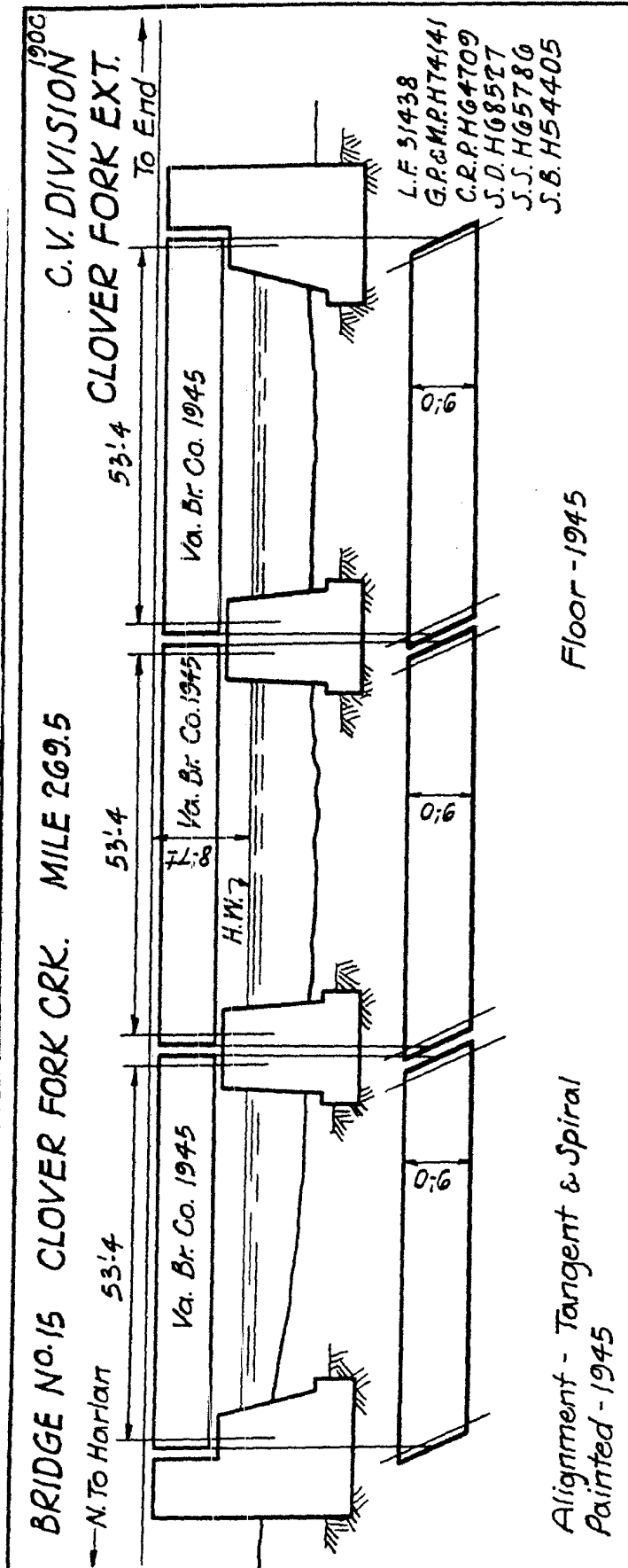
L.F. 314388
G.P. & M.P. H71108-1
S.D. - B.P. 22611 & B.P. 22905
F.P. & C.R.P. - H71108-2

Alignment - 7°22' Curve
Painted - 1945

Floor 1947

BRIDGE No. 12 BEAR BRANCH





C.V. DIVISION H68072