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EI-19134

CG

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CSX Transportation, Inc.
One Bell Crossings
Selkirk, NY 12158

November 2, 2012

By U.S. Mail and/or Email

Ms. Marie Poinan, Business Manager
Charlotte Community Association
P.O. Box 12768
Rochester, New York 14612-0768
mariepoinan@gmail.com

Mr. Ronald Amberger
Rochester & Genesee Valley Railroad Museum
P.O. Box 23326
Rochester, NY 14692

Ms. Deborah Halderman
Lehigh Valley Railroad Historical Society
P.O. Box RR
Manchester, NY 14504

Mr. Hugh James
Medina Railroad Museum
P.O. Box 136
Medina, NY 14103
mrrmuseum@yahoo.com

Mr. Allan King Sloan
King Bridge Company Museum
Bedford, MA
allankingsloan@kingbridgeco.com

Mr. James Dierks
New York Museum of Transportation
6393 East River Road
West Henrietta, NY 14586
dierks66@frontiernet.net

**Subject: Award of Salvage Components
Hojack Railroad Swing Bridge
Mile 0.9 Over Genesee River
Rochester, Monroe County, New York**

Dear Sir or Madame:

As you are aware, CSX Transportation, Inc. (CSXT) is the owner of the Hojack Railroad Swing Bridge (Bridge) located in the middle of the Genesee River (River) adjacent to the Charlotte neighborhood of the City of Rochester. The Bridge is being removed pursuant to an enforcement proceeding initiated by the United States Coast Guard (USCG) against CSXT under the applicable sections of the Federal Rivers and Harbors Appropriation Act of 1899, because the Bridge no longer has a viable transportation use and is deemed to be an unreasonable obstruction to vessels navigating the River.

The New York State Historic Preservation Officer (NY SHPO), acting through the Field Services Bureau of the New York State Office of Parks, Recreation and Historic Preservation (OPRHP), determined that removal of the Bridge constitutes an adverse impact on historic resources as defined in 9 NYCRR Part 428.7(a)(1). After several months of consultation among involved and interested agencies, groups and individuals, CSXT executed on July 14, 2012 a Letter of Resolution (LOR) with NY SHPO and the New York State Department of Environmental Conservation (NYSDEC), which set forth a number of specific measures to mitigate the adverse impact of removing the Bridge. In turn, the LOR and its mitigation measures were incorporated into a federal Memorandum of Agreement (MOA) executed on October 16, 2012 by the Surface Transportation Board (STB), NY SHPO, NYSDEC and CSXT.

As you also are aware, one of those mitigation measures, Stipulation F of the LOR, requires CSXT to salvage select components of the Bridge during the removal process and provide those components to one or more area museums and historical societies for preservation and exhibition. The following components were identified, in consultation with OPRHP, as the preservation components:

- the date plaques;
- steam engine and fly wheel;
- lever assembly; and
- bridge rotation indicator face and stand.

Offer of Bridge Components

CSXT sent a letter on February 15, 2012 offering those individual components of the Bridge to you and other Rochester-area transportation or railroad museums and/or historic preservation oriented organizations (collectively, "Museums") that might be willing to accept delivery of a component(s) during the removal process, and then, prepare and display the component(s) to the public thereafter. As that letter stated, CSXT will recover the components during the demolition process. CSXT will, then, drain any fluids, remove flaking paint and debris, wash off any grease and oil, and individually wrap each component in plastic, and deliver it to the designated Museum. It is the responsibility of the receiving Museum to clean and prepare each component for display, and thereafter, to display the component(s) to the public.

You are receiving this letter because you expressed interest in one or more components.

Selection of Receiving Organization

NYSDEC and OPRHP considered your letter and expression of interest in the components along with those of the other Museums. Today, CSXT received the attached letter from the NYSDEC and the OPRHP selecting the New York Museum of Transportation (NYMT) in West Henrietta, New York to receive the salvaged components.

As noted in the letter, the NYSDEC and OPRHP were impressed with each of the interested organizations and had a difficult time in making the final selection. The primary factors that prompted the award of the components to NYMT included the fact that:

- NYMT is a chartered museum;
- Review of the NYMT website indicates that it is an active and viable organization with extensive holdings and facilities; and
- NYMT is in close proximity and has a cross relationship with a second applicant, the Rochester & Genesee Valley Railroad Museum.

Access to Bridge Plaque & Digital Photographs

As stated in the attached letter, NYSDEC and OPRHP are asking NYMT to make available to the non-winning museums the intact date plaque so that a mold of it may be created. Because the Bridge removal and salvage efforts are already underway, CSXT's contractor anticipates delivering the salvaged components and date plaque to NYMT this month. CSXT anticipates that NYMT would be willing to make the intact date plaque available for reproduction, if requested by the other interested museums. If

you are interested, CSXT suggests that you coordinate the access and timing for this effort directly with the NYMT. The contact information is:

Mr. James Dierks
New York Museum of Transportation
6393 East River Road
West Henrietta, NY 14586
dierks66@frontiernet.net

Last, the NYSDEC and OPRHP also suggested that digital copies of Bridge photographs and original Bridge blueprints taken and accumulated during the historical mitigation process be provided to all of you. To that end, CSXT has instructed its consultant, AMEC Environment & Infrastructure, Inc., to create digital discs of the photographs and blueprints, and distribute them to each of your organizations by December 1, 2012.

Thank you for your interest in preserving the memory of the Hojack Railroad Swing Bridge.

Sincerely,
CSX Transportation, Inc.



William Parry, PG, CGWP
Manager of Environmental Remediation

Attachment: NYSDEC Award of Salvage Items from the Bridge Letter- November 2, 2012

Cc: J. Bonafide, NY SHPO
K. Merchant, NYSDEC – Region 8
V. Rutson, U.S. STB, Office of Environmental Analysis
C. Glidden, U.S. STB, Office of Environmental Analysis
C. Vaughn, Advisory Council for Historic Preservation
Chief S. Striffler, USCG
Chief S. Metivier, USACE
S. Smith, Esq., City of Rochester
W. Goodman, The Landmark Society
R. Margolis, The Bridge Project
K. Pack, Rails to Trails Conservancy
R. Owens, Charlotte-Genesee Lighthouse Historical Society
Arcade and Attica Railroad Corporation
R. White, CSXT
T. Walsh, Hiscock & Barclay, LLP
L. Gitomer, Esq.
M. Dowd, AMEC
P. Foster, AMEC
A. Borrelli, Bergmann Associates
C. Garozzo, Bergmann Associates
File

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ATTACHMENT A

**New York State Department of Environmental Conservation
Award of Salvage Items from the Bridge Letter
November 2, 2012**

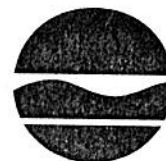
New York State Department of Environmental Conservation

Division of Environmental Permits, Region 8

6274 East Avon-Lima Road, Avon, New York 14414-9519

Phone: (585) 226-5400 • Fax: (585) 226-2830

Website: www.dec.ny.gov



Joe Martens
Commissioner

November 2, 2012

Mr. William Parry
Manager of Environmental Remediation
CSX Transportation, Inc.
One Bell Crossings
Selkirk, NY 12158

RE: DEC 8-2614-00796/00001
Letter of Resolution Phase II and III Conditions
Award of Salvage Items from the Bridge
Article 15 Permit
Rochester (C), Monroe (C)

Mr. Parry:

The Department of Environmental Conservation has reviewed the proposals for the salvage items. All the museums had good proposals and we appreciate all of their efforts to commemorate the structure.

We have come to a joint decision with John Bonafide of the New York State Office of Parks, Recreation, and Historic Preservation (OPRHP). We concur that the New York Museum of Transportation should receive the parts for several reasons: the NY Museum of Transportation outlined a comprehensive approach, it was willing to take all of items, it is relatively close to the bridge site, and it is chartered. Based on the web site, it also appears to have an active a viable organization with extensive holdings and facilities.

John Bonafide of OPRHP also noted a cross relationship with another applicant, the Rochester and Genesee Valley Railroad Museum (the museum that is the closest to the bridge), which was another rationale for our determination.

We also suggest that the non-winning museums are offered digital photos and the opportunity to create a mold of the plaque. We hope this will allow other museums to participate in preserving the history of the bridge.

Please let us know if you wish to discuss further. Thanks.

Sincerely,

A handwritten signature in black ink that reads "Kimberly Merchant". The signature is fluid and cursive, with a long horizontal stroke extending from the end of the name.

Kimberly Merchant
Deputy Regional Permit Administrator

Ecc: S. Sheeley, RPA, DEP Region 8
C. Vandrei, DEC, Central Office, Albany
R. Ewing, DEP, DEC, Central Office, Albany
M. Dowd, AMEC
J. Bonafide, NY OPRHP