

**SURFACE TRANSPORTATION BOARD**  
**SECTION OF ENVIRONMENTAL ANALYSIS**

ED 830  
LB

**POST ENVIRONMENTAL ASSESSMENT**

ENVIRONMENTAL RECOMMENDATIONS IN STB DOCKET NO. AB-55 (Sub-No. 607X)

March 20, 2008

The decision in this proceeding, served October 19, 2004, imposed a condition requiring CSXT to retain its interest in and take no steps to alter the historic integrity of all sites and structures on the right-of-way that are 50 years old or older until the Section 106 process of the National Historic Preservation Act, 16 U.S.C. 470f has been completed.

The attached correspondence from CSXT, which includes a letter from the West Virginia Division of Culture & History (SHPO), indicates that the condition requiring compliance with the Section 106 process has been fulfilled. Information provided to the SHPO indicates that the proposed abandonment would result in the removal of the rail, cross-ties, and possibly the upper layer of ballast. Because the line has the potential to generate future coal traffic, a proposed lease would allow the infrastructure and bridge to remain in place.

Though the bridge itself is not considered eligible for listing in the National Register of Historic Places, the rail line is eligible under Criterion A. The rail line opened the area to the coal industry and as a result, most of the communities along the rail line are a result of this industry. In the SHPO's opinion, the completed West Virginia Historic Inventory (HPI) Form and the copy of design plans for the bridge are adequate documentation. Therefore, the SHPO has determined that the abandonment would have no adverse effect to any architectural or structural resources eligible for or listed in the National Register of Historic Places.

Pursuant to the Section 106 regulations of the National Historic Preservation Act at 36 CFR 800.4(d)(1), and following consultation with the SHPO, SEA has determined that the proposed abandonment would not affect historic properties listed in or eligible for inclusion in the National Register. Therefore, we recommend that the Section 106 condition imposed by the Board in this proceeding be removed.

SEA CONTACT: Kenneth Blodgett (202-245-0305)



Attachments

cc: SEA Chron



Dave Geraci  
Manager - Network Rationalization

500 Water Street - J200  
Jacksonville, FL 32202  
(904) 633-1068  
FAX (904) 245-2226

March 12, 2008

Surface Transportation Board  
Section of Environmental Analysis  
ATTN: Ken Blodgett  
395 East Street, SW  
Washington, DC 20423-0001

RE: CSXT Abandonment  
Logan County, WV  
STB Docket AB-55 (Sub-No. 607X)

Ken:

This refers to CSX Transportation's Notice of Exemption filed on August 31, 2004, requesting authority to abandon its rail line described above. In response to CSXT's recent request to reevaluate the line segment, which included further information submitted by CSXT, Lora Lamarre of the West Virginia Division of Culture & History stated *"...it is our opinion the proposed project will have no adverse effect..."*

Since CSXT is moving this abandonment forward in support of a DOT highway expansion project, we would respectfully request that this Section 106 be removed expeditiously.

Sincerely,

A handwritten signature in black ink, appearing to be a cursive name, located below the "Sincerely," text.

Attachment

Copy: Mr. Steven Armbrust, CSXT, 500 Water Street-J150, Jacksonville, FL, 32202



**WEST VIRGINIA  
DIVISION OF  
CULTURE & HISTORY**

The Cultural Center  
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25305-0300

Phone 304.558.0220  
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March 7, 2008

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

RE: Docket AB-55 (Sub No: 607X)  
FR#: 04-963-LG-1

Dear Mr. Geraci:

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

According to the information provided, CXS Transportation, Inc. proposes to abandon 10.02 miles of its rail line between Fanco and the end of track near Saunders, Logan County. The proposed abandonment would result in the removal of the rail, crossties, and possibly the upper layer of ballast. However, the line has the potential to generate future coal traffic and a proposed lease would allow the infrastructure and bridge to remain in place.

Architectural Resources:

Though the bridge itself is not considered eligible for listing in the National Register of Historic Places, the rail line is eligible under Criterion A. The rail line opened the area to the coal industry and as a result, most all of the communities along the rail line are a result of this industry. However, it is our understanding that the proposed abandonment will not alter the rail line, and with the potential for future use, will allow the infrastructure and bridge to remain in place. Therefore, it is our opinion that the completed West Virginia Historic Inventory (HPI) Form and the copy of design plans for the bridge will be adequate documentation. It is our understanding that photographs of the bridge will be provided to complete the HPI form as soon as possible. Therefore, it is our opinion the proposed project will have no adverse effect to any architectural or structural resources eligible for or listed in the National Register of Historic Places. No further consultation is necessary regarding architectural or structural resources.

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

Sincerely,

Lora A. Lamarre  
Senior Archaeologist

LAL/GW