

Glenn T. Dyer
gdyer@dyerpeterperson.com
Direct: 973-928-8219

Gregory E. Peterson
gpeterperson@dyerpeterperson.com
Direct: 973-218-1053
NJ, NY, PA, and DC



John K. Fiorilla
jfiorilla@dyerpeterperson.com
Direct: 973-419-6124

Matilda A. Carvajal
mcarvajal@dyerpeterperson.com
Direct: 973-928-8208 x15

973-928-8208
(phone & fax)

www.DyerPeterson.com

Offices

Main Office (all mail)
322 US Highway 46
Suite 220E
Parsippany, NJ 07054

South Jersey Office
605 Main Street
Suite 104
Riverton, NJ 08077

Associates

Jaime R. Ackerman
jackerman@dyerpeterperson.com
Direct: 973-928-8615
NJ, NY, PA, and ME

Nathan C. Orr
norr@dyerpeterperson.com
Direct: 973-841-5688

308164

April 4, 2024

Via Electronic Filing

Ms. Cynthia T. Brown
Chief, Section of Administration
Office of Proceedings
Surface Transportation Board
395 E Street SW
Room 1034
Washington, DC 20423-0001

ENTERED
Office of Proceedings
April 5, 2024
Part of
Public Record

RE: Docket AB-768X
Mohawk, Adirondack & Northern RR. Corp.
Abandonment Exemption
Verified Supplement and Amendment to Notice of Exemption

Dear Ms. Brown:

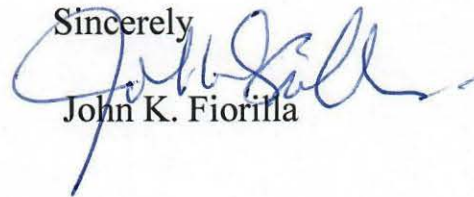
This firm represents the applicant the Mohawk, Adirondack & Northern in the above captioned matter.

Pursuant to the Decision of the Board we are filing this Verified Supplement and Amendment Notice of Exemption which includes a revised Environmental and Historic Report as the Board requested.

Please note I hereby certify that I have served this letter and attachments upon all the parties in named in 49 CFR §§ 1105.7e and 1105.8 as the Board requested be done. This service was made on March 1, 2023 giving these parties 20 days to reply. No replies have been received.

In addition, I have today served all the parties named in this docket with copies of this letter and all attachments by US Mail.

If you have any questions regarding this filing, please do not hesitate to call me.

Sincerely

John K. Fiorilla

**BEFORE THE
SURFACE TRANSPORTATION BOARD**

STB DOCKET NO AB-768X

**MOHAWK, ADIRONDAK & NORTHERN RR CORP.
ABANDONMENT EXEMPTION, COUNTY OF LEWIS, NEW YORK**

**VERIFIED SUPPLEMENT AND AMENDMENT TO NOTICE OF
EXEMPTION**

John K. Fiorilla, Esq.

Dyer & Peterson PC

605 Main Street Suite 104

Riverton, N.J. 08077-1440

609-792-6851

Jfiorilla@dyerpetererson.com

Attorney for the Mohawk, Adirondack & Northern RR Corp.

Date: April 4, 2024

**BEFORE THE
SURFACE TRANSPORTATION BOARD**

STB DOCKET NO AB-768X

**MOHAWK, ADIRONDACK & NORTHERN RR CORP.
ABANDONMENT EXEMPTION, COUNTY OF LEWIS, NEW YORK**

Supplement and Amendment to Notice of Exemption

The Mohawk, Adirondack & Northern RR Corp (“MAN”), a rail carrier, files this Notice of Exemption to abandon two portions of its rail lines. Portion 1 is part of USRA Line Code 4751 approximately 16 miles between Milepost 58.10 and Milepost 74 located between the Village of Lowville in the County of Lewis, New York and the Village of Carthage in the County of Jefferson, New York. . Portion 2 of the proposed abandonment is a portion of US Line Code 4741 (which terminates in Lyons Falls NY) consisting of ½ mile of an unused spur track and 300 feet of the terminal end of the Main Line all within the Village of Lyons Falls NY, in the County of Lewis, N.Y.

Procedural History/ Basis for filing

The MAN filed a Notice of Exemption under the above noted docket on September 11, 2023 seeking to abandonment the lines noted above so as to allow the sale of the line to the County of Lewis which intends to build a recreational trail on the right of way.

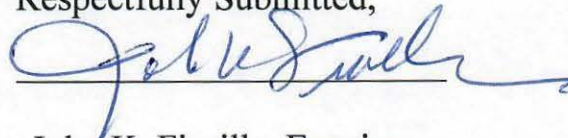
Pursuant to the Board's Decision of January 22, 2024 the MAN is attaching a revised Environmental and Historic report and new maps of the area for which it is requesting abandonment authority.

Environmental and Historic Report

A copy of both the cover letter and MAN's revised and updated Combined Environmental and Historic Report (CEHR) containing the information required in 49 C.F.R. §§ 1105.7(e) and 1105.8 and was served by US Mail on the parties listed in 49 CFR §§1105.7(b) and 1105.8(c) on March 6, 2024. As the Board required in its decision, the parties therefore have had twenty days to reply to the revised CEHR. No replies have been received to date.

Dated this 4th day of April, 2024

Respectfully Submitted,

A handwritten signature in blue ink, appearing to read "John K. Fiorilla", written over a horizontal line.

John K. Fiorilla, Esquire
Dyer & Peterson, PC
605 Main Street Suite 104
Riverton, N.J. 08077-1440
609-792-6851
jfiorilla@dyerpetererson.com



Glenn T. Dyer
gdyer@dyerpetererson.com
Direct: 973-928-8219

Gregory E. Peterson
gpetererson@dyerpetererson.com
Direct: 973-218-1053
NJ, NY, PA, and DC

John K. Fiorilla
jfiorilla@dyerpetererson.com
Direct: 973-419-6124

973-928-8208
(phone & fax)

www.DyerPeterson.com

Offices

Main Office (all mail)
322 US Highway 46
Suite 220E
Parsippany, NJ 07054

South Jersey Office
605 Main Street
Suite 104
Riverton, NJ 08077

Associates

Matilda A. Carvajal
mcarvajal@dyerpetererson.com
Direct: 973-928-8208 x15

Jaime R. Ackerman
jackerman@dyerpetererson.com
Direct: 973-928-8615
NJ, NY, PA, and ME

Nathan C. Orr
norr@dyerpetererson.com
Direct: 973-841-5688

March 6, 2024

Via US Mail

To: See Attached List

Re: Re: Proposed Abandonment and Discontinuance by the Mohawk, Adirondack & Northern RR Corp. of two portions of its rail lines, Portion 1 is part of USRA Line Code 4751 approximately 16 miles between Milepost 58.10 and Milepost 74.00 located between the Village of Lowville in the County of Lewis New York and the Village of Carthage in the County of Jefferson, New York Portion 2 of the proposed abandonment is a portion of US Line Code 4741 (which terminates in Lyons Falls, NY) consisting of ½ mile of an unused spur track and 300 feet of the terminal end of the Main Line all within the Village of Lyons Falls, NY, County of Lewis, NY
STB Docket No. AB-768X

To Whom it May Concern:

On September 11, 2023 the Mohawk, Adirondack & Northern RR Corp (MAN) filed with the Surface Transportation Board (STB) a Notice of Exemption seeking authority to abandon and discontinue service on two portions of its rail lines. Portion 1 is part of USRA Line Code 4751 approximately 16 miles between Milepost 58.10 and Milepost 74.00 located between the Village of Lowville in the County of Lewis New York and the Village of Carthage in the County of Jefferson, New York Portion 2 of the proposed abandonment is a portion of US Line Code 4741 (which terminates in Lyons Falls, NY) consisting of ½ mile of an unused spur track and 300 feet of the terminal end of the Main Line all within the Village of Lyons Falls, NY, County of Lewis.

In a decision filed on January 22, 2024 the STB required that the MAN file a revised Environmental and Historic Report. Attached is a revised Environmental and Historic Report describing the proposed action and any expected environmental and historic effects, as well as a revised map of the affected area.

MAN is providing this report so that you may review the information that will form the basis for the STB's independent environmental analysis of this

proceeding. If any of the information is misleading or incorrect, if you believe that pertinent information is missing, or if you have any questions about the STB's environmental review process, please contact the Office of Environmental Analysis (OEA), Surface Transportation Board, Washington, D.C. telephone 202-245-0291 and refer to the above Docket No. Because the applicable statutes and regulations impose stringent deadlines for processing this action, your written comments to OEA (with a copy to me the MAN's representative) would be appreciated within three weeks of the date of this letter.

Your comments will be considered by the STB in evaluation of the environmental and/or historic preservation impacts of the contemplated action. If there are any questions concerning this proposal, please contact me the representative of the MAN directly. My name is John K. Fiorilla. I may be contacted by telephone at 609-792-6851, by email at jfiorilla@dyerpetereson.com or by mail at 605 Main Street Suite 104, Riverton, N.J. 08077-1440.

Sincerely,



John K. Fiorilla
Dyer & Peterson P.C.

Docket No. AB-768

Service List

State Clearinghouse or Alternate

New York State Director of the Budget
50 Wolf Road
Albany, N.Y 12231

State Environmental Protection Agency

New York State Department of Environmental Conservation
625 Broadway
Albany, N. Y. 12233-0001

US Department of Environmental Protection Agency- Regional Office

US Environmental Protection Agency
Region 2
290 Broadway
New York, N.Y. 10007-1866

State Historic Preservation Office

New York State Historic Preservation Officer
OPRHP PO Box 189
Waterford, N.Y. 12188

US Fish and Wildlife Service- Regional Office

US Fish and Wildlife Service
NE Regional Office
300 Westgate Center Drive
Hadley, MA 01035

US Army Corp of Engineers

US Army Corp of Engineers

Buffalo District Commander

1776 Niagara Street

Buffalo, N.Y. 14207-3199

National Park Service (Regional Office)

National Park Service Philadelphia Office

Interior Region- North Atlantic

1234 Market Street 20th Floor

Philadelphia, PA 19107

US Natural Resources Conservation Service

Natural Resource Conservation Service

7586 South State Street

Lowville, N.Y. 13367

National Geodetic Survey

NGS Information Services, NOAA, N/NGS12

Geodetic Services Division SSMC-3 #9340

1315 E-W Highway

Silver Spring, MD 20910-3282

Head of Lewis County, NY

Lewis County Manager

7660 North State Street

Lowville, N.Y. 13367

Head of Jefferson County, NY

Jefferson County Administrator

Historic Courthouse

195 Arsenal Street

Watertown, N.Y. 13601

**BEFORE THE
SURFACE TRANSPORTATION BOARD**

STB DOCKET NO. AB-768X

**MOHAWK, ADIRONDACK & NORTHERN RR CORP.
ABANDONMENT EXEMPTION, COUNTY OF LEWIS, NEW YORK**

REVISED COMBINED ENVIRONMENTAL AND HISTORIC REPORT

The Mohawk, Adirondack & Northern RR Corp., a New York Corporation ("MAN") is proposing to abandon two (2) portions of its lines of railroad (the "Subject Lines"), one of which (Portion 1) is part of USRA Line Code 4751 (which terminates in Lowville, New York) running from Milepost 58.10 to Milepost 74.00 a total distance of approximately 16 miles all of which is located between the Village of Lowville in the County of Lewis, New York Postal Service Zip Code 13367 and the Village of Carthage in the County of Jefferson, New York in US Postal Service Zip Code 13619, and the other of which (Portion 2) is part of USRA Line Code 4741 (which terminates in Lyons Falls, New York) consisting of approximately 1/2 mile of an unused spur track and 300 feet of the terminal end of the mainline, all within the Village of Lyons Falls, County of Lewis, New York, US Postal Service Zip Code 13368. In regard thereof, MAN submits this Combined Environmental and Historical Report in compliance with the reporting requirements of the Surface Transportation Board regulations at 49 C.F.R. §§ 1105.7 and 1105.8.

- 1. PROPOSED ACTION AND ALTERNATIVES. Describe the proposed action including the 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 and maintenance practices. Also describe any reasonable alternatives to the proposed action. Include a reasonable detailed map and drawings clearly delineating the project.**

RESPONSE: MAN proposes to abandon two (2) portions of the Subject lines, one of which (Portion 1) is part of USRA Line Code 4751 and runs between Milepost 58.10

and Milepost 74.00 a total distance of approximately 16 miles all of which is located in Between the Village of Lowville in the County of Lewis, New York and the Village of Carthage in the County of Jefferson, New York where it connects to CSX, and the other of which (Portion 2) is part of USRA Line Code 4741 running from Lyons Falls, New York to Utica New York and consist of approximately 1/2 mile of an unused spur track and 300 feet of the mainline, all within the Village of Lyons Falls, County of Lewis, New York, US Postal Service Zip Code 13368 where Line Code 4741 terminates. There has been no rail traffic on Portions 1 and 2 for more than fifteen (15) years and no shippers are located on either Portion. There is no overhead traffic on the Subject Lines.

As shown on Revised Map Exhibits A-1 – A-9 attached to hereto, the portions of the abandonment showing the place of the beginning of the line to be abandoned and the end of the line to be abandoned. These maps also show the bridges included in this abandonment. These bridges include the bridge over the Black River outside of Carthage, a bridge over the Deer River, outside of Deer River, NY, a bridge over a creek in Castorland, N.Y. and bridge over Water Street and Mill Creek in Lowville NY All of these bridges will be conveyed to the County of Lewis if this abandonment petition is approved by the Board. All of the bridges cited are approximately 125 years old, The Bridges are the only structures which are still owned by the MAN and which are included in the abandonment application..

MAN has plans to salvage the signals, crossing protection and switches on the Portions being abandoned. However, the rail and related track material for the length of the abandonment are to be conveyed to the County of Lewis, New York pursuant to the agreement between MAN and County of Lewis, New York.

2. **TRANSPORTATION SYSTEM.** Describe the effects of the proposed action on regional or local transportation systems and patterns. Estimate the amount of traffic (passenger and/or freight) that will be diverted to other transportation systems or modes as a result of the proposed action.

RESPONSE: As noted above there has been no rail traffic for over fifteen (15) on the Portions. Accordingly, the proposed abandonment would have no effect on regional or local transportation systems or patterns.

3. **LAND USE**

I Based on consultation with local and/or regional planning agencies and/or 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.

RESPONSE: MAN has been informed by the County of Lewis, New York that it will use the property for a trail system for recreational use. Its use as part of a trail system would seem to be an appropriate land use of this land. In addition, MAN will notify the State of New York Department of Transportation requesting that that the State of New York release its preferential right to of acquisition of abandoned property under § 18 of New York's Transportation Law. As of this date MAN has not received any reply from NYDOT. If a response is received copies will be sent to the Board. MAN will also serve the parties required and found in 49 C.F.R. §§ 1105.7(b) and 1105.8(c) as required by the Board in its Decision of January 22, 2024. . Any § 1105.7 responses received from those parties will be sent to the Board.

II Based on consultation with the U.S. Soil Conservation Service, state the effect of the proposed action on any prime agricultural land.

RESPONSE: MAN, notes that this property is being acquired by the County of Lewis, New York. The Subject Lines are not adjacent to any prime agricultural land. The United States Department of Agriculture, Natural Resource Conservation Service were notified of the proposed abandonment by letter dated July 28, 2023 and will be advised of this revised report by sending a copy on March 5, 2024. MAN will provide the Board copies of any response it receives.

III- If the action effects land or water uses within a designated coastal zone, include the coastal zone information required by § 1105.9.

RESPONSE: As MAN does not believe the Portions are in a designated coastal zone and that it will be used as public recreational land, it would not seem to have any effect on a Coastal Zone. However, the NY State Department of Environmental Conservation (NYSDEC) was notified by letter dated July 28, 2023 and of this revised report on March 5, 2024 of the proposed abandonment and asked if the action would affect land or water uses and their comments solicited. As of the date of this report NYSDEC has not responded. MAN will provide the Board copies of any responses it receives.

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. §10905 and explain why.

RESPONSE: This intention of this abandonment is to sell the Portions' rights of way to the County of Lewis, New York to become part of a trail system for public recreational use as part of the County of Lewis' development plan. MAN, and the County of Lewis have already signed an agreement of purchase and sale for this purpose.

4. ENERGY

1. Describe the effect of the proposed action on the transportation of energy resources.

RESPONSE: Over the past fifteen (15) years no traffic has moved over the Portions. The proposed abandonment will have no effect on the transportation of energy resources.

11. Describe the effect of the proposed action on recyclable commodities>

RESPONSE: Over the past fifteen (15) years no traffic has moved over the Portions. The proposed abandonment will have no effect on the transportation of recyclable commodities.

III State whether the proposed action will result in an increase or decrease in overall energy efficiency and explain why.

RESPONSE: The proposed action will have no effect on overall energy efficiency as there have been no rail shipments of the Portions in the past fifteen (15) years.

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.

RESPONSE: There are no shippers on the Portions and there have not been rail shipments for over fifteen (15) years. Accordingly, the proposed abandonment will have no effect on any shipper's ability to use rail and will not cause a 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 per 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, for a proposal under 49 U.S.C. § 10901 (or § 10505) to construct a new line or re-institute service over a previously abandoned line, only the eight train a day provision in §§ (5) (I) (A) will apply.

RESPONSE: The proposed abandonments will not result in an increase in rail traffic on any segment of the rail line affected by the proposal, an increase in rail yard activity, or an increase in truck traffic in excess of the above thresholds.

II If the proposed action affects a Class 1 or non-attainment area under the Clean Air Act and will 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 the rail line,
- 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. However, for a rail construction under 49 U.S.C. § 10901 (or 49 U.S.C. § 10505), or a case

involving the restitution of service over a previously abandoned line, only the three train a day threshold in this Item shall apply.

RESPONSE: The proposed abandonments will not result in an increase in rail or truck traffic or rail yard activity.

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 restrictions); the applicant's safety record (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.

RESPONSE: No traffic has moved over the Subject Lines in the last fifteen (15) years.

Accordingly, the proposed abandonments do not involve the transportation of ozone depleting materials.

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. In 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.

RESPONSE: The thresholds identified in item (5) (i) will not be surpassed.

7. SAFETY

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

RESPONSE: The proposed abandonments will have no adverse effect on public health or safety.

II If hazardous materials are expected to be transported, identify: the materials and quantify: 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 applicants 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.

RESPONSE: The proposed abandonments do not involve or effect the transportation of hazardous materials.

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 types of hazardous materials involved.

RESPONSE: There are no hazardous waste sites on the rights of way to be abandoned nor are there any known spills on the rights-of- way.

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.

RESPONSE: MAN will not be removing track and track material from Portions being abandoned. Nonetheless, MAN does not believe that the removal of the track and track materials will have an effect on endangered or threatened species designated as a critical habitat. However, the U.S. Fish and Wildlife Service was notified by letter dated July 28, 2023 and a revised letter of March 5, 2024 of the proposed abandonment and their comments solicited. As of the date of this report no response has been received. MAN will provide the Board with copies of any responses it receives.

WATER.

I- Based on consultation with the State water quality officials, state whether the proposed action is consistent with applicable Federal, State, or local water quality standards. Describe any inconsistencies.

RESPONSE: MAN does not believe that the proposed abandonments would be inconsistent with applicable Federal, State or local water quality standards. The NY State Department of Environmental Conservation was notified for the proposed abandonments by letter dated July 28, 2023 and a revised letter on March 5, 2024 and their comments solicited. As of the date of this report no response has been received. MAN will provide the Board with copies of any responses it receives.

II Based on consultation with the U.S. Army Corp 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 effects.

RESPONSE: MAN will not be removing soils from the rights-of-way. Track and track materials might be removed by the County of Lewis. There is no reason to believe that this would cause a discharge into a waterway which would require a permit under § 404 of the Clean Water Act. However, the U.S. Corp of Engineers was notified of this abandonment in a letter of July 28, 2023 and their comments were solicited. As of the date of this report no response has been received. MAN will provide the Board with copies of any response it receives.

III Stage 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 agency or equivalent agency if they are unsure whether such permits are required.

RESPONSE: MAN will do no construction on the site and will not be removing any soil. There is no reason to believe that there will be a discharge covered by § 402 of the Clean Water Act. The US EPA and the NY State Department of Environmental Conservation were notified of this

proposed abandonment by letter dated July 29, 2023 and their comments solicited. As of the date of this report no responses from the parties have been received. MAN will provide the Board with copies of any responses it receives.

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

RESPONSE: In the past fifteen (15) years there have been no rail shipments on the Portions and no shippers are located on the Portions. Moreover, MAN does not intend to move any soil on the Subject Lines. Accordingly, the proposed abandonment will not have any adverse environmental impacts in the area and no mitigating action will be necessary.

HISTORIC REPORT
49 C.F.R. § 1105.8 (d)

1. MAP

A map showing the location of the portions of the Subject Line proposed to be abandoned is attached hereto as Exhibits A and B. Other than bridges, there are no structures on the Portions that are 50-years-old or older.

2. DESCRIPTION OF LINE

The area through which Subject Line 1 runs is sparsely populated and consists primarily of flat land. Subject Line 1 which is part of USRA Line Code 4751 runs a total distance of approximately 14 miles between Milepost 60.00 in the Village of Lowville in the County of Lewis, New York, US Postal Service Zip Code 13367 and Milepost 74.00 in the Village Carthage in the County of Jefferson, New York, US

Postal Service Zip Code 13617. Portion 2 which is part of USRA Line Code 4741 is located within the Village of Lyons Falls, New York and runs through a primarily commercial area. The County of Lewis, N.Y is acquiring the rights of way for use as a trail system for recreational use. The width of the rights of way of the Portions to be conveyed to the County of Lewis varies from 25 feet to 200 feet.

3. PHOTOGRAPHS

Other than bridges, there are no structures 50 years old or older (in fact there are no structures of any age) on the Portions to be abandoned.

4. INFORMATION ON STRUCTURES

Because there are no structures other than bridges on the Portions, this section is not applicable.

5. BRIEF HISTORY OF OPERATIONS

No operational changes by MAN are contemplated as a result of the proposed abandonments. It should be noted that there has been no service on the Portions for fifteen (15) years. The original railroad which included the Portions was the Utica & Black River Rail Road Co. which, upon information and belief, was chartered in and was constructed circa 1871. The Utica & Black River Railroad began operating the Subject Lines about that time. Subsequently, the Subject Lines were acquired by New York Central Railroad Company. In April, 1976 the Subject Lines were obtained by Consolidated Rail Corporation (Conrail) and thereafter the line of railroad between Lowville and Lyons Falls, New York was abandoned by Conrail. In 1991 Conrail sold to MAN the lines of rail encompassing the Portions.

As a result of the Subject line abandonment, MAN's lines will terminate as shown on Exhibit A attached hereto.

6. ENGINEERING DOCUMENTS

Documents in MAN's possession concerning this abandonment may include valuation maps.

7. HISTORIC CRITERIA

MAN does not believe, based on readily available information in its possession, that the Subject Line meets the criteria for listing on the National Register of Historic Places. MAN does not believe that there is a likelihood of archeological resources or any other previously unknown historic railroad properties in the project areas. The New York Historic Preservation Office was notified by letter dated July 28, 2023 of the proposed abandonment and a revised letter of March 5, 2024. If MAN receives a response from the State Historic Preservation Officer it will be sent to the Board. As you note the taking is of right of way extending 16 linear miles and no structures are involved in the abandonment.

8. GROUND DISTURBANCES

Based upon readily available information in its possession, MAN does not know of any other sub-surface ground disturbance or fill, environmental conditions (naturally occurring or man-made) that might affect archeological recovery of resources on the Subject Lines to be abandoned attached hereto. MAN will not be involved in any subsurface excavation or salvage of the line except to remove signals, switches and

crossing equipment. The rail and other track materials will be removed by the County of Lewis. MAN gave notice to the National Geodetic Survey of these Abandonments. When we receive a reply from the Survey, we will report it to the Board.

- 9. WITHIN 20 DAYS OF RECEIPT OF THE HISTORIC REPORT, THE STATE HISTORIC PRESERVATION OFFICER MAY REQUEST THE FOLLOWING ADDITIONAL INFORMATION REGARDING SPECIFIED NONRAILROAD OWNED PROPERTIES OR GROUPS OF PROPERTIES IMMEDIATELY ADJACENT TO THE RAILROAD RIGHT-OF-WAY; PHOTOGRAPHS OF SPECIFIED PROPERTIES THAT CAN BE READILY SEEN FROM THE RAILROAD RIGHT-OF-WAY (OR OTHER PUBLIC RIGHTS-OF-WAY ADJACENT TO THE PROPERTY) AND A WRITTEN DESCRIPTION OF ANY PREVIOUSLY DISCOVERED ARCHEOLOGICAL SITES, IDENTIFYING THE LOCATION AND TUPE OF THE SITE (I.E, PREHISTORIC OR NATIVE AMERICAN.**

If any additional information is requested MAN will provide it.

BRIDGE OVER MILL CREEK AND
WATER ST, LOWVILLE, NY

LOWVILLE INDUSTRIAL TRACK

PLACE OF BEGINNING

----- PROPERTY CONVEYED
BY
CONSOLIDATED RAIL CORPORATION
TO
MOHAWK, ADIRONDACK &
NORTHERN RAILROAD CORPORATION

LOWVILLE
LEWIS CO.
NEW YORK

RIGHT OF WAY AND TRACK MAP
NEW YORK CENTRAL RAILROAD

Owned by
THE NEW YORK CENTRAL RAILROAD COMPANY

MAIN LINE - OGDENSBURG BRANCH

SHOWING

From Sta. 300+00 to Sta. 300+00

1:25,000 Scale, June 1907

Copyright 1907 by The New York Central Railroad Company

Revised to 1910

Scale 1" = 1 Mile

MP 300+00 to 300+00

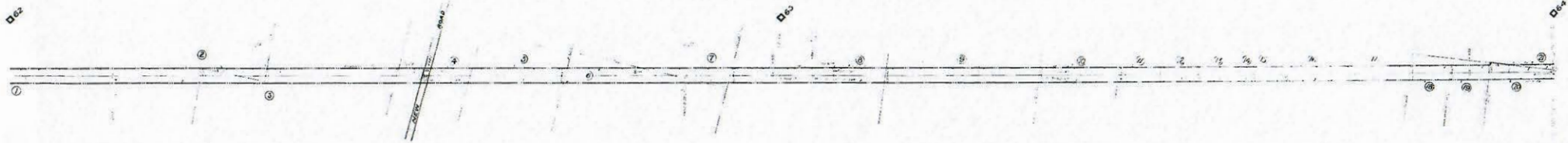
LOWVILLE ST. 1-60

A-2



[Signature]

V102
31



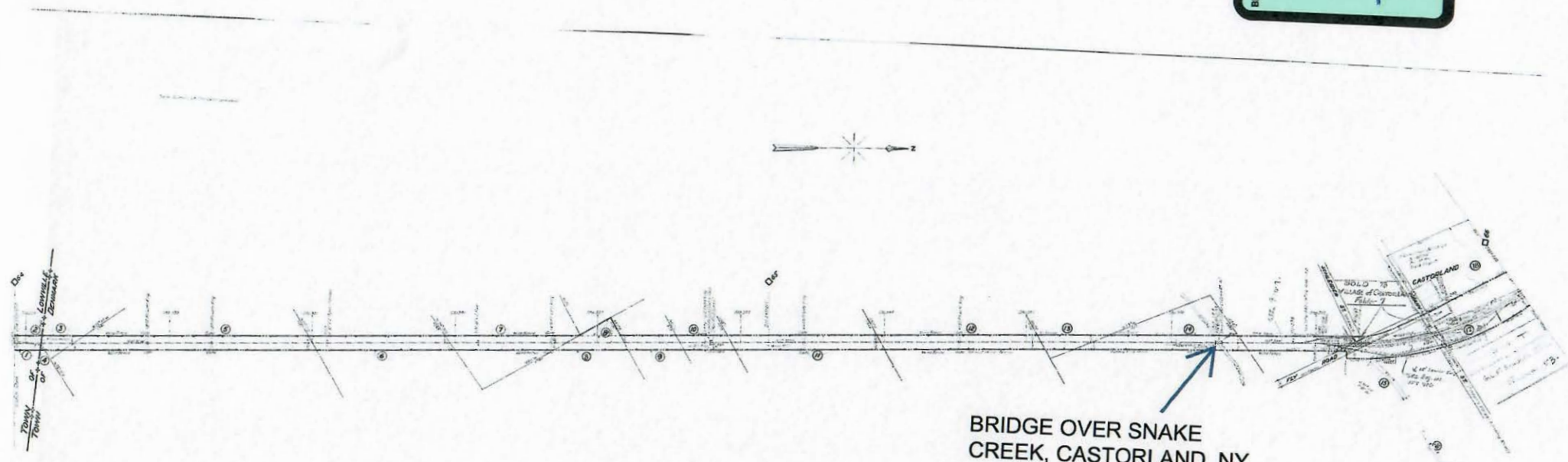
RIGHT OF WAY AND TRACK MAP
NEW YORK CENTRAL RAILROAD

COUNTY OF LEBES
TOWN OF LEBES
TOWN OF LEBES

LINE	SECTION	DATE	DESCRIPTION	REMARKS	AREA
1	1	1-1-1911	Right of Way	Right of Way	1.00
2	2	1-1-1911	Right of Way	Right of Way	1.00
3	3	1-1-1911	Right of Way	Right of Way	1.00
4	4	1-1-1911	Right of Way	Right of Way	1.00
5	5	1-1-1911	Right of Way	Right of Way	1.00
6	6	1-1-1911	Right of Way	Right of Way	1.00
7	7	1-1-1911	Right of Way	Right of Way	1.00
8	8	1-1-1911	Right of Way	Right of Way	1.00
9	9	1-1-1911	Right of Way	Right of Way	1.00
10	10	1-1-1911	Right of Way	Right of Way	1.00
11	11	1-1-1911	Right of Way	Right of Way	1.00
12	12	1-1-1911	Right of Way	Right of Way	1.00

RIGHT OF WAY AND TRACK MAP
NEW YORK CENTRAL RAILROAD
THE NEW YORK CENTRAL RAILROAD COMPANY
MAIN LINE - OGDENSBURG BRANCH
LOWVILLE - GASTONLAND
From Sta. 337+00 to Sta. 337+00
JANUARY 1911

Blumberg No. 5119
EXHIBIT
A-4



NOTES TO THE SCHEDULE

LINE	SECTION	DATE	REMARKS
1	1	1/1/1917	...
2	2	1/1/1917	...
3	3	1/1/1917	...
4	4	1/1/1917	...
5	5	1/1/1917	...
6	6	1/1/1917	...
7	7	1/1/1917	...
8	8	1/1/1917	...
9	9	1/1/1917	...
10	10	1/1/1917	...

CHANGES SINCE LAST SCHEDULE

RIGHT OF WAY SCHEDULE

TOWN OF LOWVILLE
TOWN OF BEVERLY

LINE	SECTION	DATE	CONVEYANCE	RECORD	CONVEYANCE & REMARKS	ACRES	TO FT.
1	1	1/1/1917	...	...	...	...	...
2	2	1/1/1917	...	...	...	...	...
3	3	1/1/1917	...	...	...	...	...
4	4	1/1/1917	...	...	...	...	...
5	5	1/1/1917	...	...	...	...	...
6	6	1/1/1917	...	...	...	...	...
7	7	1/1/1917	...	...	...	...	...
8	8	1/1/1917	...	...	...	...	...
9	9	1/1/1917	...	...	...	...	...
10	10	1/1/1917	...	...	...	...	...

RIGHT OF WAY AND TRACK MAP
NEW YORK CENTRAL RAILROAD
 THE NEW YORK CENTRAL RAILROAD COMPANY
 MAIN LINE - OGDENSBURG BRANCH
 CASTORLAND
 FROM S.D. 257-020 TO S.D. 249-420
 1 INCH = 1 MILE
 JUNE 20th 1917
 L. A. C. S.

A-5



(Faint, illegible handwritten notes)

GASTORLAND • DEER RIVER

From Sta. 345+400 to Sta. 350+00

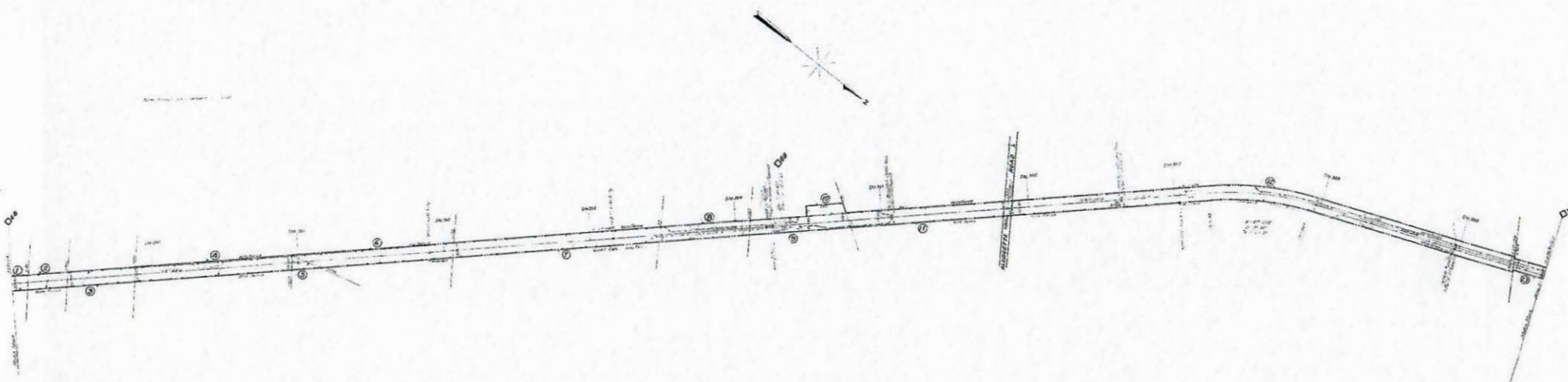
Office of Customer Engineer

Grand Central Terminal New York, N. Y.

Reprinted by permission of the publisher.

V102
34

A-6



SECRET OR NOT SECRET?
Type of release

[illegible]

RIGHT OF WAY AND TRACK MAP
NEW YORK CENTRAL RAILROAD
Operated by
THE NEW YORK CENTRAL RAILROAD COMPANY
MAIN LINE - OGDENSBURG BRANCH

CASTORLAND • DEER RIVER
From Sta. 359+040 to Sta. 359+000
1 mi. 359.000 St. from 359.040

Office of Education Engineer
General District Electrical, San Francisco, Calif.

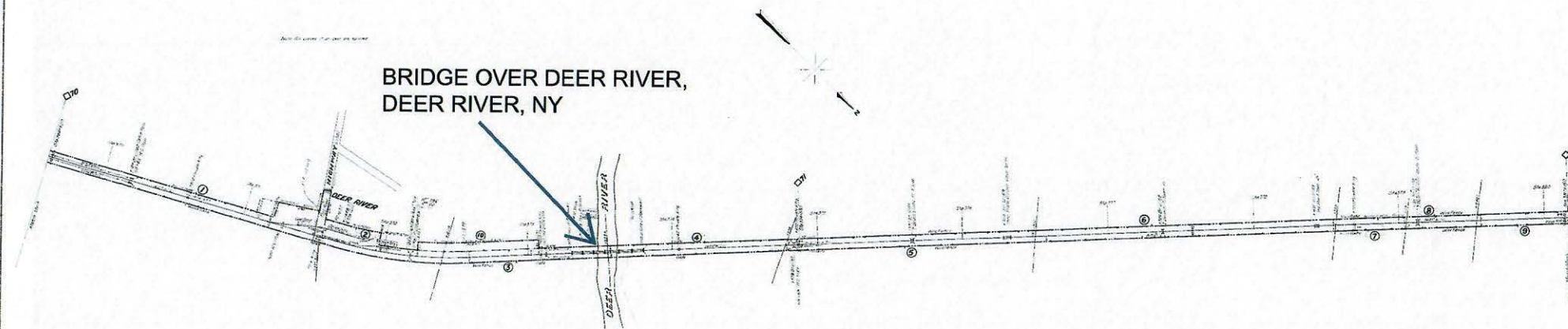
© 2000 Blackwell Science Ltd

Revised to 2004



Blumberg No. 5119
EXHIBIT
A-7

BRIDGE OVER DEER RIVER,
 DEER RIVER, NY



RIGHT OF WAY AND TRACK MAP
 NEW YORK CENTRAL RAILROAD
 DEER RIVER BRIDGE

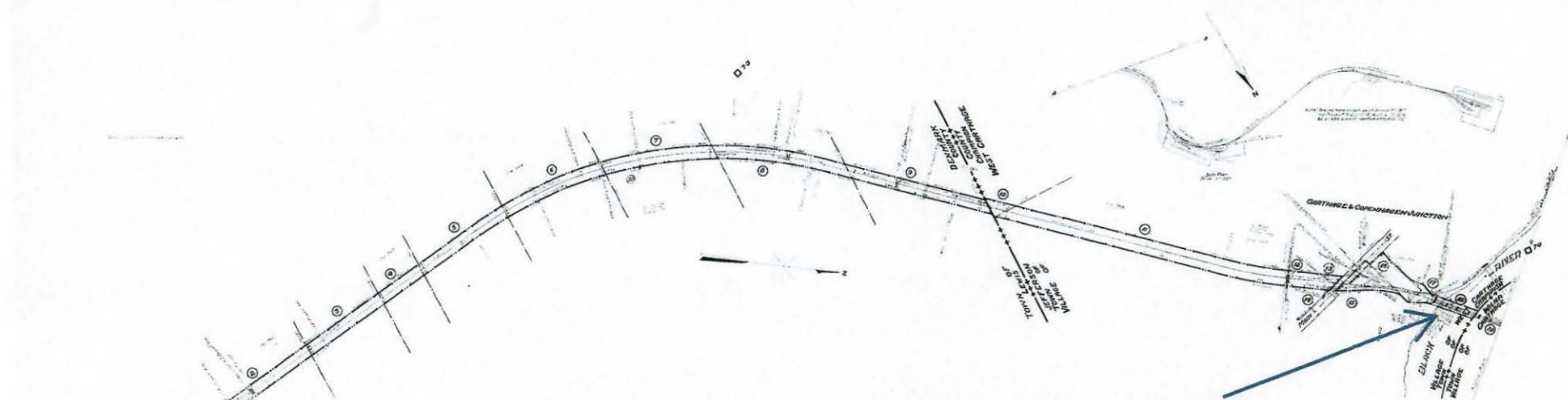
STATION	STRUCTURE	DATE	CONSTRUCTION	REMARKS	PLAN
100	DEER RIVER BRIDGE	1900	CONSTRUCTION	BRIDGE OVER DEER RIVER	100
101	DEER RIVER BRIDGE	1900	CONSTRUCTION	BRIDGE OVER DEER RIVER	101
102	DEER RIVER BRIDGE	1900	CONSTRUCTION	BRIDGE OVER DEER RIVER	102
103	DEER RIVER BRIDGE	1900	CONSTRUCTION	BRIDGE OVER DEER RIVER	103
104	DEER RIVER BRIDGE	1900	CONSTRUCTION	BRIDGE OVER DEER RIVER	104
105	DEER RIVER BRIDGE	1900	CONSTRUCTION	BRIDGE OVER DEER RIVER	105
106	DEER RIVER BRIDGE	1900	CONSTRUCTION	BRIDGE OVER DEER RIVER	106
107	DEER RIVER BRIDGE	1900	CONSTRUCTION	BRIDGE OVER DEER RIVER	107
108	DEER RIVER BRIDGE	1900	CONSTRUCTION	BRIDGE OVER DEER RIVER	108
109	DEER RIVER BRIDGE	1900	CONSTRUCTION	BRIDGE OVER DEER RIVER	109
110	DEER RIVER BRIDGE	1900	CONSTRUCTION	BRIDGE OVER DEER RIVER	110

RIGHT OF WAY AND TRACK MAP
 NEW YORK CENTRAL RAILROAD
 DEER RIVER BRIDGE
 THE NEW YORK CENTRAL RAILROAD COMPANY
 MAIN LINE - OGDENSBURG BRANCH
 DEER RIVER
 FROM Sta. 389+000 to Sta. 390+100
 1:2500 Scale
 Office of Inspection Engineer
 Board General Engineer
 New York, N. Y.
 Revised to 10-24-27

Blumberg No. 5119

EXHIBIT

A-8



BRIDGE OVER BLACK RIVER,
CARTHAGE, NY

STATION	TRACK	TYPE	LENGTH	AREA	REMARKS
1	101	101	101	101	101
2	102	102	102	102	102
3	103	103	103	103	103
4	104	104	104	104	104
5	105	105	105	105	105
6	106	106	106	106	106
7	107	107	107	107	107
8	108	108	108	108	108
9	109	109	109	109	109
10	110	110	110	110	110
11	111	111	111	111	111
12	112	112	112	112	112
13	113	113	113	113	113
14	114	114	114	114	114
15	115	115	115	115	115
16	116	116	116	116	116
17	117	117	117	117	117
18	118	118	118	118	118
19	119	119	119	119	119
20	120	120	120	120	120
21	121	121	121	121	121
22	122	122	122	122	122
23	123	123	123	123	123
24	124	124	124	124	124
25	125	125	125	125	125
26	126	126	126	126	126
27	127	127	127	127	127
28	128	128	128	128	128
29	129	129	129	129	129
30	130	130	130	130	130
31	131	131	131	131	131
32	132	132	132	132	132
33	133	133	133	133	133
34	134	134	134	134	134
35	135	135	135	135	135
36	136	136	136	136	136
37	137	137	137	137	137
38	138	138	138	138	138
39	139	139	139	139	139
40	140	140	140	140	140
41	141	141	141	141	141
42	142	142	142	142	142
43	143	143	143	143	143
44	144	144	144	144	144
45	145	145	145	145	145
46	146	146	146	146	146
47	147	147	147	147	147
48	148	148	148	148	148
49	149	149	149	149	149
50	150	150	150	150	150

Jefferson Co.

P.C. 100-100 to 100-100

RECAP: 100-100

RIGHT OF WAY AND TRACK MAP
NEW YORK CENTRAL RAILROAD

Operated by
THE NEW YORK CENTRAL RAILROAD COMPANY

MAIN LINE - OGDENSBURG BRANCH

CARTHAGE & OGDENSBURG JCT.
From Sta. 100-100 to Sta. 100-100

Scale: 1" = 100' (Horizontal)
1" = 10' (Vertical)

Revised 10-15-10

