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May 28, 2024

Ms. Cynthia T. Brown
Chief, Section Administration
Federal Surface Transportation Board
STB's Office of Proceedings
395 East Street, SW
Washington, DC 20423

Re: Genesee Valley Transportation filing for abandonment
Mohawk Adirondack & Northern Railroad (Docket # AB -768)
Lowville & Beaver River Railroad (Docket # AB 180X)

Dear Ms. Brown:

We are dairy farmers and the (MAN) railroad borders our property and we need to access our land for pasturing cows and crop planting and harvesting, by crossing over the railroad at the designated crossings. The multi-use trails that Lewis County is proposing will greatly hinder our farm operation. The constant activity on the trail will stress our cows to the point of lower milk production, planting and harvesting will become dangerous with motorized traffic on the rail trail and collisions could be a possibility with high rate of speed of the recreational vehicles, and trespassing is already an issue and will only become more frequent.

We are responding to Mr. Fiorilla letter dated May 13, 2024 to the environmental and historic section. We refute that his facts of bridges and culverts on the Mohawk, Adirondack & Northern Railroad are inaccurate. The railroad has added culverts on my property over the years to stabilize the embankment from washing out because of the frequent flooding of the tracks. There are at least 4 cattle underpasses on the MAN. At least 7 bridges that are on this rail line, bridge across Mill Creek in Lowville, Village of Castorland that crosses the Black Creek/Niger Creek, bridge which crosses the Stony Brook, 5 pier bridge over the Deer River, 2- bridges going into the Village of Carthage, and 6 pier bridge that crosses the Black River. We could not find on any county maps the Snake Creek. There are **many more** culverts then the 8-12 that Mr. Fiorilla states in his report.

Regarding both Docket No.:768X and Docket No: 180x, Mr. Fiorella has repeatedly used the 15 years lack of railroad traffic as a reason to support abandoning the respective railroad tracks. Most recently in Filing 308164 regarding the Mohawk, Adirondack, and Northern RR (MAN) and Filing 308163 regarding the Lowville and Beaver River Railroad (LBRR), he again references the 15-year lack of railroad traffic. We have repeatedly disagreed that this length of time qualifies this section of (MAN) for abandonment. We have repeatedly expressed the view that growing and changing agricultural uses and industrial uses will in the near future need railroad access. Indeed, a May 21st, 2024, news report on WWNY-TV, the 15-year argument is exposed as more a matter of convenience than solid reasoning. It was reported that after **TWENTY (20) years** none other than MAN will again be using a section of railroad line from Carthage, N.Y. to Newton Falls, NY, for use by a mining operation. (See link attached below).

This backs up our contention that businesses in the near future will want to use rail to ship products on the MAN line from Lowville to Carthage. We feel revitalization of the MAN would have multiple customers and stimulate our local economy with new industry. NYS green energy initiative is fast approaching and electric trucks will not be able to transport products with the upstate winters which will drive up costs of goods. Trains can be converted to help with the transportation issues of electric trucks. Please consider leaving the railroad intact for future use.

<https://www.msn.com/en-us/travel/article/harrisville-gets-ready-for-return-of-train-traffic/ar-BB1mO1vt?ocid=BingNewsSerp>

Respectfully,

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I certify the parties of record have been sent a copy on May 28, 2024 by email or US Mail.