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OEA

SERVICE DATE – FEBRUARY 7, 2025

SURFACE TRANSPORTATION BOARD
WASHINGTON, DC 20423

FINAL ENVIRONMENTAL ASSESSMENT

Docket No. AB 180X

**The Lowville & Beaver River Railroad Company – Abandonment Exemption –
In Lewis County, N.Y.**

ABANDONMENT TYPE

The time for comments on the Draft Environmental Assessment (Draft EA) has expired in this:

(X) Notice of Exemption () Petition for Exemption () Regulated Abandonment

(X) NO NEW COMMENTS WERE RECEIVED

() NEW COMMENTS WERE RECEIVED

In this proceeding, the Lowville & Beaver River Railroad Company (LBRR) filed a notice with the Surface Transportation Board (Board) under 49 C.F.R. § 1152.50 seeking exemption from the requirements of 49 U.S.C. § 10903 in connection with the abandonment of a line of railroad located in Lewis County, New York. The rail line proposed for abandonment is approximately 10.57 miles in length and extends from milepost 00.00 to milepost 10.57 between the Village of Lowville and the Village of Croghan (the Lowville-Croghan Line).¹ In addition, LBRR is seeking to abandon a branch line, which extends approximately 0.4 miles from Deveines Road in the Town of New Bremen northward towards the Hamlet of Beaver Falls in Lewis County (the Beaver Falls Secondary Track). Collectively, the Lowville-Croghan Line and the Beaver Falls Secondary Track are referred to as “the Line.”² The Office of Environmental Analysis (OEA) served a Draft EA for this proceeding on January 17, 2025 for public review and

¹ LBRR, a subsidiary of Genesee Valley Transportation Company, Inc. (GVT), filed its notice of exemption on September 12, 2023. In the notice, LBRR stated that the endpoint of the proposed abandonment was at milepost 10.44. LBRR filed supplemental information on April 4, 2024 that, among other things, clarified that the endpoint is at milepost 10.57, not 10.44.

² On September 11, 2023, Mohawk, Adirondack & Northern Railroad Corporation (MAN), also a subsidiary of GVT, filed a notice of exemption in Docket No. AB 768X to abandon an approximately 16-mile rail line between the Village of Lowville and the Village of Carthage (Lowville-Carthage Line). MAN also seeks to abandon approximately 0.5 miles of unused spur track and 300 feet of MAN’s terminal main line, all within the Village of Lyons Falls, N.Y. The Line at issue here connects with the Lowville-Carthage Line in Lowville. OEA is conducting a separate environmental review in Docket No. AB 768X.

comment. In the Draft EA, OEA recommended one condition and concluded that the proposed action would not significantly impact the quality of the human environment.

Conclusion

The Draft EA comment period has ended. Accordingly, OEA recommends that the following condition previously recommended in the Draft EA should be imposed upon any decision granting abandonment authority:³

The Lowville & Beaver River Railroad Company (LBRR) shall retain its interest in and take no steps to alter the historic integrity of all historic properties including sites, buildings, structures, and objects within the project right-of-way (the Area of Potential Effect) that are eligible for listing or listed in the National Register of Historic Places until the Section 106 process of the National Historic Preservation Act, 54 U.S.C. § 306108, has been completed. LBRR shall report back to the Office of Environmental Analysis (OEA) regarding any consultations with the New York Parks, Recreation and Historic Preservation Office (State Historic Preservation Office or SHPO) and the public. LBRR may not file its consummation notice or initiate any salvage activities related to abandonment (including removal of tracks, ties and other railroad appurtenances) until the Section 106 process has been completed and the Board has removed this condition.

If the above condition is imposed, OEA believes that the proposed action will not significantly affect the quality of the human environment.

By the Board, Danielle Gosselin, Director, Office of Environmental Analysis.

³ If an interim trail use agreement under 16 U.S.C. § 1247(d) and 49 C.F.R. § 1152.29 is reached for the Line (or a portion thereof), compliance with this condition is not required with respect to any portion of the Line covered by the interim trail use agreement for the duration of the agreement.