

SERVICE DATE – APRIL 7, 2025

**SURFACE TRANSPORTATION BOARD
WASHINGTON, DC 20423**

SUPPLEMENTAL FINAL ENVIRONMENTAL ASSESSMENT

Docket No. AB 768X

**Mohawk, Adirondack & Northern Railroad Corporation - Abandonment Exemption –
In Lewis and Jefferson Counties, 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

() NO NEW COMMENTS WERE RECEIVED

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In this proceeding, Mohawk, Adirondack & Northern Railroad Corporation (MAN) filed a verified notice with the Surface Transportation Board (Board) under 49 C.F.R. § 1152.50 seeking exemption from the prior approval requirements of 49 U.S.C. § 10903 to abandon: (1) an approximately 16-mile rail line that runs between milepost 58.1 and milepost 74.0 located between the Village of Lowville in Lewis County, New York and the Village of Carthage in Jefferson County, N.Y. (Lowville-Carthage Line); and (2) 0.5 miles of an unused spur track and 300 feet of MAN's terminal main line all within the Village of Lyon Falls, N.Y. (Lyon Falls Track) (collectively, the Line). By decision served February 12, 2025, the Board imposed a historic preservation condition pursuant to Section 106 of the National Historic Preservation Act (NHPA), 54 U.S.C. § 306108 (Section 106 condition).

The Section 106 condition requires MAN to: 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 (National Register) until the Section 106 process of the NHPA has been completed. MAN shall report back to the Office of Environmental Analysis (OEA) regarding any consultations with the New York State Parks, Recreation, and Historic Preservation Office (SHPO) and the public. MAN 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.

Comments

On March 26, 2025, OEA received a letter from the SHPO stating that the Line is not eligible for listing in the National Register and that the proposed abandonment would have No Adverse Effect on historic properties. Accordingly, pursuant to the Section 106 regulations of the NHPA at 36 C.F.R. § 800.4(d)(1), and following consultation with SHPO and the public, OEA has determined that the proposed abandonment would have no effect on historic properties listed in or eligible for inclusion in the National Register. The documentation for this finding, as specified in 36 C.F.R. § 800.11(e), consists of MAN's historic report, all relevant correspondence, and the EA (Draft, Final, and Supplemental Final), which have been provided to the SHPO and made available to the public through posting on the Board's website at www.stb.gov.

Conclusions

For the reasons stated above, OEA recommends that the Board remove the Section 106 condition imposed in its February 12, 2025 decision.

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