

214561

BALL JANIK LLP

A T T O R N E Y S

1455 F STREET, NW, SUITE 225
WASHINGTON, D.C. 20005

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TELEPHONE 202-638-3307
FACSIMILE 202-783-6947

LOUIS E. GITOMER
Of COUNSEL
(202) 466-6532

lgitomer@dc.bjllp.com

AUG 19 2005
RECEIVED

August 19, 2005

Honorable Vernon A. Williams
Secretary
Surface Transportation Board
1925 K Street, N.W.
Room 700
Washington, D. C. 20423

RE: Docket No. AB-55 (Sub-No. 656X), *CSX Transportation, Inc.*—
Abandonment Exemption—in Marion County, WV

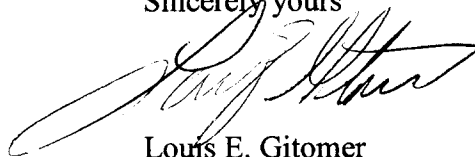
Dear Secretary Williams:

Enclosed are the original and 10 copies of a Verified Notice of Exemption for abandonment in the above-entitled proceeding and a check for the filing fee of \$3,000. Also enclosed is a computer diskette in containing the Notice.

Please time and date stamp the additional copy of this letter and the Notice and return them with our messenger. Thank you for your assistance.

If you have any questions please call or email me.

Sincerely yours



Louis E. Gitomer
Attorney for: CSX Transportation, Inc.

ENTERED
Office of Proceedings

AUG 19 2005

Part of
Public Record

Enclosures

ORIGINAL

BEFORE THE
SURFACE TRANSPORTATION BOARD

Docket No. AB-55 (Sub-No. 656X)

AUG 19 2005
RECEIVED

CSX TRANSPORTATION, INC.—ABANDONMENT EXEMPTION—
IN MARION COUNTY, WV

VERIFIED NOTICE OF EXEMPTION

Donna W. Melton, Esq.
CSX Transportation, Inc.
500 Water Street
Jacksonville, FL 32202
(904) 359-1247

Louis E. Gitomer, Esq.
Ball Janik, LLP
1455 F Street, NW, Suite 225
Washington, DC 20005
(202) 638-3307

Attorneys for: CSX TRANSPORTATION,
INC.

Dated: August 19, 2005

AUG 19/2005
RECEIVED

BEFORE THE
SURFACE TRANSPORTATION BOARD

Docket No. AB-55 (Sub-No. 656X)

CSX TRANSPORTATION, INC.—ABANDONMENT EXEMPTION—
IN MARION COUNTY, WV

VERIFIED NOTICE OF EXEMPTION

CSX Transportation, Inc. (“CSXT”) files this Verified Notice of Exemption pursuant to the class exemption at 49 C.F.R. § 1152.50 for CSXT to abandon a 17.51-mile rail line on its Southern Region, Huntington Division East, Fairmont Subdivision, between Barrackville, Milepost BS 306.32, and Mannington, Milepost BS 319.48, including the Dents Run Spur between Milepost BSB 0.00 and Milepost BSB 4.35, in Marion County, West Virginia (the “Line”). No local rail traffic has moved over the Line during the past two years.

CSXT discontinued service over the Line in 1991.¹

1. Proposed consummation date. The proposed consummation date is October 8, 2005.
2. Certification required by 49 C.F.R. § 1152.50(b). *See* Exhibit A.
3. Information required by 49 C.F.R. § 1152.22(a)(1) through (4), (7), and (8), and (e)(4).

(a) General.

(1) Exact name of applicant. CSX Transportation, Inc.

¹ *CSX Transportation, Inc.—Discontinuance Exemption—in Marion County, WV*, ICC Docket No. AB-55 (Sub-No. 376X) (ICC served April 4, 1991).

(2) Whether applicant is a common carrier by railroad subject to 49 U.S.C.

Subtitle IV, Chapter 105. CSXT is a common carrier by railroad subject to 49 U.S.C. Subtitle IV, Chapter 105.

(3) Relief sought. CSXT seeks to use the class exemption at 49 C.F.R. § 1152.50 to abandon a 17.51-mile rail line on its Southern Region, Huntington Division East, Fairmont Subdivision, between Barrackville, Milepost BS 306.32, and Mannington, Milepost BS 319.48, including the Dents Run Spur between Milepost BSB 0.00 and Milepost BSB 4.35, in Marion County, West Virginia. The following station is on the Line:

Station	Milepost	OPSL
Barrackville	BS 306.32	34685

(4) Map. *See* Exhibit B.

(7) Name, title, and address of representative of applicant to whom correspondence should be sent. Louis E. Gitomer, Ball Janik LLP, 1455 F St., N.W., Suite 225, Washington, DC 20005, (202) 638-3307.

(8) List of all United States Postal Service ZIP Codes that the line proposed for abandonment traverses. The Line traverses ZIP Codes 26528, 26587, 26571, 26554, and 26559.

(e) Rural and community impact.

(4) Statement of whether the properties proposed to be abandoned are appropriate for use for other public purposes, including roads and highways, other forms of mass transportation, conservation, energy production or transmission, or recreation. If the applicant is aware of any restriction on the title to the property, including any reversionary interest, which

would affect the transfer of title or the use of property for other than rail purposes, this shall be disclosed.

CSXT believes that the properties proposed for abandonment may be suitable for other purposes, but may be subject to reversionary interests that may affect transfer of title for other than rail purposes.

4. The level of labor protection. The interests of railroad employees who may be adversely affected by the proposed abandonment will be adequately protected by the labor protective conditions in Oregon Short Line R. Co. -- Abandonment -- Goshen, 360 I.C.C. 91 (1979).

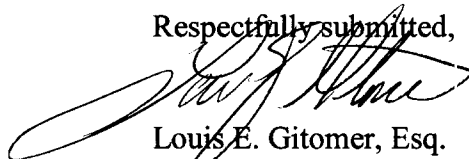
5. Certification. Certificates of compliance with the notice requirements of 49 C.F.R. §§ 1152.50(d)(1) and 1105.11 are attached as Exhibit C.

6. Environmental Report. *See* Exhibit D. Based on information in the possession of CSXT, the Line does not contain federally granted rights-of-way. Any documentation in the railroad's possession will be made available promptly to those requesting it.

7. Historic Report. *See* Exhibit E.

Donna W. Melton, Esq.
CSX Transportation, Inc.
500 Water Street
Jacksonville, FL 32202
(904) 359-1247

Respectfully submitted,



Louis E. Gitomer, Esq.
Bail Janik, LLP
1455 F Street, NW, Suite 225
Washington, DC 20005
(202) 638-3307

Attorneys for: CSX TRANSPORTATION,
INC.

Dated: August 19, 2005

EXHIBIT A

STATE OF FLORIDA)
) SS.
COUNTY OF DUVAL)

I hereby certify that no local traffic has moved over CSXT's 17.51-mile rail line on its Southern Region, Huntington Division East, Farimont Subdivision, between Milepost BS 306.32 at Barrackville and Milepost 319.48 at Mannington including the Dents Run Spur from Milepost BSB 0.00 to Milepost BSB 4.35, in Marion County, West Virginia, for at least two years prior to the date hereof, and that any overhead traffic on the line can be rerouted over other lines. Further, no formal complaint filed by a user of rail service on the line (or a State or local government entity acting on behalf of such user) regarding cessation of service over the line either is pending with the Surface Transportation Board or any U.S. District Court or has been decided in favor of a complainant within the two-year period. The foregoing certification is made on behalf of CSXT by the undersigned after due and careful investigation of the matters herein certified and based on the best of the knowledge, information, and belief of the undersigned.

SUBSCRIBED AND SWORN TO before me this 5th day of August, 2005.

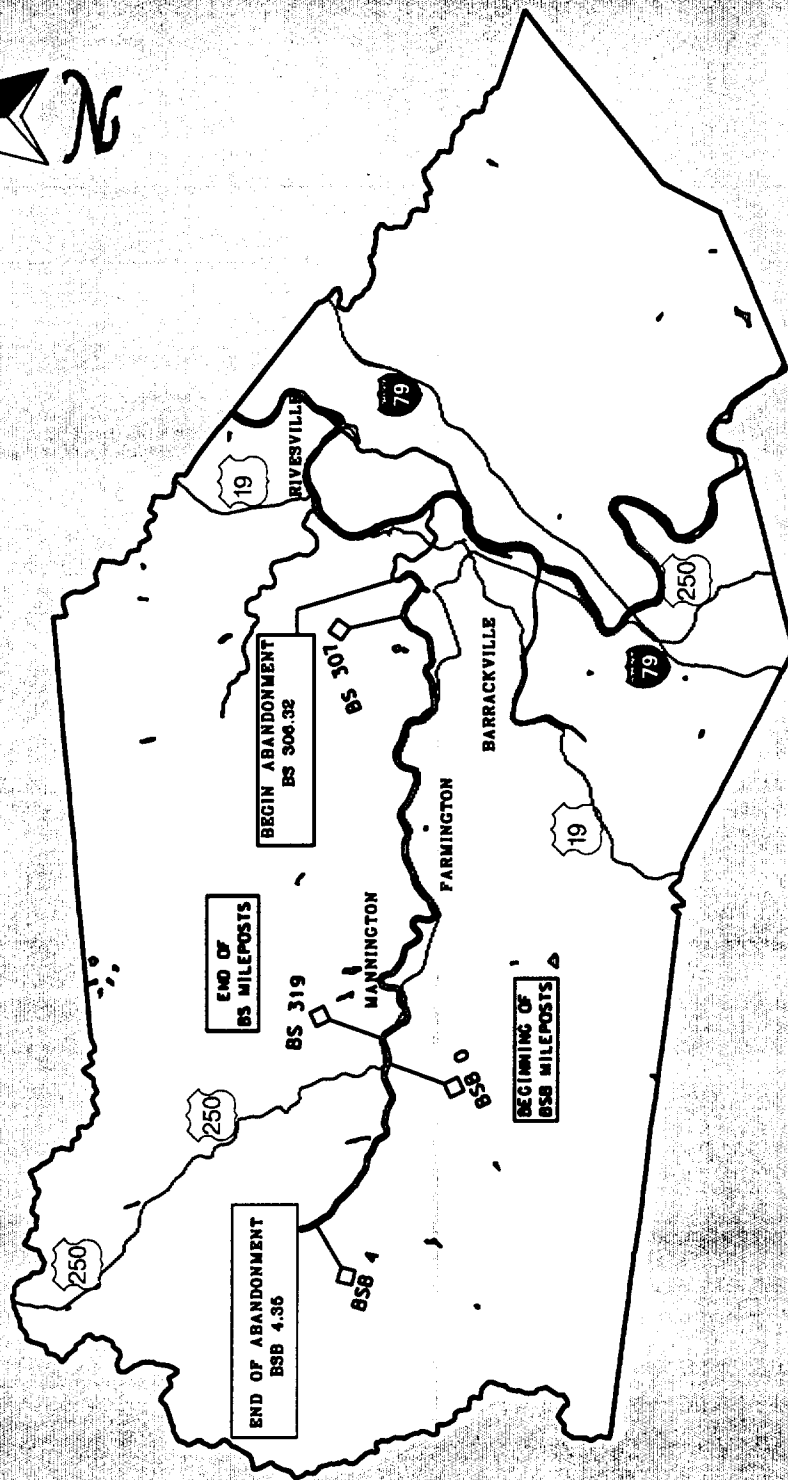
day of August, 2005.
Suzanne K. Lucas
Notary Public



EXHIBIT B

MAP

MARION COUNTY, WV



- LEGEND**
- ABANDONED SEGMENT
 - ALL OTHER CSX LINES

CSX TRANSPORTATION

ABANDONMENT

MARION COUNTY, WV

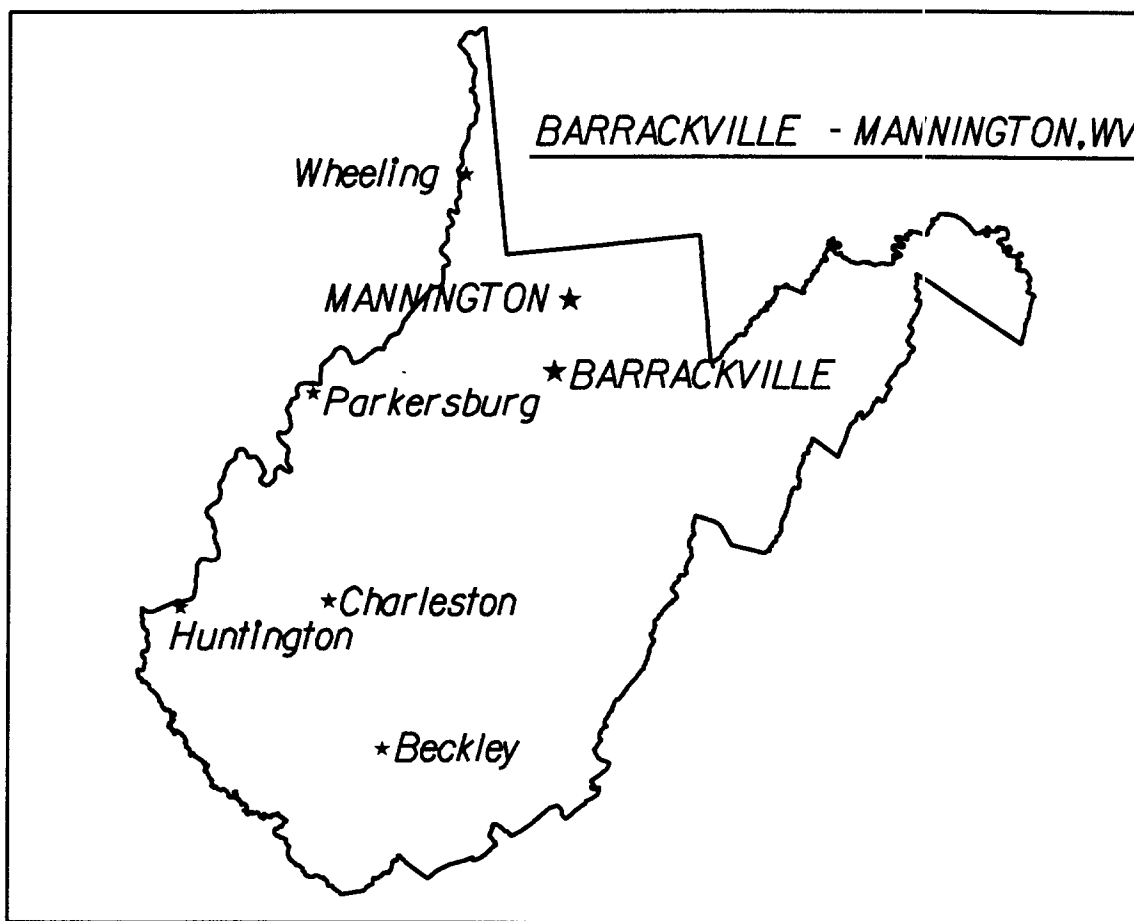
STB DOCKET AB 55 SUB NO. 656X

BS 306.32 TO BS 319.48

BSB 0.00 TO BSB 4.35

NOT TO SCALE

CSX TRANSPORTATION



AREA MAP Abandonment

17.51 Miles

Barrackville to Mannington, Marion County, WV

EXHIBIT C

CERTIFICATE OF SERVICE

Pursuant to 49 C.F.R. § 1152.50 (d) (1), the undersigned hereby certifies that notice of the proposed abandonment in Docket No. AB-55 (Sub-No. 656X) was mailed via first class mail on August 9, 2005, to the following parties:

State Public Service Commission

West Virginia Public Service Commission
201 Brooks Street
P.O. Box 812
Charleston, WV 25323-0812

Military Traffic Management Command

MTMCTEA
ATTN: Railroads for National Defense
720 Thimble Shoals Blvd.
Suite 130
Newport News, VA 23606-2574

National Park Service

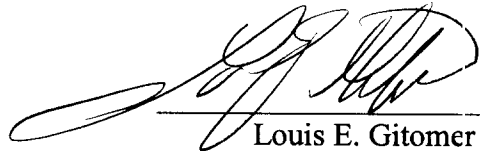
Mr. Tom Ross
Chief of National Recreation and Trails
U.S. Department of Interior - National Park Service
Recreation Resources Assistance Division
1849 C Street, NW
Washington, DC 20240-0001

National Park Service

U.S. Department of Interior
National Park Service
Land Resources Division
800 North Capitol St., N.E.
Room 540
Washington, DC 20002

U.S. Department of Agriculture

U.S. Department of Agriculture
Chief of the Forest Service
4th Floor N.W., Auditors' Building
14th Street and Independence Avenue, S.W.
Washington, DC 20250



Louis E. Gitomer
August 19, 2005

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FACSIMILE 202-783-6947

LOUIS E. GITOMER
Of COUNSEL
(202) 466-6532

lgitomer@dc.bjllp.com

August 9, 2005

West Virginia Public Service Commission
201 Brooks Street
P.O. Box 812
Charleston, WV 25323-0812

RE: Docket No. AB-55 (Sub-No. 656X), *CSX Transportation, Inc.—
Abandonment Exemption—in Marion County, WV*

Dear Sir/Madam:

Please be advised that on or after August 19, 2005, CSX Transportation, Inc. ("CSXT") expects to file with the Surface Transportation Board ("STB") a Notice of Exemption seeking authority to abandon a 17.51-mile rail line on its Southern Region, Huntington Division East, Fairmont Subdivision, between Barrackville, Milepost BS 306.32, and Mannington, Milepost BS 319.48, including the Dents Run Spur between Milepost BSB 0.00 and Milepost BSB 4.35, in Marion County, West Virginia (the "Line"). Based on information in our possession, the Line does not contain any federally granted right of way. Any documentation in CSXT's possession will be made available promptly to those requesting it.

In connection with the proposed abandonment, Federal Regulations at 49 C.F.R. 1152.50(d)(1) require that we provide you with the following information:

1. Name of railroad. CSX Transportation, Inc.
2. Description of line to be abandoned. CSXT proposes to abandon a 17.51-mile rail line on its Southern Region, Huntington Division East, Fairmont Subdivision, between Barrackville, Milepost BS 306.32, and Mannington, Milepost BS 319.48, including the Dents Run Spur between Milepost BSB 0.00 and Milepost BSB 4.35, in Marion County, West Virginia. The Line traverses U.S. Postal ZIP Codes 26528, 26587, 26571, 26554, and 26559.

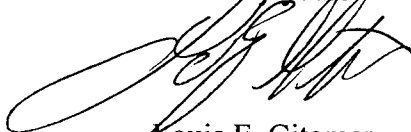
West Virginia Public Service Commission
August 9, 2005
Page 2

3. Abandonment procedure to be followed. CSXT intends to file a Notice of Exemption pursuant to 49 C.F.R. 1152.50. These exemption procedures are applicable to rail lines that have had no local traffic for at least two years and where any overhead traffic can be rerouted. No local traffic has moved over the Line for over two years, and any overhead traffic can be rerouted.

4. Date of filing. CSXT expects to file the Notice of Exemption with the STB on or after August 19, 2005.

A map of the affected area is enclosed. If you have any questions please call or email me.

Sincerely yours

A handwritten signature in black ink, appearing to read 'Louis E. Gitomer', written over the typed name.

Louis E. Gitomer
Attorney for: CSX Transportation, Inc.

Enclosures

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August 9, 2005

Mr. Thomas Ross
Chief of National Recreation and Trails
U.S. Department of Interior - National Park Service
Recreation Resources Assistance Division
1849 C Street, NW
Washington, DC 20240-0001

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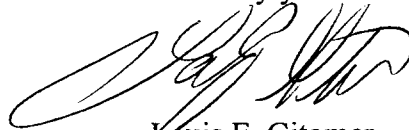
Mr. Thomas Ross
August 9, 2005
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Attorney for: CSX Transportation, Inc.

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August 9, 2005

MTMCTEA
ATTN: Railroads for National Defense
720 Thimble Shoals Blvd.
Suite 130
Newport News, VA 23606-2574

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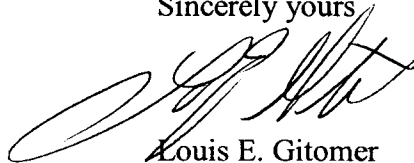
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Attorney for: CSX Transportation, Inc.

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LOUIS E. GITOMER
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August 9, 2005

U.S. Department of Interior
National Park Service
Land Resources Division
800 North Capitol St., N.E.
Room 540
Washington, DC 20002

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U.S. Department of Interior
August 9, 2005
Page 2

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Louis E. Gitomer
Attorney for: CSX Transportation, Inc.

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LOUIS E. GITOMER
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(202) 466-6532

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August 9, 2005

U.S. Department of Agriculture
Chief of the Forest Service
4th Floor N.W., Yates Building
14th Street and Independence Avenue, S.W.
Washington, DC 20250

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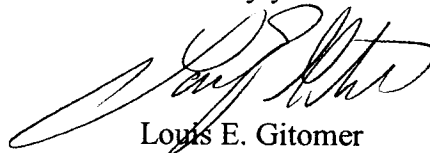
U.S. Department of Agriculture
August 9, 2005
Page 2

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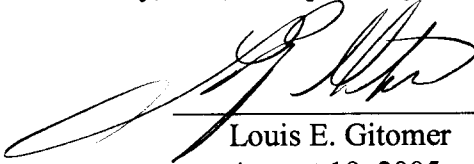
A handwritten signature in black ink, appearing to read "Louis E. Gitomer", written over a horizontal line.

Louis E. Gitomer
Attorney for: CSX Transportation, Inc.

Enclosures

CERTIFICATE OF PUBLICATION

The undersigned hereby certifies that notice of the proposed abandonment in Docket No. AB-55 (Sub-No. 656X) was advertised on August 16, 2005 in the The Times West Virginian, a newspaper of general circulation in Marion County, WV, as required by 49 C.F.R. § 1105.12.



Louis E. Gitomer
August 19, 2005

EXHIBIT D

**ENVIRONMENTAL REPORT
CERTIFICATE OF SERVICE**

Pursuant to the requirements of 49 C.F.R. § 1105.7, the undersigned hereby certifies that a copy of the Environmental Report in Docket No. AB-55 (Sub-No. 656X) was mailed via first class mail on July 27, 2005 to the following parties:

Mr. Richard Walton
Marion County Planning Department
200 Jackson Street, Room 403
Fairmont, WV 26554

Barrackville Planning Department
Attn: Mr. James Doyle
P0 Box 26
Barrackville, WV 26559

Town of Farmington Planning Department
Attn: Mr. Sam Lewis
1314 Mill Street
Farmington, WV 26571

City of Mannington Planning Department
206 East Main Street
Mannington, WV 26582

U.S. EPA
Region 3
1650 Arch Street
Philadelphia, PA 19103

West Virginia Department of Environmental Protection
Division of Water & Waste Management
601 57th St., SE
Charleston, WV, 25304-2345

U.S. Department of the Interior
Fish & Wildlife Commission
West Virginia Field Office
694 Beverly Pike
Elkins, WV 26241

U.S. Army Corps of Engineers
Attention: ORHOP-F
502 8th Street
Huntington, WV 25701

USDA - NRCS
District Conservationist
Route 2, Box 1100
Farimont, WV 26554

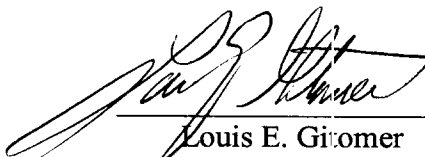
Mr. Fred Cutlip
Community Development Division
Governor's Office of Community and Industrial Development
Building #6, Room 553
Charleston, WV 25305

Mr. Bill Hartman
West Virginia Railroad Maintenance Authority
Division of Railroad Maintenance Authority
120 Water Plant Drive
Moorefield, WV 26836

Public Service Commission of West Virginia
201 Brook Street
Charleston, WV 25301

National Park Service
Northeast Region
U.S. Custom House
200 Chestnut Street, 5th Floor
Philadelphia, PA 19106

Mr. Frank Maida
DOC/NOAA
National Geodetic Survey N/NGS23
1315 East West Highway Station 8736
Silver Spring, MD 20910-3282


Louis E. Givomer
August 19, 2005

ENVIRONMENTAL REPORT

CSX TRANSPORTATION, INC.

DOCKET AB-55 (SUB-NO. 656X)

The following information is provided in accordance with 49 C.F.R. Section 1105.7:

(1) PROPOSED ACTION AND ALTERNATIVES

Describe the proposed action, including 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 or maintenance practices. Also describe any reasonable alternatives to the proposed action. Include a readable, detailed map and drawings clearly delineating the project.

CSX Transportation (CSXT) proposes to abandon 17.51 miles of rail line between Railroad Milepost BS 306.32 at Barrackville to Railroad Milepost 319.48 at Mannington including the Dents Run Spur from Railroad Milepost BSB 0.00 to Railroad Milepost BSB 4 in Marion County, West Virginia. This line was previously used to ship coal. There has been no coal service over the line in many years and there is no longer the potential for coal business.

As further information, this line segment received Surface Transportation Board approval for a discontinuance of service in 1991 under docket number AB 55 Sub No. 376X and has not been used since that time.

Abandonment of this line will result in the removal of the rail, crossties, and possibly the upper layer of ballast; subsequently, the operations and maintenance of this line will cease.

The only alternative would be not to abandon and to pass the opportunity costs of retaining the line to all other CSXT customers. This would not be a prudent utilization of carrier resources.

Two maps which delineate the proposed project are attached. (See Attachments 1 and 2.)

(2) TRANSPORTATION SYSTEM

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

There is no CSXT passenger or freight traffic on this line. There will be no effect on existing regional or local transportation systems or patterns.

(3) LAND USE

- (i) Based on consultation with local and/or regional planning agencies and/or a 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.**

Applicant received a response dated August 2, 2005 from Mr. Lenny Stafford of the City of Mannington stating "...the abandonment of the service line is not inconsistent with our comprehensive plan, we are currently developing a rail trail that will run parallel to your service line and are hoping to continue to improve it as funds permit." (See Attachments 6 and 6a.)

Applicant has not received a response to its July 8, 2005 inquiry to the Marion County Planning Department, Barrackville Planning Department or the Town of Farmington Planning Department seeking information regarding this statement. (See Attachments 3, 4 and 5.)

Based on the fact that the line has not generated any traffic in over fourteen years, Applicant believes the proposed action is not inconsistent with local land use plans.

- (ii) Based on consultation with the U. S. Soil Conservation Service, state the effect of the proposed action on any prime agricultural land.**

Applicant has not received a response to its July 8, 2005 inquiry to the U.S. Department of Agriculture, Natural Resources Conservation Service for Marion County, West Virginia, seeking information regarding this statement. (See Attachment 7.)

While some prime farmland may exist in the vicinity of this project, Applicant feels that the simple removal of track material should not have an adverse impact.

- (iii) **If the action affects land or water uses within a designated coastal zone, include the coastal zone information required by 1105.9.**

The State of West Virginia does not have a coastal zone management program.

- (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. 10906 and explain why.**

The properties to be abandoned may be suitable for other public purposes, but may be subject to reversionary interests that may affect transfer of title for other than rail purposes.

(4) ENERGY

- (i) **Describe the effect of the proposed action on transportation of energy resources.**

Since this line has not been needed or used in over fourteen years for the transportation of coal, Applicant does not anticipate any adverse impact on the future transportation of energy resources.

- (ii) **Describe the effect of the proposed action on recyclable commodities.**

The proposed action will have no effect on the movement and/or recovery of recyclable commodities.

- (iii) **State whether the proposed action will result in an increase or decrease in overall energy efficiency and explain why.**

The proposed action will not result in an increase or decrease in overall energy efficiency.

- (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.

There will be no 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 a 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.

The above thresholds will not be exceeded.

- (ii) If the proposed action affects a class I or non-attainment area under the Clean Air Act; and will it result in either: (A) an increase in rail traffic of a least 50% (measured in gross ton miles annually) or an increase of at least three trains a day on any segment of rail line, or (B) an increase in rail yard activity of a 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.

The above thresholds will not be exceeded.

- (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 restriction); the applicant's safety record (to 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.

Not applicable.

(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. If 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.

The above thresholds will not be exceeded.

(7) SAFETY

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

Applicant believes that the abandonment will result in an improvement to public safety by the elimination of fourteen road crossings.

- (ii) If hazardous materials are expected to be transported, identify: the materials and quantity; 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 applicant's 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.

Not applicable.

- (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 the types of hazardous materials involved.

Applicant's records do not indicate any hazardous waste sites or sites where there have been hazardous material spills on this line segment.

(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.**

Applicant has not received a response to its inquiry of July 8, 2005, to the U. S. Department of the Interior, Fish and Wildlife Service, Elkins, West Virginia, seeking information regarding this statement. (See Attachment 8.)

Based upon Applicant's intention to remove only the track material and the upper layer of ballast, we do not believe that any federally endangered or threatened species will be negatively affected or critical habitats modified if the line is abandoned.

- (ii) State whether wildlife sanctuaries or refuges, National or State parks or forests will be affected, and describe any effects.**

Based upon Applicant's review of the area, the line is not within any wildlife sanctuaries or refuges, National or State parks or forests.

(9) WATER

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

Applicant has not received a response to its inquiry of July 8, 2005, to the Office of Water Resources, WV Division of Environmental Protection, Charleston, West Virginia, requesting information regarding this statement. (See Attachment 9.)

Applicant does not contemplate any action known to be inconsistent with federal, state and/or local water quality standards. Any necessary permits or applications will be obtained as well as compliance with conditions or procedures required by regulatory agencies.

- (ii) **Based on consultation with the U. S. Army Corps 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 the effects.**

Applicant has not received a response to its inquiry of July 8, 2005, to the U.S. Army Corps of Engineers in Huntington, West Virginia seeking information regarding this statement. (See Attachment 10.)

Applicant is not aware of any designated wetlands or 100-year flood plains within the proposed project.

Upon receiving abandonment authority, removal of material will be accomplished by use of the right of way for access, along with existing public and private crossings, and no new access roads are contemplated. We do not intend to disturb any of the underlying roadbed or perform any activities that would cause sedimentation or erosion of the soil, and do not anticipate any dredging or use of fill in the removal of the track material. The crossties and/or other debris will be transported away from the rail line and will not be discarded along the right of way nor be placed or left in streams or wetlands, or along the banks of such waterways. Also, during track removal, appropriate measures will be implemented to prevent or control spills from fuels, lubricants or any other pollutant materials from entering any waterways. Based upon this course of action, Applicant does not believe a permit under Section 404 of the Clean Water Act will be required.

- (iii) **State 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 or equivalent agency if they are unsure whether such permits are required).**

Applicant has not received a response to its July 8, 2005, letter to the U. S. Environmental Protection Agency, Region 3, Philadelphia, PA, and the West Virginia Department of the Environmental Protection Agency, Charleston, West Virginia, seeking information regarding this statement. (See Attachments 9 and 11.)

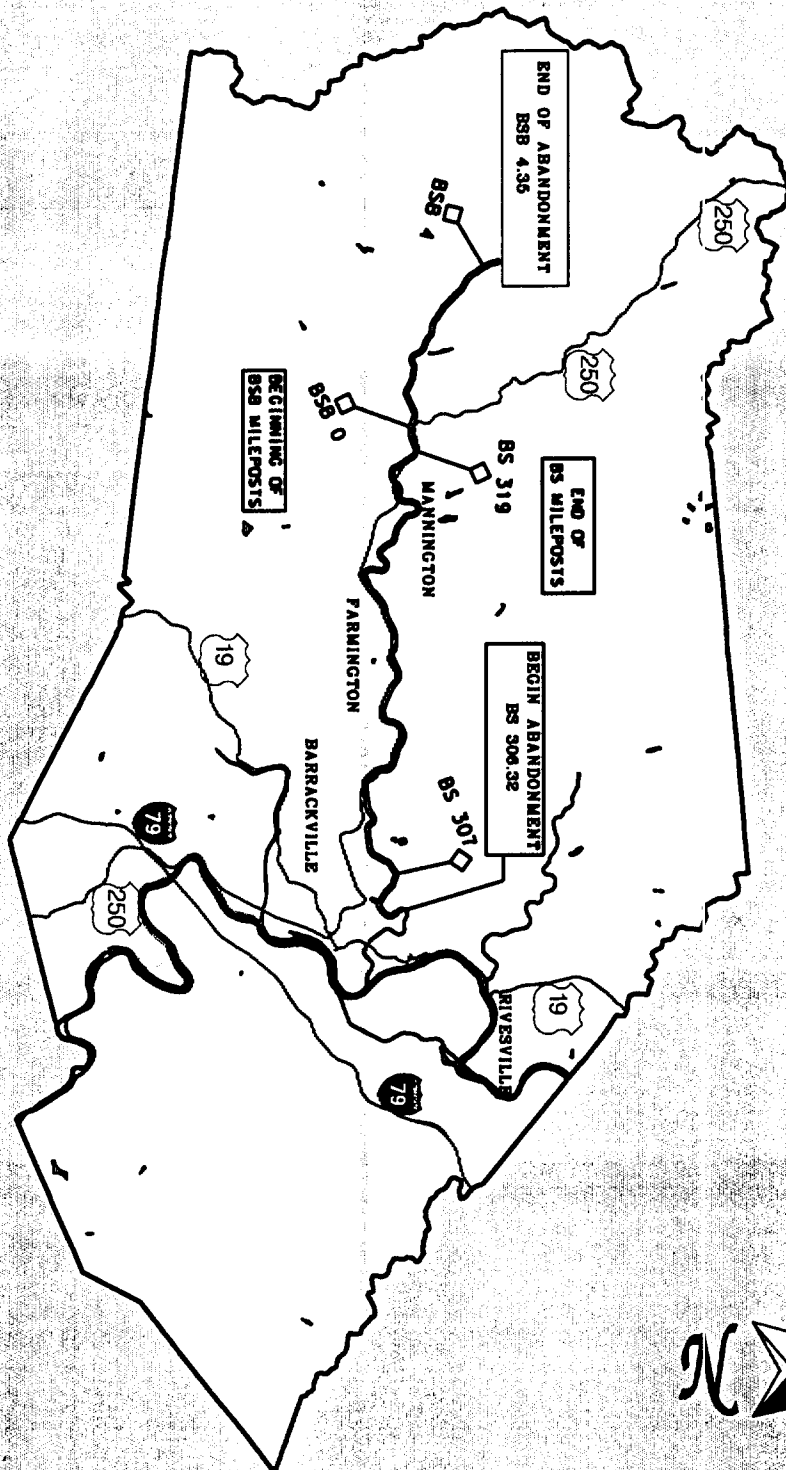
Based upon the course of action described in Section 9 (ii),
Applicant does not believe a permit under Section 402 of
the Clean Water Act will be required.

10. MITIGATION

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

Applicant does not anticipate any adverse environmental impacts in the project area as a result of this abandonment, however, if mitigation is necessary, Applicant will comply with State and Federal regulations and obtain any necessary permits required.

MARION COUNTY, WV



CSX TRANSPORTATION

ABANDONMENT

MARION COUNTY, WV

STB DOCKET AB 55 SUB NO. 656X

BS 306.32 TO BS 319.48

BSB 0.00 TO BSB 4.35

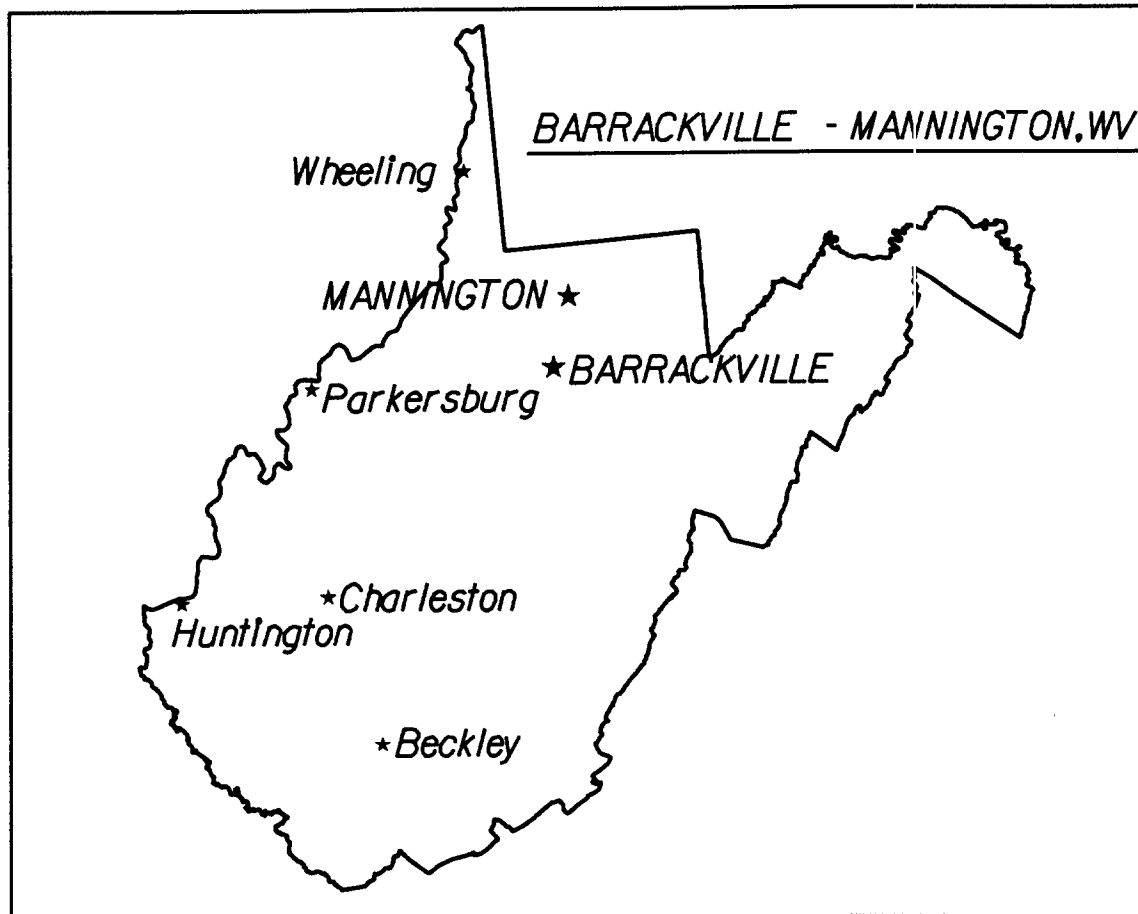
NOT TO SCALE

LEGEND

ABANDONED SEGMENT

ALL OTHER CSX LINES

CSX TRANSPORTATION



AREA MAP
Abandonment
17.51 Miles

Barrackville to Mannington, Marion County, WV



Dave Geraci
Manager - Network Rationalization

500 Water Street - J200
Jacksonville, FL 32202
Phone: (904) 359-1086
FAX: (904) 359-1111
E-Mail: Dave_Geraci@CSX.com

Attachment 3

July 8, 2005

Mr. Richard Walton
Marion County Planning Department
200 Jackson Street, Room 403
Fairmont, WV 26554

Mr. Walton:

Please be advised that CSX Transportation, Inc. is considering abandonment of a portion of its rail line from Barrackville to the end of line near Mannington, Marion County, West Virginia as depicted on the attached map.

This line segment received Surface Transportation Board approval for a discontinuance of service in 1991 under docket number AB 55 Sub No. 376X and has not been used since that time.

This action requires Surface Transportation Board approval and Federal Regulations 49 C.F.R. 1105.7(3)(i) require that we develop a response to the following statement:

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

I would appreciate your advice as to the existence of a long-range comprehensive planning map for Marion County and the line's relationship to such planning.

Sincerely,

Attachments



Dave Geraci
Manager - Network Rationalization

500 Water Street - J200
Jacksonville, FL 32202
Phone: (904) 359-1086
FAX: (904) 359-1111
E-Mail: Dave_Geraci@CSX.com

Attachment 4

July 8, 2005

Barrackville Planning Department
Attn: Mr. James Doyle
PO Box 26
Barrackville, WV 26559

Dear Mr. Doyle:

Please be advised that CSX Transportation, Inc. is considering abandonment of a portion of its rail line from Barrackville to the end of line near Mannington, Marion County, West Virginia as depicted on the attached map.

This line segment received Surface Transportation Board approval for a discontinuance of service in 1991 under docket number AB 55 Sub No. 376X and has not been used since that time.

This action requires Surface Transportation Board approval and Federal Regulations 49 C.F.R. 1105.7(3)(i) require that we develop a response to the following statement:

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

I would appreciate your advice as to the existence of a long-range comprehensive planning map for the City of Barrackville and the line's relationship to such planning.

Sincerely,

A handwritten signature in black ink, appearing to read "Dave Geraci", with a long horizontal flourish extending to the right.

Attachments



TRANSPORTATION
Dave Geraci
Manager - Network Rationalization

500 Water Street - J200
Jacksonville, FL 32202
Phone: (904) 359-1086
FAX: (904) 359-1111
E-Mail: Dave_Geraci@CSX.com

Attachment 5

July 8, 2005

Town of Farmington Planning Department
Attn: Mr. Sam Lewis
1314 Mill Street
Farmington, WV 26571

Dear Mr. Lewis:

Please be advised that CSX Transportation, Inc. is considering abandonment of a portion of its rail line from Barrackville to the end of line near Mannington, Marion County, West Virginia as depicted on the attached map.

This line segment received Surface Transportation Board approval for a discontinuance of service in 1991 under docket number AB 55 Sub No. 376X and has not been used since that time.

This action requires Surface Transportation Board approval and Federal Regulations 49 C.F.R. 1105.7(3)(i) require that we develop a response to the following statement:

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

I would appreciate your advice as to the existence of a long-range comprehensive planning map for the City of Farmington and the line's relationship to such planning.

Sincerely,

Attachments

CITY OF MANNINGTON

Visit us online @ cityofmannington.com

206 Main Street

Mannington, West Va 26582

Telephone: (304) 986-2700

Fax: (304) 986-2125

August 2, 2005

Attachment 6

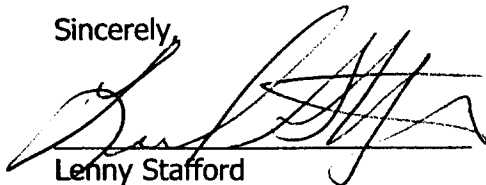
Dave Geraci
CSX Transportation
500 Water Street – J200
Jacksonville, FL 32202

Re: CSX Transportation, Inc
Proposed Discontinuance of Service
Docket No. AB-55 (Sub. No. 656X)

Dear Mr. Geraci:

Your letter of July 8, 2005, was the topic of much discussion at the Mannington Planning Commission's meeting held last week. While the abandonment of the service line is not inconsistent with our comprehensive plan, we are currently developing a rail trail that will run parallel to your service line and are hoping to continue to improve it as funds permit. This is only one of several projects that we are hoping to develop in order to improve the quality of life and land in Mannington. At our meeting, the consensus of the Commissioners was that they would like the tracks to remain in our town with the hope of, eventually, an excursion train running through our county. As mayor and a member of the Planning Commission, I am currently putting out feelers to investors to determine if there is an interest in such a project. If there is anyway that you could work with us to delay this abandonment through our town until I can determine if the idea of an excursion train is attainable, it would be very much appreciated.

Sincerely,



Lenny Stafford
Mayor



Dave Geraci
Manager - Network Rationalization

500 Water Street - J200
Jacksonville, FL 32202
(904) 359-1086
FAX (904) 359-1111

Attachment 6A

August 10, 2005

Mr. Stafford, Mayor
City of Mannington
206 Main Street
Mannington, WV 26582

RE: CSXT Proposed Abandonment
Barrackville to Mannington, WV
STB Docket AB-55 (Sub-No. 656X)

Dear Mr. Stafford:

This refers to your letter dated August 2, 2005. Please be advised that CSXT intends to file a Notice of Exemption on this line segment with the Surface Transportation Board (STB) on August 19, 2005. Through the STB filing, the City of Mannington is afforded the opportunity to file a Notice of Interim Trail Use (NITU) or an Offer of Financial Assistance (OFA) to purchase the line segment. The information on either action can be found at the STB website, www.stb.dot.gov.

Sincerely,

Attachment

Copy: Mr. Lou Gitomer, 1455 F Street, NW, Suite 225, Washington, DC, 20005
Ms. Donna Melton, CSXT, 500 Water Street-J150, Jacksonville, FL, 32202
Surface Transportation Board, Section of Environmental Analysis, 1925 "K" Street NW -
Suite 534, Washington, DC 20423-0001



TRANSPORTATION
Dave Geraci
Manager - Network Rationalization

500 Water Street - J200
Jacksonville, FL 32202
Phone: (904) 359-1086
FAX: (904) 359-1111
E-Mail: Dave_Geraci@CSX.com

Attachment 7

July 8, 2005

USDA - NRCS
District Conservationist
Route 2, Box 1100
Farimont, WV 26554

Gentlemen:

Please be advised that CSX Transportation, Inc. is considering abandonment of a portion of its rail line from Barrackville to the end of line near Mannington, Marion County, West Virginia as depicted on the attached map.

This line segment received Surface Transportation Board approval for a discontinuance of service in 1991 under docket number AB 55 Sub No. 376X and has not been used since that time.

This action requires Surface Transportation Board approval and Federal Regulations 49 C.F.R. 1105.7(3)(ii) require that we develop a response to the following statement:

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

Please advise if any of the land contiguous to CSXT's line in the project area is classified as prime agriculture land.

Sincerely,

Attachments



Dave Geraci
Manager - Network Rationalization

500 Water Street - J200
Jacksonville, FL 32202
Phone: (904) 359-1086
FAX: (904) 359-1111
E-Mail: Dave_Geraci@CSX.com

Attachment 8

July 8, 2005

U.S. Department of the Interior
Fish & Wildlife Commission
West Virginia Field Office
694 Beverly Pike
Elkins, WV 26241

Gentlemen:

Please be advised that CSX Transportation, Inc. is considering abandonment of a portion of its rail line from Barrackville to the end of line near Mannington, Marion County, West Virginia as depicted on the attached map.

This line segment received Surface Transportation Board approval for a discontinuance of service in 1991 under docket number AB 55 Sub No. 376X and has not been used since that time.

The action requires Surface Transportation Board approval and Federal Regulations 49 C.F.R. 1105.7 (8) (i) and (ii) require that we develop responses to the following statements:

- (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.
- (ii) State whether wildlife sanctuaries or refuges, National or State parks or forests will be affected, and describe any effects.

The removal of CSXT's rail material will be accomplished by use of the right of way for access, along with existing public and private crossings, and no new access roads are contemplated. We do not intend to disturb any of the underlying roadbeds and do not anticipate any dredging or use of fill in the removal of the track material. The crossties and/or other debris will be transported away from the rail line and will not be discarded along the right of way, nor be placed or left in streams or wetlands, or along the banks of such waterways. During track removal, appropriate measures will be implemented to prevent or control spills from fuels, lubricants or any other materials from entering any watercourses.

Based upon the above described actions, we would appreciate your concurrence in CSXT's position that there would be no adverse impact to any federally-listed endangered or threatened species, critical habitats, wildlife sanctuaries or refuges, National or State parks, or forests.

We would appreciate your comments; and, if you have any questions, please feel free to contact me.

Sincerely,

Attachments



Dave Geraci
Manager - Network Rationalization

500 Water Street - J200
Jacksonville, FL 32202
Phone: (904) 359-1086
FAX: (904) 359-1111
E-Mail: Dave_Geraci@CSX.com

Attachment 9

July 8, 2005

West Virginia Division of the EPA
Division of Water Management
414 Summer Street
Charleston, WV 25301

Gentlemen:

Please be advised that CSX Transportation, Inc. is considering abandonment of a portion of its rail line from Barrackville to the end of line near Mannington, Marion County, West Virginia as depicted on the attached map.

This line segment received Surface Transportation Board approval for a discontinuance of service in 1991 under docket number AB 55 Sub No. 376X and has not been used since that time.

This action requires Surface Transportation Board approval and Federal Regulations 49 C.F.R. 1105.7 (9) (i) and (iii) require that we develop a response to the following statements:

(i) "Based on consultation with State Water quality officials, state whether the proposed action is consistent with applicable Federal, State or local water quality standards. Describe any inconsistencies."

(iii) State whether permits under Section 402 of the Clean Water Act 33 U.S.C. 1342 are required for the proposed action."

There are no refueling or maintenance areas within the project area. The removal of CSXT's rail material will be accomplished by use of the right of way for access, along with existing public and private crossings, and no new access roads are contemplated. We do not intend to disturb any of the underlying roadbeds and do not anticipate any dredging or use of fill in the removal of the track material. The crossties and/or other debris will be transported away from the rail line and will not be discarded along the right of way, nor be placed or left in streams or wetlands, or along the banks of such waterways. During track removal, appropriate measures will be implemented to prevent or control spills from fuels, lubricants or any other pollutant materials from entering any watercourses.

Based upon the above described actions, we would appreciate receiving your concurrence with CSXT's position that the proposed project is consistent with applicable Federal, State and local water quality standards, and that no permits under Section 402 are required at this time.

If you have any questions, please feel free to contact me.

Sincerely,

Attachments



TRANSPORTATION
Dave Geraci
Manager - Network Rationalization

500 Water Street - J200
Jacksonville, FL 32202
Phone: (904) 359-1086
FAX: (904) 359-1111
E-Mail: Dave_Geraci@CSX.com

Attachment 10

July 8, 2005

U.S. Army Corps of Engineers
Attention: ORHOP-F
502 8th Street
Huntington, WV 25701

Gentlemen:

Please be advised that CSX Transportation, Inc. is considering abandonment of a portion of its rail line from Barrackville to the end of line near Mannington, Marion County, West Virginia as depicted on the attached map.

This line segment received Surface Transportation Board approval for a discontinuance of service in 1991 under docket number AB 55 Sub No. 376X and has not been used since that time.

This action requires Surface Transportation Board approval and Federal Regulations 49 C.F.R. 1105.7(9)(ii) require that we develop a response to the following statement:

"Based on consultation with the U. S. Army Corps 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 the effects."

It is our opinion that there will be no impact on designated wetlands or 100-year flood plains because our intent at this time is to only remove CSXT's metal track material, crossties and perhaps the upper layer of ballast, and to preserve the existing routes of water flow and drainage. We do not intend to disturb any of the underlying roadbeds or perform any activities that would cause sedimentation or erosion of the soil, and we do not anticipate any dredging or use of fill in the removal of the track material. The track removal will be accomplished by use of the right of way for access, along with existing public and private crossings, and no new access roads are contemplated. The crossties and/or other debris will be transported away from the rail line and will not be discarded along the right of way, nor be placed or left in streams or wetlands, or along the banks of such waterways.

Based upon the above described actions, we would appreciate your concurrence in CSXT's position that there would be no adverse impact on wetlands or 100-year flood plains, and that no permits under Section 404 will be required.

We would appreciate your comments; and, if you have any questions, please feel free to call me.

Sincerely,

Attachments

Dave Geraci
Manager - Network Rationalization

Attachment 11

July 8, 2005

U.S. EPA
Region 3
1650 Arch Street
Philadelphia, PA 19103

Gentlemen:

Please be advised that CSX Transportation, Inc. is considering abandonment of a portion of its rail line from Barrackville to the end of line near Mannington, Marion County, West Virginia as depicted on the attached map.

This line segment received Surface Transportation Board approval for a discontinuance of service in 1991 under docket number AB 55 Sub No. 376X and has not been used since that time.

This action requires Surface Transportation Board approval and Federal Regulations 49 C.F.R. 1105.7 (9) (i) and (iii) require that we develop a response to the following statements:

(i) "Based on consultation with State Water quality officials, state whether the proposed action is consistent with applicable Federal, State or local water quality standards. Describe any inconsistencies."

(iii) State whether permits under Section 402 of the Clean Water Act 33 U.S.C. 1342 are required for the proposed action."

There are no refueling or maintenance areas within the project area. The removal of CSXT's rail material will be accomplished by use of the right of way for access, along with existing public and private crossings, and no new access roads are contemplated. We do not intend to disturb any of the underlying roadbeds and do not anticipate any dredging or use of fill in the removal of the track material. The crossties and/or other debris will be transported away from the rail line and will not be discarded along the right of way, nor be placed or left in streams or wetlands, or along the banks of such waterways. During track removal, appropriate measures will be implemented to prevent or control spills from fuels, lubricants or any other pollutant materials from entering any watercourses.

Based upon the above described actions, we would appreciate receiving your concurrence with CSXT's position that the proposed project is consistent with applicable Federal, State and local water quality standards, and that no permits under Section 402 are required at this time.

If you have any questions, please feel free to contact me.

Sincerely,



Attachments

RCVD 8-8-2005

TOWN OF BARTON

19018 Legislative Road, SW
P.O. Box 153~Barton, MD 21521

Phone: 301-463-6347
Fax: 301-463-3049

CXS Transporation, Inc.
Proposed Discontinuance of Service
Docket No. AB-55 (Sub, No. 659X)

Dear Gentlemen:

Please be advised that The Town of Barton is interested in the railroad right of way that are in the town's limits, that your considering abandonment. Are long range plans for this would be able to hook on to the Allegheny Highlands walking and bike trail.

Sincerely,

John F. Bean Sr.
John F. Bean Sr.

Mayor



Dave Geraci
Manager - Network Rationalization

500 Water Street - J200
Jacksonville, FL 32202
(904) 359-1086
FAX (904) 359-1111

August 9, 2005

Mr. John F. Bean, Sr., Mayor
Town of Barton
19018 Legislative Road, SW
PO Box 153
Barton, MD 21521

RE: CSXT Proposed Abandonment
Barrackville to Mannington, WV
STB Docket AB-55 (Sub-No. 656X)

Dear Mr. Bean:

This refers to your letter received August 8, 2005. Please be advised that CSXT's Notice of Exemption on this line segment was filed with the Surface Transportation Board (STB) on August 5, 2005. Through the STB filing, the Town of Barton is afforded the opportunity to file a Notice of Interim Trail Use (NITU) to purchase the line segment. The information on this action can be found at the STB website, www.stb.dot.gov using the above listed docket number.

Sincerely,

A handwritten signature in black ink, appearing to be "D. Geraci", written over a horizontal line.

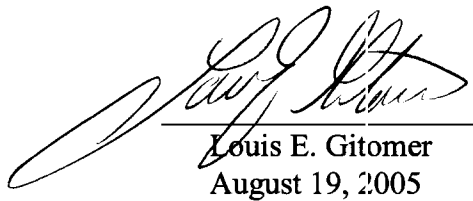
Attachment

Copy: Mr. Lou Gitomer, 1455 F Street, NW, Suite 225, Washington, DC, 20005
Ms. Donna Melton, CSXT, 500 Water Street-J150, Jacksonville, FL, 32202
Surface Transportation Board, Section of Environmental Analysis, 1925 "K" Street NW -
Suite 534, Washington, DC 20423-0001

**HISTORIC REPORT
CERTIFICATE OF SERVICE**

Pursuant to the requirements of 49 C.F.R. § 1105.8(c), the undersigned hereby certifies that a copy of the Historic Report in Docket No. AB-55 (Sub-No. 656X) was mailed via first class mail on July 15, 2005, to the following parties:

Ms. Susan M. Price
Deputy State Historic Preservation Officer
for Resource Protection
Department of Culture & History
The cultural Center
Capitol Complex
Charleston, WV 25305



Louis E. Gitomer
August 19, 2005



Dave Geraci
Manager - Network Rationalization

500 Water Street - J200
Jacksonville, FL 32202
Tel. (904) 359-1086
Fax (904) 359-1111
E-Mail: Dave_Geraci@CSX.com

July 15, 2005

Ms. Susan M. Pierce
Deputy State Historic Preservation Officer
for Resource Protection
Department of Culture & History
The Cultural Center
Capitol Complex
Charleston, WV 25305

RE: CSX Transportation, Inc.
Proposed Line Abandonment
Marion County, West Virginia
Docket AB-55 (Sub-No. 656X)

Dear Ms. Pierce:

Please be advised that on August 19, 2005, CSX Transportation, Inc. (CSXT) expects to file with the Surface Transportation Board ("Board") a Notice of Exemption seeking authority to abandon service from Milepost BS 306.32 at Barrackville to Milepost 319.48 at Mannington including the Dents Run Spur from Milepost BSB 0.00 to Milepost BSB 4.35, a distance of 17.51 miles in Marion County, West Virginia, as shown in the attached historic report.

As information, this line segment received Surface Transportation Board approval for a discontinuance of service in 1991 under docket number AB 55 Sub No. 376X and has not been used since that time. At that time, the subject line was reviewed by the West Virginia Deputy State Historic Preservation Officer and found to have no adverse impact on cultural resources.

In connection with rail lines that are to become the subject of applications for authority to abandon, Federal Regulations at 49 CFR 1105.8(d), require that a Historic Report be submitted to the State Historic Preservation Officer prior to filing with the Surface Transportation Board. In accordance with those Regulations, I am attaching a Historic Report covering the above-proposed abandonment.

I will appreciate receiving your letter confirming that this project will again have no impact upon cultural resources. If you have questions, please feel free to call me.

Sincerely,

Attachments

Copy:

Surface Transportation Board, Section of Environmental Analysis, 1925 K Street NW - Suite 534, Washington, DC 20423-0001

Mr. Louis Gitomer, Counsel, Ball Janik LLP, 1455 F Street, Suite 225, Washington, DC 20005

HISTORIC REPORT

**CSX TRANSPORTATION, INC.
Barrackville to Mannington, including the Dents Run Spur,
Marion County, West Virginia
DOCKET AB-55 (SUB-NO. 656X)**

1105.7(e)(1)

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

CSX Transportation (CSXT) proposes to abandon 17.51 miles of rail line between Railroad Milepost BS 306.32 at Barrackville to Railroad Milepost 319.48 at Mannington including the Dents Run Spur from Railroad Milepost BSB 0.00 to Railroad Milepost BSB 4 in Marion County, West Virginia. This line was previously used to ship coal. There has been no coal service over the line in many years and there is no longer the potential for coal business.

As further information, this line segment received Surface Transportation Board approval for a discontinuance of service in 1991 under docket number AB 55 Sub No. 376X and has not been used since that time.

Under the 1991 filing, CSXT requested and received a review of the subject line from the West Virginia Deputy State Historic Preservation Officer. Attached is a copy of the May 14, 1991 response stating "We have reviewed the above-referenced project to determine the effects to cultural resources as required by Section 106 of the National Historic Preservation Act...No known historical, architectural, or

archaeological sites listed on or eligible for inclusion in the National Register of Historic Places will be affected by this project. No further consultation is required." (See Attachment 1.)

Abandonment of this line will result in the removal of the rail, crossties, and possibly the upper layer of ballast; subsequently, the operations and maintenance of this line will cease.

The only alternative would be not to abandon and to pass the operating loss and capital costs (or opportunity costs, if notice) of retaining the line to all other CSXT customers. This would not be a prudent utilization of carrier resources.

Two maps, which delineate the proposed project, are attached. (See Attachments 2 and 3.)

1105.8(d)

- (1) A U.S.G.S. topographic map (or an alternate map drawn to scale and sufficiently detailed to show buildings and other structures in the vicinity of the proposed action) showing the location of the proposed action, and the locations and approximate dimensions of railroad structures that are 50 years old or older and are part of the proposed action.**

Attached are copies of the Grant Town and Mannington quadrangle topographic maps prepared by the U. S. Department of Interior Geological Survey prepared by the U. S. Department of Interior Geological Survey. The line to be abandoned has been identified by a heavy black diagonal line. (See Attachments 4, 5, 6 and 7.)

There are nine (9) CSXT-owned structures that are 50 years old or older, which may be eligible for listing in the National Register which are part of the proposed action. As part of the original filing, CSXT submitted West Virginia Historic Property Inventory Forms. These original forms and photographs are included. (See Attachments 8 through 34.)

- (2) **A written description of the right of way (including approximate widths, to the extent known), and the topography and urban and/or rural characteristic of the surrounding area:**

The right of way widths along this line vary between 30 and 90 feet from the center-line of track. The rail line traverses many small communities, rivers and streams. It closely parallels Buffalo Creek and is located in a mountainous, forested area that contained several strip mines and mine dumps.

- (3) **Good quality photographs (actual photographic prints, not photocopies) of railroad structures on the property that are 50 years old or older and of the immediately surrounding area:**

Photographs enclosed. (See Attachments 35, 36 and 37.)

- (4) **The date(s) of construction of the structure(s), and the date(s) and extent of any major alterations, to the extent such information is known:**

There are nine (9) CSXT owned structures, all of which are bridges located on this line segment.

Bridge No. 115, 28-foot, Steel/Concrete, built in 1905

Bridge No. 115 ½, 11-foot, "I" Beam Steel, built in 1906

Bridge No. 115 ¾, 11-foot, "I" Beam Steel, built in 1905

Bridge No. 116 ¼, 8-foot, Steel/Concrete, built in 1904

Bridge No. 116 ½, 12-foot, Steel/Concrete, built in 1904

Bridge No. 118, 54-foot, "I" Beam Steel, built in 1912

Bridge No. 118 ½, 12-foot, Steel/Concrete, built in 1906

Bridge No. 118 ¾, 12-foot, Steel/Concrete, built in 1904

Bridge No. 118 7/8, 9-foot, Steel/Concrete, built in 1904

- (5) **A brief narrative history of carrier operations in the area, and an explanation of what, if any, changes are contemplated as a result of the proposed action:**

The land for this line segment was acquired by the

Baltimore and Ohio Railroad Company (B&O) between 1850 and 1858 for the purpose of constructing a rail line. The B&O was incorporated February 28, 1827 under a special law of Maryland for the purpose of "the construction and repair of a railroad from the city of Baltimore to some suitable point on the Ohio River with as many sets of tracks" as might be deemed necessary. The General Assembly of Virginia, by act of March 8, 1827 confirmed the act of Maryland and granted the new company the same rights and privileges as are granted to them within the territory of Maryland.

On February 26, 1973, the Chessie System Inc. was formed, and Chessie System Railroads was adopted as the new corporate identity for the C&O, B&O, and WM railroads. On November 1, 1980, Seaboard Coast Line Industries, Inc. and Chessie System Inc. merged and became CSX Corporation. On April 30, 1987, the Baltimore & Ohio Railroad Company was merged into the Chesapeake and Ohio Railway Company. The Chesapeake and Ohio Railway Company was merged into CSX Transportation on September 2, 1987.

Upon receiving abandonment authority, Applicant's operations and maintenance over this line will cease.

- (6) **A brief summary of documents in the carrier's possession, such as engineering drawings, that might be useful in documenting a structure that is found to be historic:**

Bridge sketches are enclosed. (See Attachments 38 through 46.)

- (7) **An opinion (based on readily available information in the railroad's possession) as to whether the site and/or structures meet the criteria for listing on the National Register of Historic Places (36 C.F.R. 60.4), and whether there is a likelihood of archeological resources or any other previously unknown historic properties in the project area, and the basis for these opinions (including any consultations with the State Historic Preservation Office, local historical societies or universities):**

A review of our records indicates there are nine (9)

CSXT-owned structures over 50 years old on this line segment that may be eligible for listing in the National Register.

We do not know of any significance or uniqueness to these structures that would warrant your consideration, since to our knowledge, they are not associated with any event that has made a contribution to the broad patterns of history; or were not associated with lives of persons significant to our past; do not embody the distinctive characteristics of a type, period or method of construction; and do not represent a significant and distinguishable entity whose components may lack individual distinction and have not or may not be likely to yield information important in prehistory or history.

We do not know of any archeological resources or any other previously unknown historic properties in the project area.

- (8) A description (based on readily available information in the railroad's possession) of any known prior subsurface ground disturbance or fill, environmental conditions (naturally occurring or man-made) that might affect the archeological recovery of resources (such as swampy conditions or the presence of toxic wastes), and the surrounding terrain.**

The line was disturbed during construction by cuts and fill and any archeological resources that may have been located in the proposed project area would have been affected at that time versus during the proposed salvage operations associated with rail removal. Our records do not indicate that any swampy conditions exist, or that any hazardous material spills have occurred within the project area.

DEPARTMENT OF EDUCATION AND THE ARTS • DIVISION OF CULTURE AND HISTORY

STATE OF WEST VIRGINIA
GASTON CAPERTON, GOVERNOR

DR. STEPHEN E. HAID, SECRETARY

WILLIAM M. DRENNEN, JR., COMMISSIONER

May 14, 1991

Ms. Patricia Collier
CSX Transportation
500 Water Street J200
Jacksonville, FL 32202RE: Abandonment: Fairmont to Mannington,
Dent's Run Branch
FR#: 91-859-MULTI

Dear Ms. Collier:

We have reviewed the above-referenced project to determine effects to cultural resources as required by Section 106 of the National Historic Preservation Act of 1966, as amended, and its implementing regulations, 36 CFR 800: "Protection of Historic Properties."

No known historical, architectural, or archaeological sites listed on or eligible for inclusion in the National Register of Historic Places will be affected by this project. No further consultation is required.

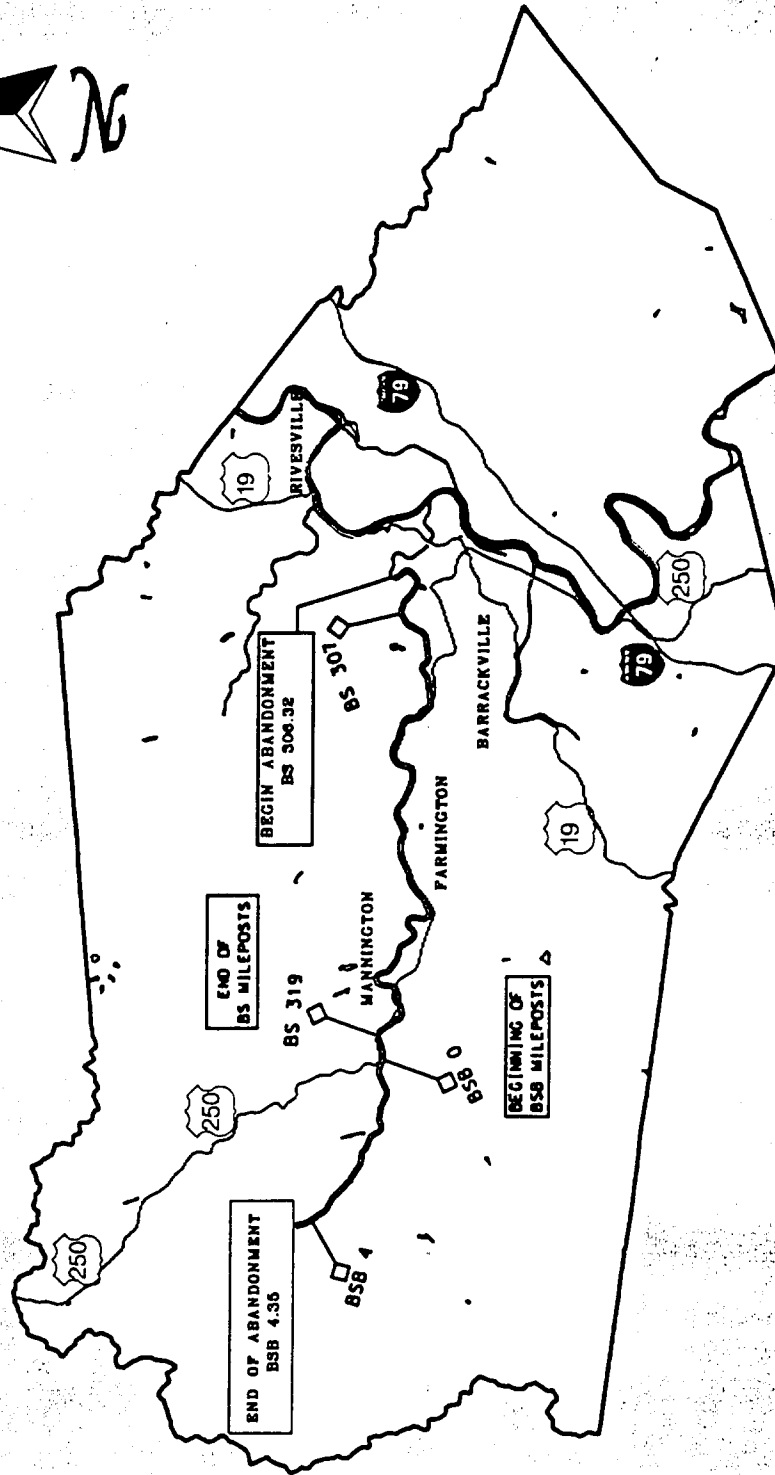
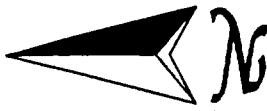
We appreciate the opportunity to be of service. If you have any questions regarding our comments or the Section 106 process, please call Susan M. Pierce, Director of Review and Compliance.

Sincerely,

William G. Farrar,
Deputy State Historic
Preservation Officer

WGF:so

MARION COUNTY, WV



LEGEND

-  ABANDONED SEGMENT
-  ALL OTHER CSX LINES

CSX TRANSPORTATION

ABANDONMENT

MARION COUNTY, WV

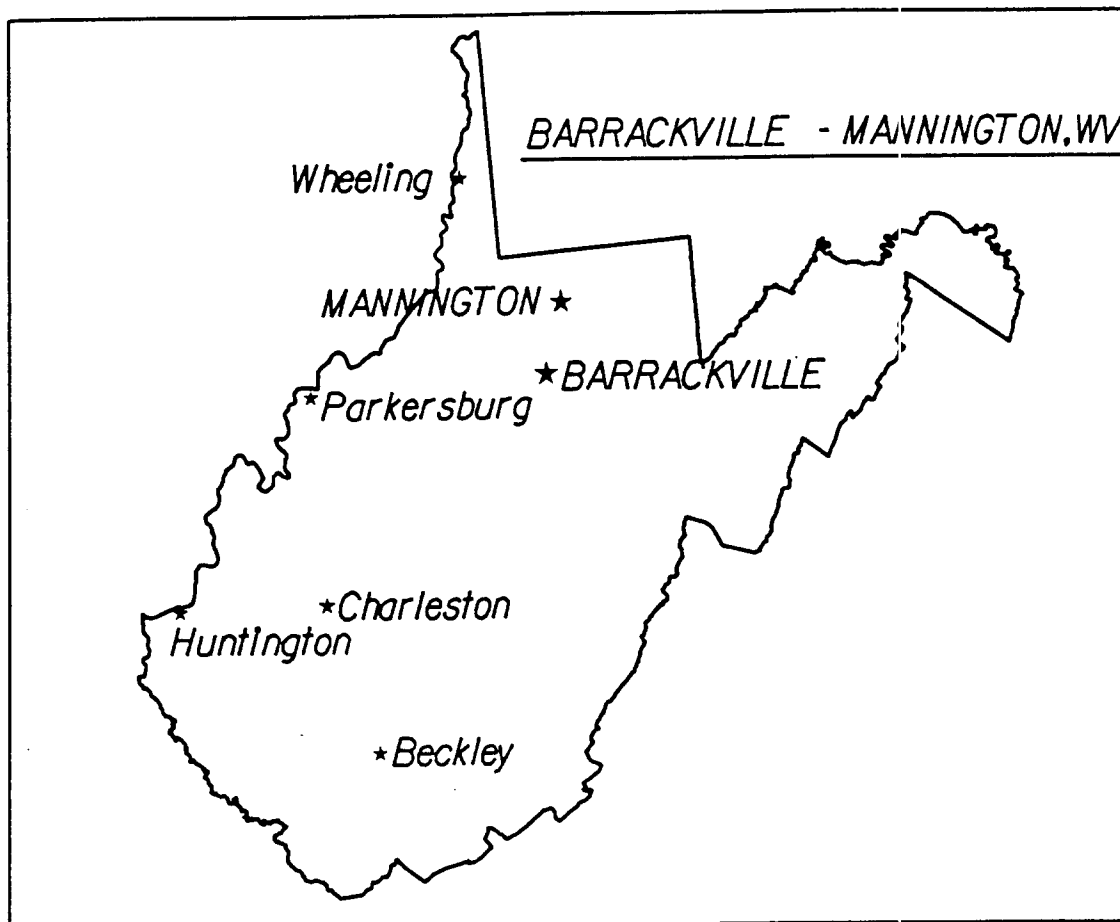
STB DOCKET AB 55 SUB NO. 656X

BS 306.32 TO BS 319.48

BSB 0.00 TO BSB 4.35

NOT TO SCALE

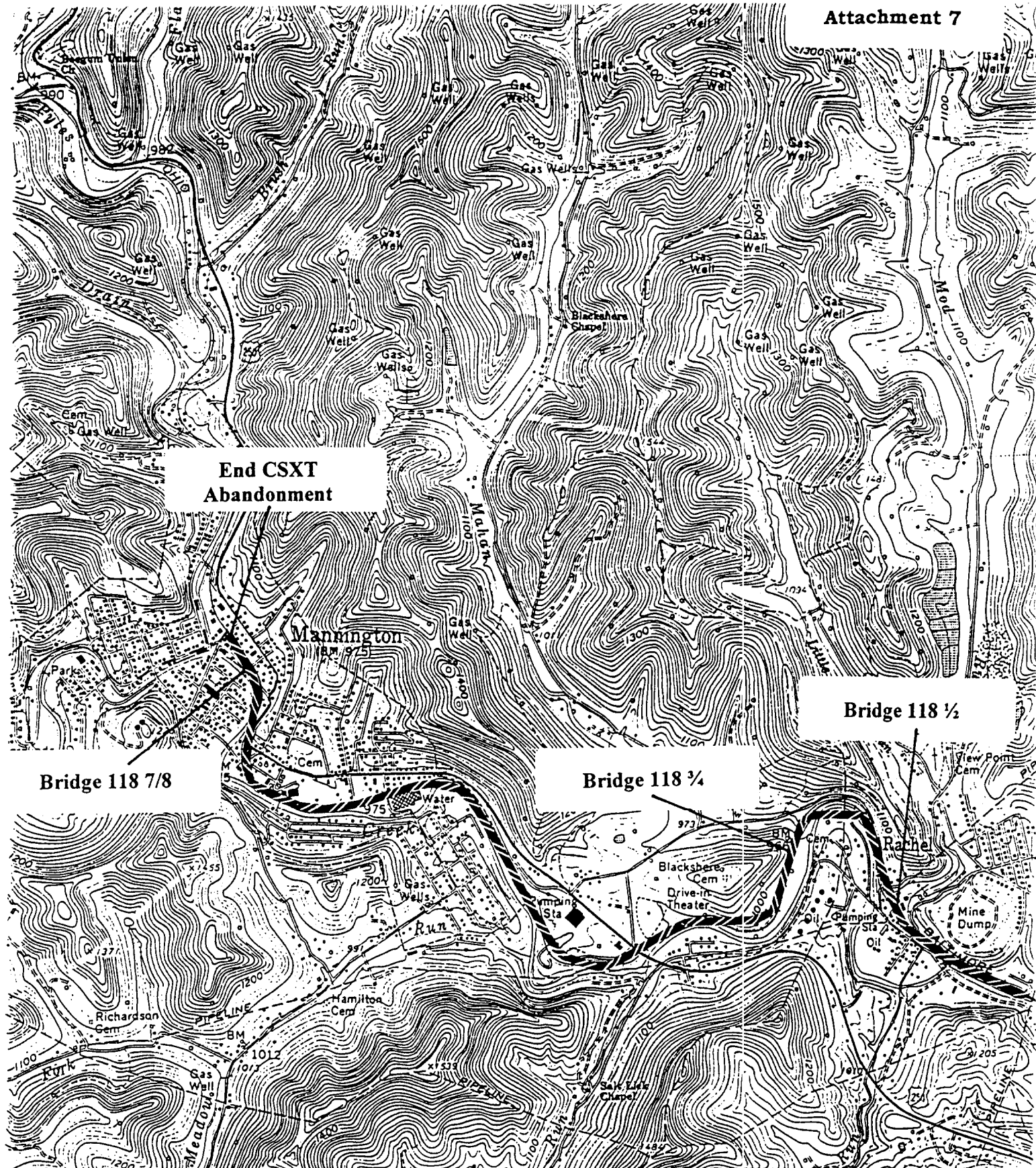
CSX TRANSPORTATION

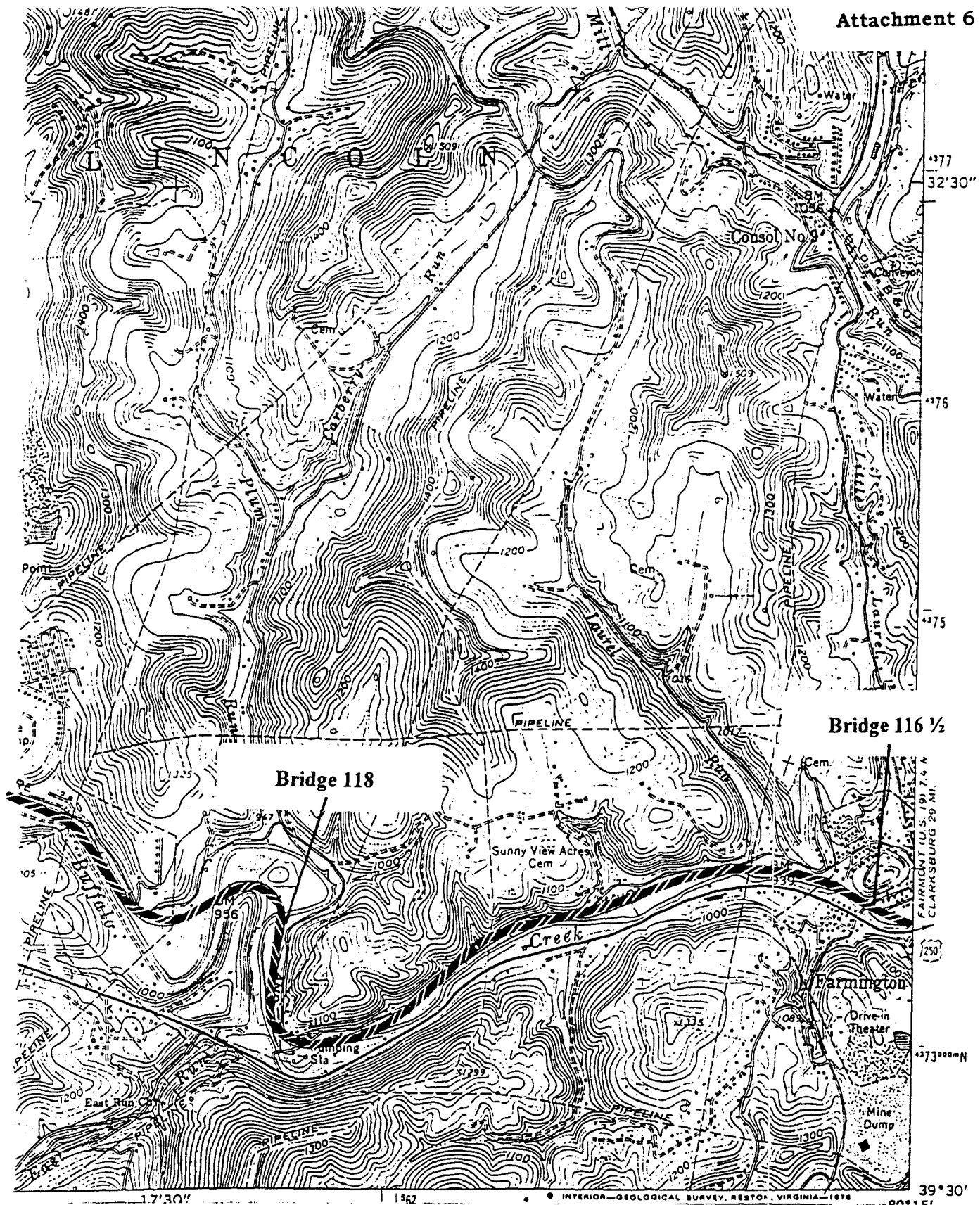


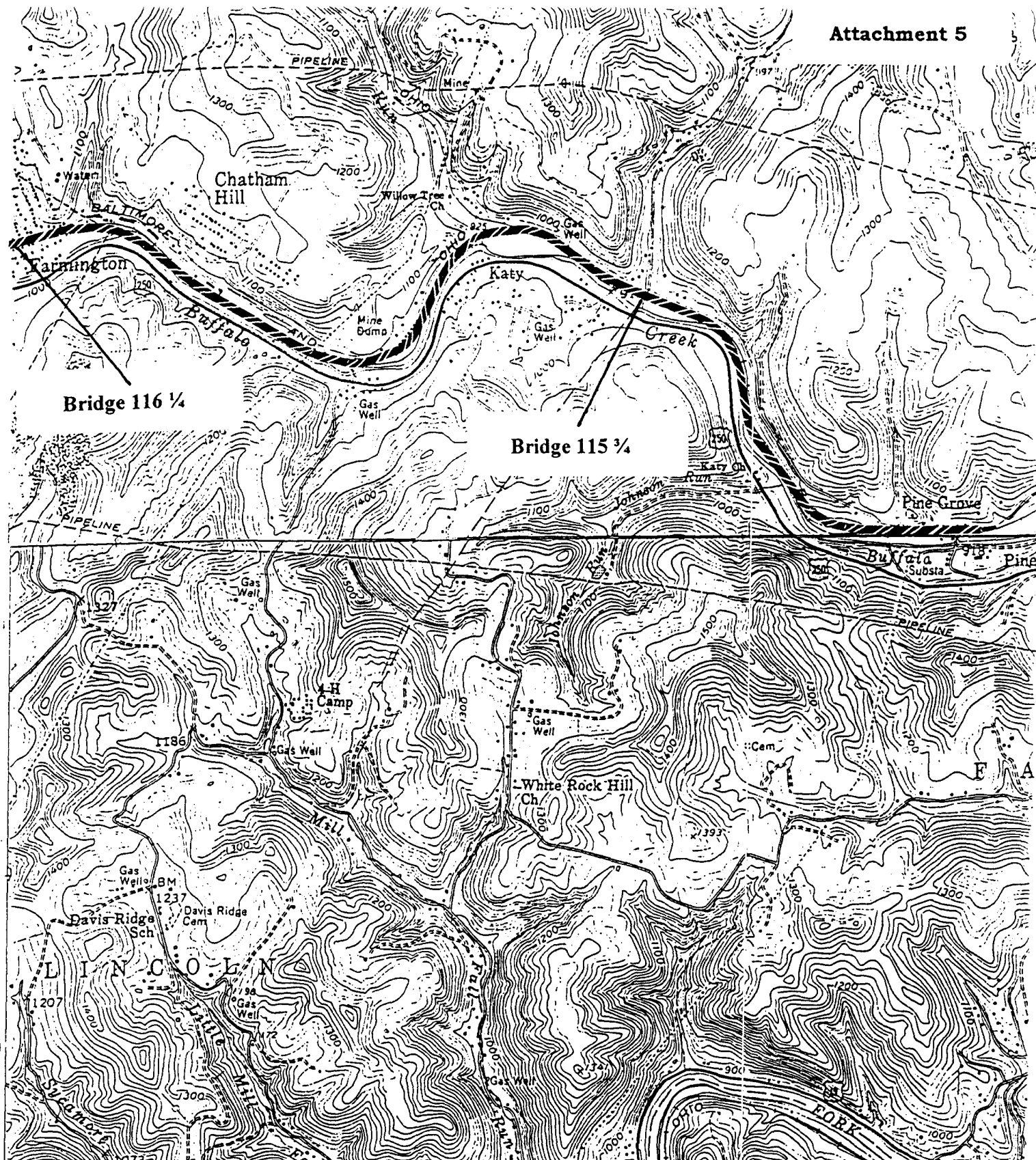
AREA MAP Abandonment

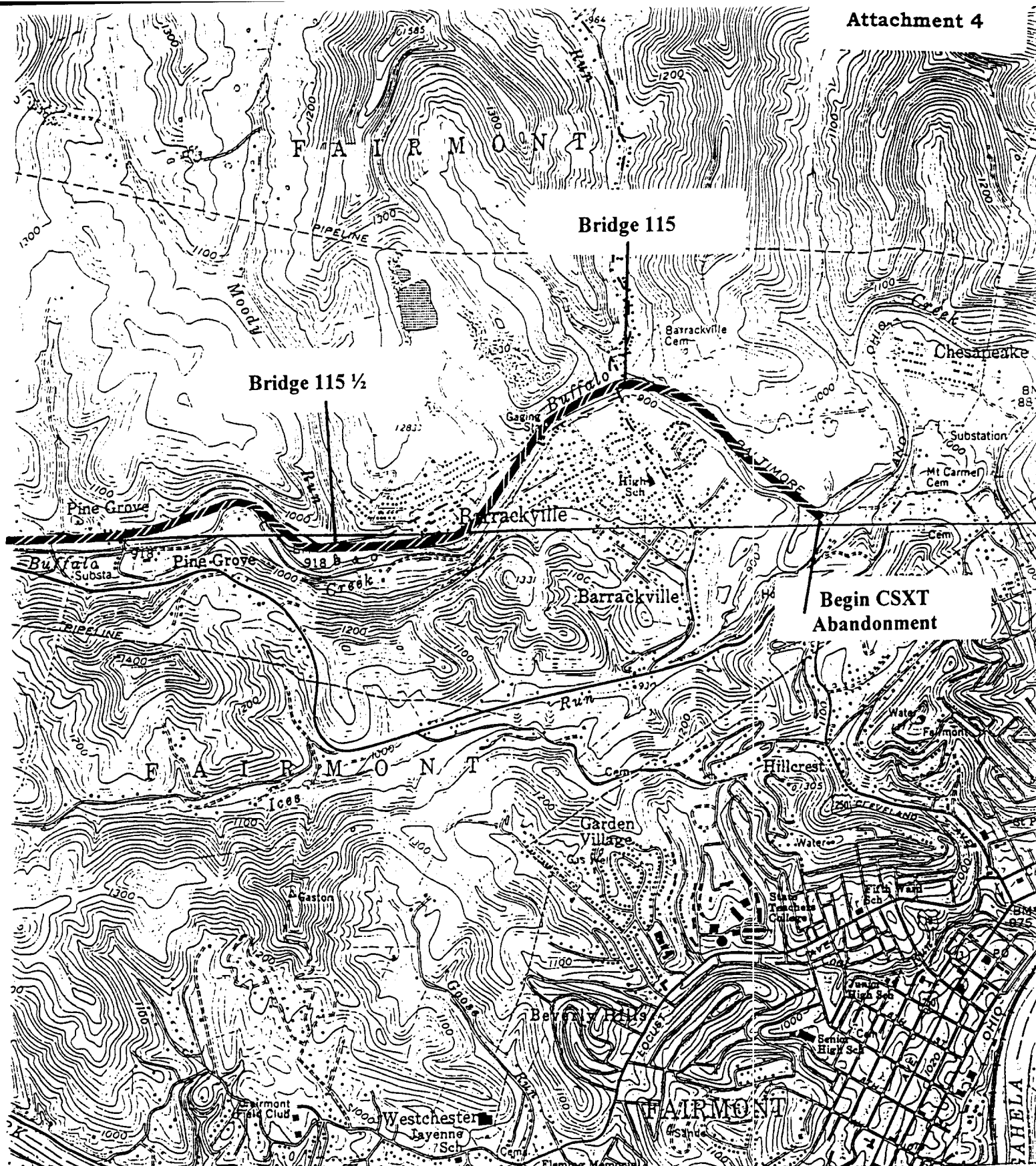
17.51 Miles

Barrackville to Mannington, Marion County, WV











WEST VIRGINIA HISTORIC PROPERTY INVENTORY FORM

STREET ADDRESS Finck's Run Milepost 307.35	COMMON/HISTORIC NAME Bridge #115	NO. IN SURVEY	NO. OF BAYS ☐ FRONT
TOWN OR COMMUNITY Barrackville, WV	COUNTY Marion	NEGATIVE NO.	NOT VISIBLE FROM ROAD
ARCHITECT/BUILDER Unknown	DATE OF CONSTRUCTION 1905	EXTERIOR BUILDING FABRIC N/A	
NAT. REGISTER LISTED _____ DATE _____ STATE REGISTER LISTED _____	ROOFING MATERIAL N/A	STYLE (STAFF USE ONLY)	
PROPERTY USE OR FUNCTION Railroad bridge to be abandoned	TYPE OF FOUNDATION Concrete	PHOTOGRAPH (2" X 3" CONTACT)	
SURVEY ORGANIZATION AND DATE CSX Transportation	QUADRANGLE NAME		
	PART OF WHAT SURVEY		

PRESENT OWNERS

CSX Transportation, Inc.

OWNER ADDRESS

500 Water Street, Jacksonville, FL
32202

GENERAL CONDITION OF PROPERTY

ADDITIONS

N/A

☐

YES

☐

NO

IF YES, DESCRIBE

ALTERATIONS

☒

YES

☐

NO

IF YES, DESCRIBE

1943, underpinning

NO. AND NATURE OF OUTBUILDINGS

N/A

DESCRIPTION OF PROPERTY (ORIGINAL AND PRESENT)

Bridge

Single track, 4 girders 27'1", 2 girders 28'5½", steel with
concrete floor slab

HISTORICAL/CULTURAL SIGNIFICANCE

None

BIBLIOGRAPHICAL REFERENCES

Office of Engineer of Bridges bridge list for the Fairmont Subdivision

FORM PREPARED BY

Patricia A. Collier
CSX Transportation

DATE

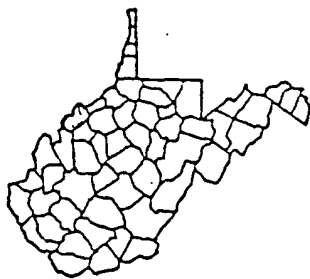
February 12, 1991

ADDRESS

500 Water Street
Jacksonville, FL 32202



Bridge #115
Finck's Run
Milepost 307.35
Barrackville, WV



WEST VIRGINIA HISTORIC PROPERTY INVENTORY FORM

STREET ADDRESS Snoddery's Run Milepost 308.5		COMMON/HISTORIC NAME Bridge #115½	NO. IN SURVEY	NO. OF BAYS ☐ FRONT
TOWN OR COMMUNITY Barracksville		COUNTY Marion	NEGATIVE NO.	NOT VISIBLE FROM ROAD
ARCHITECT/BUILDER Unknown		DATE OF CONSTRUCTION 1906	EXTERIOR BUILDING FABRIC N/A	
NAT. REGISTER LISTED _____ DATE _____ STATE REGISTER LISTED _____		ROOFING MATERIAL N/A	STYLE (STAFF USE ONLY)	
PROPERTY USE OR FUNCTION Railroad bridge to be abandoned		TYPE OF FOUNDATION Concrete	PHOTOGRAPH (2" X 3" CONTACT)	
SURVEY ORGANIZATION AND DATE		QUADRANGLE NAME		
CSX Transportation		PART OF WHAT SURVEY		

PRESENT OWNERS

CSX Transportation, Inc.

OWNER ADDRESS

500 Water Street, Jacksonville, FL
32202

GENERAL CONDITION OF PROPERTY

ADDITIONS

N/A

☐

YES

☐

NO

IF YES, DESCRIBE

ALTERATIONS

N/A

☐

YES

☐

NO

IF YES, DESCRIBE

NO. AND NATURE OF OUTBUILDINGS

N/A

DESCRIPTION OF PROPERTY (ORIGINAL AND PRESENT)

Bridge

Single track, 11'6" of concrete and metal construction, one span 11'6" long

HISTORICAL/CULTURAL SIGNIFICANCE

None

BIBLIOGRAPHICAL REFERENCES

Office of Engineer of Bridges bridge list for the Fairmont Subdivision

FORM PREPARED BY

Patricia A. Collier
CSX Transportation

DATE

February 12, 1991

ADDRESS

500 Water Street
Jacksonville, FL 32202



Bridge #115½
Snoddery's Run
Milepost 308.5
Barracksville, WV



WEST VIRGINIA HISTORIC PROPERTY INVENTORY FORM

STREET ADDRESS Davy Run Milepost 310.61	COMMON/HISTORIC NAME Bridge #115-3/4	NO. IN SURVEY	NO. OF BAYS ☐ FRONT
TOWN OR COMMUNITY Farmington, WV	COUNTY Marion	NEGATIVE NO.	NOT VISIBLE FROM ROAD
ARCHITECT/BUILDER Unknown	DATE OF CONSTRUCTION 1905	EXTERIOR BUILDING FABRIC N/A	
NAT. REGISTER LISTED _____ DATE _____ STATE REGISTER LISTED _____	ROOFING MATERIAL N/A	STYLE (STAFF USE ONLY)	
PROPERTY USE OR FUNCTION Railroad bridge to be abandoned	TYPE OF FOUNDATION Concrete	PHOTOGRAPH (2" X 3" CONTACT)	
SURVEY ORGANIZATION AND DATE CSX Transportation	QUADRANGLE NAME		
	PART OF WHAT SURVEY		

PRESENT OWNERS

CSX Transportation, Inc.

OWNER ADDRESS

500 Water Street, Jacksonville, FL
32202

GENERAL CONDITION OF PROPERTY

ADDITIONS

N/A

☐

YES

☐

NO

IF YES, DESCRIBE

ALTERATIONS

N/A

☐

YES

☐

NO

IF YES, DESCRIBE

NO. AND NATURE OF OUTBUILDINGS

N/A

DESCRIPTION OF PROPERTY (ORIGINAL AND PRESENT)

Bridge

Single track, 11'0" I-beam, concrete and metal construction, one span

HISTORICAL/CULTURAL SIGNIFICANCE

None

BIBLIOGRAPHICAL REFERENCES

Office of Engineer of Bridges bridge list for the Fairmont Subdivision

FORM PREPARED BY

Patricia A. Collier
CSX Transportation
500 Water Street

DATE

February 12, 1991

ADDRESS

Jacksonville, FL 32202



Bridge #115-3/4
Davy Run
Milepost 310.61
Farmington, WV



WEST VIRGINIA HISTORIC PROPERTY INVENTORY FORM

STREET ADDRESS Near Main Street Milepost 312.85	COMMON/HISTORIC NAME Bridge #116½	NO. IN SURVEY	NO. OF BAYS ☐ FRONT
TOWN OR COMMUNITY Farmington, WV	COUNTY Marion	NEGATIVE NO.	NOT VISIBLE FROM ROAD
ARCHITECT/BUILDER Unknown	DATE OF CONSTRUCTION 1904	EXTERIOR BUILDING FABRIC N/A	
NAT. REGISTER LISTED _____ DATE _____ STATE REGISTER LISTED _____	ROOFING MATERIAL N/A	STYLE (STAFF USE ONLY)	
PROPERTY USE OR FUNCTION Railroad bridge to be abandoned	TYPE OF FOUNDATION Concrete	PHOTOGRAPH (2" X 3" CONTACT)	
SURVEY ORGANIZATION AND DATE CSX Transportation	QUADRANGLE NAME		
	PART OF WHAT SURVEY		

PRESENT OWNERS CSX Transportation, Inc.	OWNER ADDRESS 500 Water Street, Jacksonville, FL 32202
--	--

GENERAL CONDITION OF PROPERTY

ADDITIONS N/A	☐	☐	IF YES, DESCRIBE
	YES	NO	
ALTERATIONS N/A	☐	☐	IF YES, DESCRIBE
	YES	NO	

NO. AND NATURE OF OUTBUILDINGS

N/A

DESCRIPTION OF PROPERTY (ORIGINAL AND PRESENT)

Bridge
Double track, 8'6" concrete and steel construction, one span

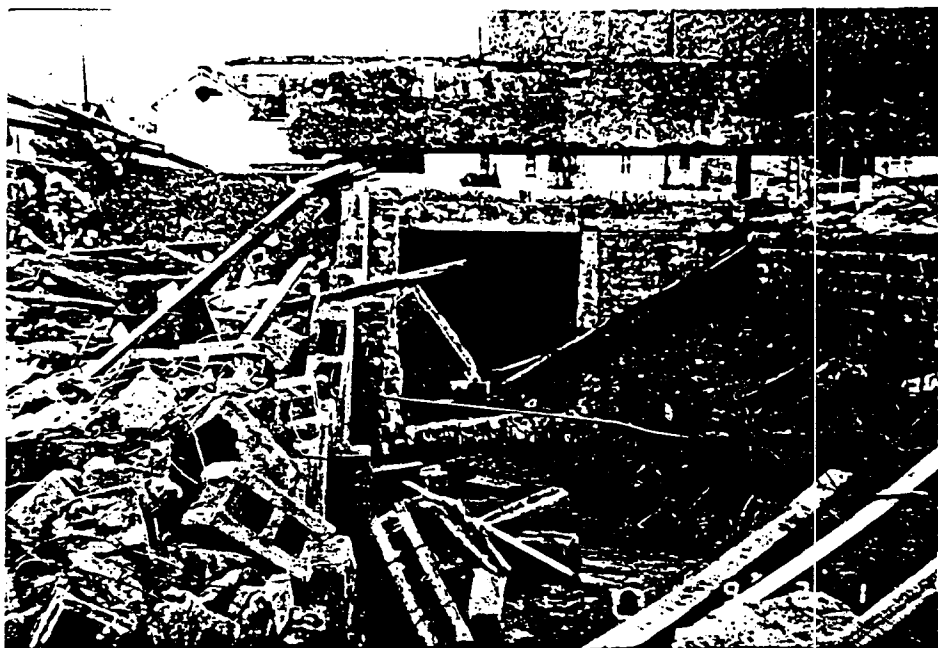
HISTORICAL/CULTURAL SIGNIFICANCE

None

BIBLIOGRAPHICAL REFERENCES

Office of Engineer of Bridges bridge list for the Fairmont Subdivision

FORM PREPARED BY	Patricia A. Collier CSX Transportation 500 Water Street Jacksonville, FL 32202	DATE	February 12, 1991
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Bridge #116½
Milepost 312.85
Farmington, WV



WEST VIRGINIA HISTORIC PROPERTY INVENTORY FORM

STREET ADDRESS Milepost 313.5	COMMON/HISTORIC NAME Bridge #116½	NO. IN SURVEY	NO. OF BAYS ☐ FRONT
TOWN OR COMMUNITY Farmington, WV	COUNTY Marion	NEGATIVE NO.	NOT VISIBLE FROM ROAD
ARCHITECT/BUILDER Unknown	DATE OF CONSTRUCTION 1904	EXTERIOR BUILDING FABRIC N/A	
NAT. REGISTER LISTED _____ DATE _____ STATE REGISTER LISTED _____	ROOFING MATERIAL N/A	STYLE (STAFF USE ONLY)	
PROPERTY USE OR FUNCTION Railroad bridge to be abandoned	TYPE OF FOUNDATION Concrete	PHOTOGRAPH (2" X 3" CONTACT)	
SURVEY ORGANIZATION AND DATE CSX Transportation	QUADRANGLE NAME		
	PART OF WHAT SURVEY		

PRESENT OWNERS

CSX Transportation, Inc.

OWNER ADDRESS

500 Water Street, Jacksonville, FL
32202

GENERAL CONDITION OF PROPERTY

ADDITIONS

N/A

☐

YES

☐

NO

IF YES, DESCRIBE

ALTERATIONS

N/A

☐

YES

☐

NO

IF YES, DESCRIBE

NO. AND NATURE OF OUTBUILDINGS

N/A

DESCRIPTION OF PROPERTY (ORIGINAL AND PRESENT)

Bridge

Double track, Concrete & steel, 12'0" single span

HISTORICAL/CULTURAL SIGNIFICANCE

None

BIBLIOGRAPHICAL REFERENCES

Office of Engineer of Bridges bridge list for the Fairmont Subdivision

FORM PREPARED BY

Patricia A. Collier
CSX Transportation
500 Water Street

DATE

February 12, 1991

ADDRESS

Jacksonville, FL 32202



Bridge #116½
Milepost 313.5
Farmington, WV



WEST VIRGINIA HISTORIC PROPERTY INVENTORY FORM

STREET ADDRESS Buffalo Creek Milepost 315.6	COMMON/HISTORIC NAME Bridge #118	NO. IN SURVEY	NO. OF BAYS ☐ FRONT
TOWN OR COMMUNITY Fowler, WV	COUNTY Marion	NEGATIVE NO.	NOT VISIBLE FROM ROAD
ARCHITECT/BUILDER Unknown	DATE OF CONSTRUCTION 1912	EXTERIOR BUILDING FABRIC N/A	
NAT. REGISTER LISTED _____ DATE _____ STATE REGISTER LISTED _____	ROOFING MATERIAL N/A	STYLE (STAFF USE ONLY)	
PROPERTY USE OR FUNCTION Railroad bridge to be abandoned	TYPE OF FOUNDATION Concrete	PHOTOGRAPH (2" X 3" CONTACT)	
SURVEY ORGANIZATION AND DATE CSX Transportation	QUADRANGLE NAME		
	PART OF WHAT SURVEY		

PRESENT OWNERS

CSX Transportation, Inc.

OWNER ADDRESS

500 Water Street, Jacksonville, FL
32202

GENERAL CONDITION OF PROPERTY

ADDITIONS

N/A

☐

YES

☐

NO

IF YES, DESCRIBE

ALTERATIONS

N/A

☐

YES

☐

NO

IF YES, DESCRIBE

NO. AND NATURE OF OUTBUILDINGS

N/A

DESCRIPTION OF PROPERTY (ORIGINAL AND PRESENT)

Bridge

Single track, overhead structural steel on concrete, three spans, total
length 54'3"

HISTORICAL/CULTURAL SIGNIFICANCE

None

BIBLIOGRAPHICAL REFERENCES

Office of Engineer of Bridges bridge list for the Fairmont Subdivision

FORM PREPARED BY

Patricia A. Collier
CSX Transportation
500 Water Street

DATE

February 12, 1991

ADDRESS

Jacksonville, FL 32202



Bridge #118
Buffalo Creek
Milepost 315.6
Fowler, WV



WEST VIRGINIA HISTORIC PROPERTY INVENTORY FORM

STREET ADDRESS Mod Run Milepost 316.8	COMMON/HISTORIC NAME Bridge #118½	NO. IN SURVEY	NO. OF BAYS ☐ FRONT
TOWN OR COMMUNITY Rachel, WV	COUNTY Marion	NEGATIVE NO.	NOT VISIBLE FROM ROAD
ARCHITECT/BUILDER Unknown	DATE OF CONSTRUCTION 1906	EXTERIOR BUILDING FABRIC N/A	
NAT. REGISTER LISTED _____ DATE _____ STATE REGISTER LISTED _____	ROOFING MATERIAL N/A	STYLE (STAFF USE ONLY)	
PROPERTY USE OR FUNCTION Railroad bridge to be abandoned	TYPE OF FOUNDATION Concrete	PHOTOGRAPH (2" X 3" CONTACT)	
SURVEY ORGANIZATION AND DATE CSX Transportation	QUADRANGLE NAME		
	PART OF WHAT SURVEY		

PRESENT OWNERS

CSX Transportation, Inc.

OWNER ADDRESS

500 Water Street, Jacksonville, FL
32202

GENERAL CONDITION OF PROPERTY

ADDITIONS	☐	☐	IF YES, DESCRIBE
N/A	YES	NO	

ALTERATIONS	☐	☐	IF YES, DESCRIBE
N/A	YES	NO	

NO. AND NATURE OF OUTBUILDINGS

N/A

DESCRIPTION OF PROPERTY (ORIGINAL AND PRESENT)

Bridge
Single track, concrete and metal construction, 12'2" length, single span

HISTORICAL/CULTURAL SIGNIFICANCE

None

BIBLIOGRAPHICAL REFERENCES

Office of Engineer of Bridges bridge list for the Fairmont Subdivision

FORM PREPARED BY

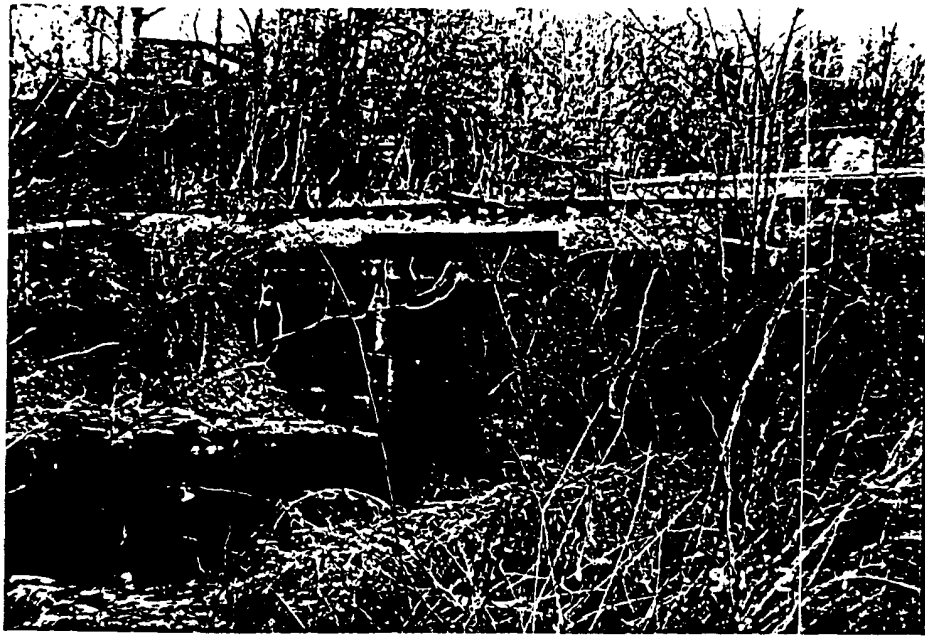
Patricia A. Collier
CSX Transportation
500 Water Street

DATE

February 12, 1991

ADDRESS

Jacksonville, FL 32202



Bridge #118½
Mod Run
Milepost 316.8
Rachel, WV



WEST VIRGINIA HISTORIC PROPERTY INVENTORY FORM

STREET ADDRESS Mahan Run Milepost 317.38	COMMON/HISTORIC NAME Bridge 118-3/4	NO. IN SURVEY	NO. OF BAYS ☐ FRONT
TOWN OR COMMUNITY Rachel, WV	COUNTY Marion	NEGATIVE NO.	NOT VISIBLE FROM ROAD
ARCHITECT/BUILDER Unknown	DATE OF CONSTRUCTION 1904	EXTERIOR BUILDING FABRIC N/A	
NAT. REGISTER LISTED _____ DATE _____ STATE REGISTER LISTED _____	ROOFING MATERIAL N/A	STYLE (STAFF USE ONLY)	
PROPERTY USE OR FUNCTION Railroad bridge to be abandoned	TYPE OF FOUNDATION Concrete	PHOTOGRAPH (2" X 3" CONTACT)	
SURVEY ORGANIZATION AND DATE CSX Transportation	QUADRANGLE NAME		
	PART OF WHAT SURVEY		

PRESENT OWNERS

CSX Transportation, Inc.

OWNER ADDRESS

500 Water Street, Jacksonville, FL
32202

GENERAL CONDITION OF PROPERTY

ADDITIONS

N/A

☐

YES

☐

NO

IF YES, DESCRIBE

ALTERATIONS

N/A

☐

YES

☐

NO

IF YES, DESCRIBE

NO. AND NATURE OF OUTBUILDINGS

N/A

DESCRIPTION OF PROPERTY (ORIGINAL AND PRESENT)

Bridge

Single track, concrete and steel construction, one span 11'4" in length

HISTORICAL/CULTURAL SIGNIFICANCE

None

BIBLIOGRAPHICAL REFERENCES

Office of Engineer of Bridges bridge list for the Fairmont Subdivision

FORM PREPARED BY

Patricia A. Collier
CSX Transportation
500 Water Street

DATE

February 12, 1991

ADDRESS

Jacksonville, FL 32202

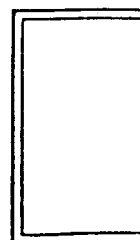


Bridge #118-3/4
Mahan Run
Milepost 317.38
Rachel, WV



WEST VIRGINIA HISTORIC PROPERTY INVENTORY FORM

STREET ADDRESS Milepost 319.34	COMMON/HISTORIC NAME Bridge 118-7/8	NO. IN SURVEY	NO. OF BAYS ☐ FRONT
TOWN OR COMMUNITY Mannington, WV	COUNTY Marion	NEGATIVE NO.	NOT VISIBLE FROM ROAD ☐
ARCHITECT/BUILDER Unknown	DATE OF CONSTRUCTION 1904	EXTERIOR BUILDING FABRIC N/A	
NAT. REGISTER LISTED <u> </u> DATE <u> </u> STATE REGISTER LISTED <u> </u>	ROOFING MATERIAL N/A	STYLE (STAFF USE ONLY)	
PROPERTY USE OR FUNCTION Railroad bridge to be abandoned	TYPE OF FOUNDATION Concrete	PHOTOGRAPH (2" X 3" CONTACT)	
SURVEY ORGANIZATION AND DATE CSX Transportation	QUADRANGLE NAME		
	PART OF WHAT SURVEY		



PRESENT OWNERS

CSX Transportation, Inc.

OWNER ADDRESS

500 Water Street, Jacksonville, FL
32202

GENERAL CONDITION OF PROPERTY

ADDITIONS

N/A

☐

YES

☐

NO

IF YES, DESCRIBE

ALTERATIONS

N/A

☐

YES

☐

NO

IF YES, DESCRIBE

NO. AND NATURE OF OUTBUILDINGS

N/A

DESCRIPTION OF PROPERTY (ORIGINAL AND PRESENT)

Bridge

Single track, concrete and steel construction, one span 9'0" in length

HISTORICAL/CULTURAL SIGNIFICANCE

None

BIBLIOGRAPHICAL REFERENCES

Office of Engineer of Bridges bridge list for the Fairmont Subdivision

FORM PREPARED BY

Patricia A. Collier

DATE

February 12, 1991

CSX Transportation

500 Water Street

ADDRESS

Jacksonville, FL 32202



Bridge 115



Bridge 115 ½



Bridge 116 ¼



Bridge 116 1/2



Bridge 118



Bridge 118



Bridge 118

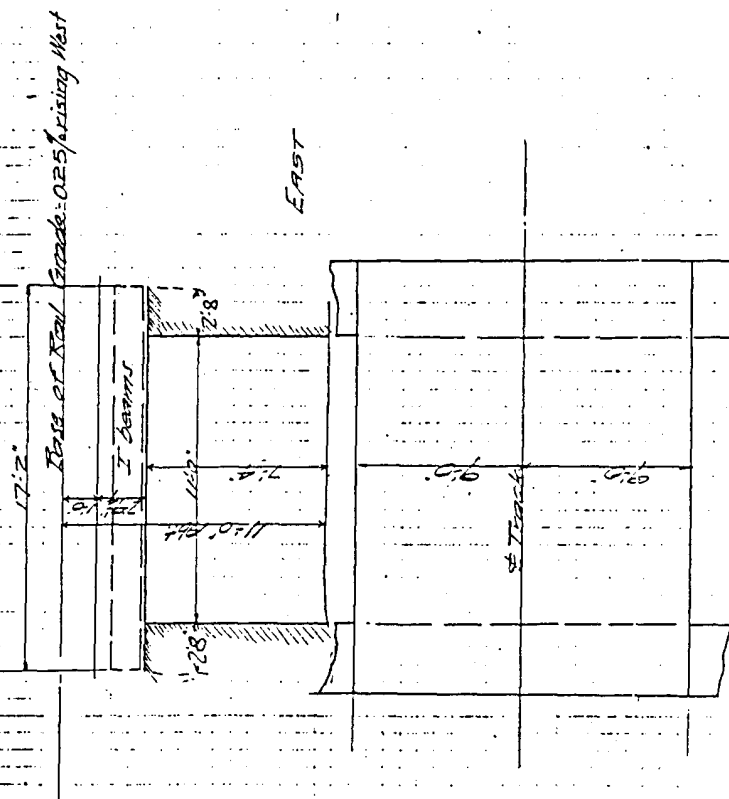


Bridge 118 1/2



Bridge 118 7/8

DRAWING NO. 5



PHYSICAL CONDITION:

REMARKS:

STATION E. of Farmington, W. Va.

CROSSING.

MILE 3.10/22

ALIGNMENT Tangent

ANGLE, 90°

CLEAR HEAD

CLEAR WIDTH

BUILT 65

LIVE LOAD.

MATERIAL Concrete & Steel

B. & O. R. R. CO.

RAILROAD BRIDGE.

OLD NO. 1157 NEW NO. 1

MONONGAHELIAN DIVISION

WHEELING LINE

Structure to be replaced

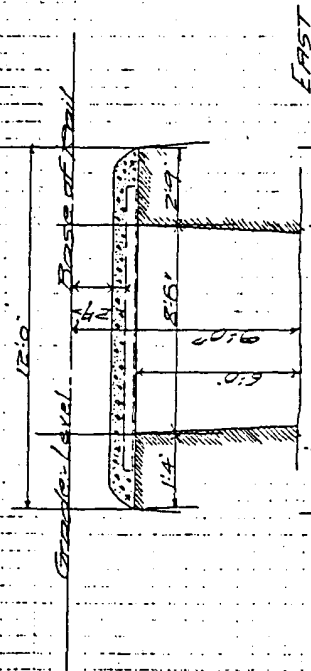
300-C-12-07

DRAWING NO. 7

VALUATION MAP SHOWS THIS STRUCTURE NUMBERED BR 116

Scale $\frac{3}{8}'' = 1'-0''$

11-25-24



EAST

Big number and spacing of rails?

PHYSICAL CONDITION:

REMARKS:

STATION W. of Farmington, W. Va.

CROSSING.

MILE 37.8 32/29

ALIGNMENT Tangent

ANGLE. 90°

CLEAR HEAD

CLEAR WIDTH

BUILT 1904

LIVE LOAD.

MATERIAL. Concrete & Steel

B. & O. R. R. CO.

RAILROAD BRIDGE.

OLD NO. 116 1/2

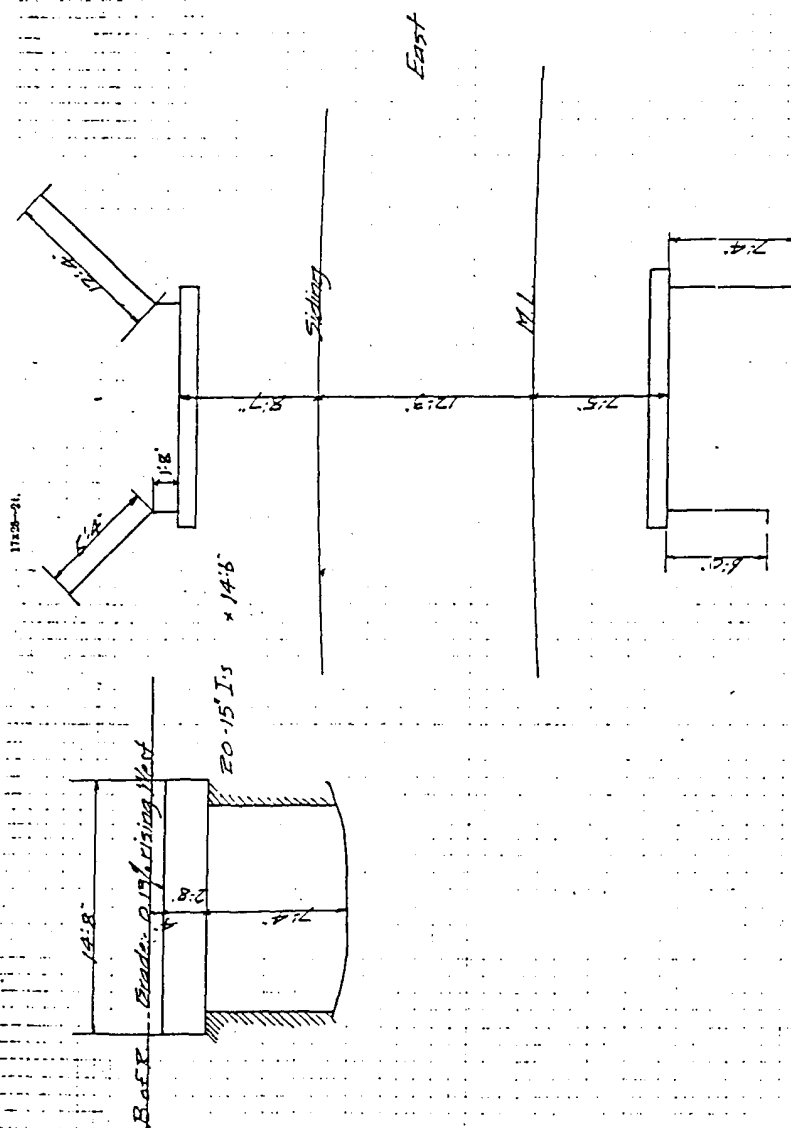
NEW NO.

MONONGAH DIVISION

WHEELING LINE

Station to Wheeling

DRAWING NO. 8



PHYSICAL CONDITION:

B. & O. R. R. CO.
RAILROAD BRIDGE.
NEW NO. 1162
MONGONGAH
WHEELING. LINE

STATION	W. of Farmington, W.Va	CLEAR HEAD	
CROSSING		CLEAR WIDTH	
MILE	213.4 — 213.65	BUILT	1904
ALIGNMENT	2° 56' Curve to left going West		
ANGLE	90°	LIVE LOAD	
		MATERIAL	

REMARKS:

