

Before the
SURFACE TRANSPORTATION BOARD

STB Docket No. AB 1265X

LEHIGH VALLEY RAIL MANAGEMENT, LLC
- ABANDONMENT EXEMPTION - IN CAMBRIA COUNTY, PA

ENVIRONMENTAL/HISTORIC REPORT

(color copies included)

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Attorneys for
Lehigh Valley Rail Management, LLC

Dated: February 13, 2019

Before the
SURFACE TRANSPORTATION BOARD

STB Docket No. AB 1265X

LEHIGH VALLEY RAIL MANAGEMENT, LLC
- ABANDONMENT EXEMPTION - IN CAMBRIA COUNTY, PA

ENVIRONMENTAL/HISTORIC REPORT

Lehigh Valley Rail Management, LLC (“LVRM” or “Applicant”) will be seeking exemption authority for the abandonment of the line of railroad extending between Milepost RJC 6.4 in Munster Township and Milepost RJC 10.45189 in Ebensburg Borough, and from Milepost 15.355 (RJC 10.45189) and Milepost 16.934 in Cambria Township, all in Cambria County, Pennsylvania (the “Subject Line”). There are no stations on the Subject Line. The Subject Line traverses through United States Postal Service ZIP Code 15931. A map of the Subject Line is attached as Exhibit A.

LVRM plans to seek Surface Transportation Board (“STB”) authorization for its abandonment through a notice of exempt abandonment pursuant to the provisions of 49 CFR §1152.50 on or about March 5, 2019. This Report is being filed in connection therewith, and in accordance with the requirements of 49 CFR 1105.7 and 1105.8. To prepare this Report, Applicant consulted with various state and federal agencies as required by the Board’s regulations. *See* the letters attached as Exhibit B. Based on the written responses received by Applicant to-date attached as Exhibit C, Applicant states as follows:

ENVIRONMENTAL REPORT

(49 CFR 1105.7)

1. PROPOSED ACTION AND ALTERNATIVES

Applicant originally acquired the Subject Line, together with other lines, from ISG Railways, Inc. in December 2003. *Lehigh Valley Rail Management, LLC – Acquisition and Operation Exemption – Rail Lines in Pennsylvania*, STB Finance Docket No. 34445 (served December 31, 2003). The Subject Line has not had any local or overhead service since before LVRM acquired the lines in 2003. At this time LVRM anticipates salvaging the track and track materials. LVRM has received an expression of interest from Cambria County Conservation and Recreation Authority (“CCCRA”) regarding possible acquisition of the right of way for rail banking and interim trail use.¹ LVRM believes that this is a reasonable alternative public purpose for the right of way.

2. EFFECTS ON THE TRANSPORTATION SYSTEM

Because there has been no local or overhead service on the Subject Line for over fifteen years, no traffic will be diverted, and Applicant believes that the abandonment would have no effect on the transportation system. Applicant sent a consultation letter regarding the proposed abandonment to the Pennsylvania Department of Transportation (“PennDOT”). See the letters attached as part of Exhibit B. No response has been received from PennDOT.

¹ In approximately 2000, CCCRA previously acquired for interim trail use and rail banking the right of way between Milepost RJC 10.45189 and Milepost RJC 16 that connects to the Subject Line in Ebensburg Borough, PA. See *R.J. Corman Railroad Company / Pennsylvania Lines – Abandonment Exemption – In Cambria County, PA* (“*R.J. Corman Abandonment*”), STB Docket No. AB 491X (served December 12, 1997) (issuing a notice of interim trail use (“NITU”) to the Cambria and Indiana Trail Council for the entire line subject to abandonment; however, Cambria & Indiana Railroad (“C&I”), a predecessor to ISG Railways and LVRM, purchased the Subject Line portion of the abandonment pursuant to an offer of financial assistance). The NITU rights were later transferred to the CCCRA and extended through December 14, 2000. See *R.J. Corman Abandonment* (served November 14, 2000).

3. LAND USE

(i) Applicant is unaware of any regional or local land use patterns with which the proposed abandonment would be inconsistent. Applicant consulted with the following agencies regarding the proposed abandonment that may be concerned with land use issues: Pennsylvania Department of Environmental Protection (“PaDEP”), Pennsylvania Department of Conservation and Natural Resources (“PaDCNR”), Pennsylvania Game Commission, (“PaGame”), Cambria County Board of Commissioners (“Cambria County”), U.S. Environmental Protection Agency (Region 3) (“EPA”), U.S. National Park Service (national), U.S. National Park Service (Philadelphia), U.S. Department of Agriculture - NRCS (national) (“NRCS-national”), U.S. Department of Agriculture - NRCS (Pennsylvania) (“NCRS-PA”), U.S. Fish and Wildlife Service (Northeast Region 5) (“FWS”), U.S. Army Corps of Engineers (North Atlantic Division), and the NOAA, National Geodetic Survey (“NGS”). Copies of these letters are attached as part of Exhibit B. To date, Applicant has only received written responses from the following consulted agencies, copies of which are included as part of Exhibit C:

- NCRS-PA indicated that it has no issues with the proposed abandonment.
- FWS indicated that there are no federally listed species under its jurisdiction known or likely to occur in the project area.

Additionally, Applicant received telephonic responses from NGS indicating that it was unable to determine whether there are markers in the vicinity of the Subject Line based on the initial consultation letter description and map. Although LVRM sent additional maps (including the topographic maps), NGS was still unable to make a determination based on what was provided.

(ii) Applicant does not believe that the proposed abandonment will have any adverse effect on any prime agricultural land. Consultation notices were sent to the potentially concerned agencies listed in paragraph 3(i) above, and as indicated, no responses have been

received except for the responses from NCRS-PA and FWS, neither of which have any issues with the proposed abandonment.

(iii) Applicant does not believe that the abandonment is inconsistent with any coastal zone plans. Applicant sent a consultation letter regarding the abandonment to the PaDEP Water Planning Office, a copy of which is attached as part of Exhibit B. No response has been received.

(iv) As described above, Applicant believes that the right of way is suitable for use as a trail or other public purposes. CCCRA has expressed an interest in acquiring the Subject Line for interim trail use and rail banking.

4. ENERGY

Since there has not been any local or overhead service on the Subject Line for more than fifteen years,

- (i) the proposed abandonment will have no effect on the transportation of energy sources;
- (ii) the proposed abandonment will have no effect on recyclable commodities;
- (iii) there will be no effect on overall energy efficiency; and
- (iv) the proposed abandonment will not divert any traffic from rail to motor carriage.

The effects of the proposed abandonment will not exceed the thresholds set forth in 49 CFR 1105.7(e)(4)(iv).

5. AIR

Since there has not been any local or overhead service on the Subject Line for more than fifteen years, the proposed abandonment will not result in any increases in rail or truck traffic or

rail yard activity. The effects of the proposed abandonment will not exceed the thresholds set forth in 49 CFR 1105.7(e)(4)(v).

6. NOISE

Applicant does not believe that the proposed abandonment will result in any increase in noise levels.

7. SAFETY

Applicant does not believe that the proposed abandonment will have any adverse effect on public health or safety.

8. BIOLOGICAL RESOURCES

(i) Applicant has consulted with the FWS, as well as to the following agencies that are potentially concerned with biological resources: PaDEP, PaDCNR, U.S. National Park Service (national and Philadelphia), U.S. Army Corps of Engineers, NRCS-national, and NRCS-PA. Copies of these consultation letters are attached as part of Exhibit B. The only potentially relevant responses received to-date were from FWS and NCRS-PA, copies of which is attached as part of Exhibit C. The following is a summary of the responses received:

- FWS indicated that there are no federally listed species under its jurisdiction known or likely to occur in the project area.
- NCRS-PA indicated that it has no issues with the proposed abandonment.

(ii) Applicant does not believe that there are any wildlife sanctuaries or refuges, National or State parks or forests in the vicinity of the proposed abandonment. Consultation letters were sent to the agencies identified in the paragraph 8(i), and Applicant received only the responses summarized above.

9. WATER

(i) The proposed abandonment and any salvage will be handled in a manner that is consistent with the applicable local, State and Federal water quality standards. Applicant consulted with the agencies identified in paragraph 8(i), and received only the responses set forth in paragraph 8(i).

(ii) Applicant sent a consultation letter regarding the proposed abandonment to the U.S. Army Corps of Engineers. A copy of this letter is attached as part of Exhibit B. No response has been received to-date.

(iii) Applicant does not believe that any Clean Water Act permits will be required. Consultation letters were sent to PaDEP, PaDCNR and EPA. Copies of these letters are attached as part of Exhibit B. No responses have been received to-date.

10. PROPOSED MITIGATION

Since no adverse environmental impacts are expected, no mitigation is proposed.

11. ADDITIONAL INFORMATION FOR RAIL CONSTRUCTION

Not applicable.

12. CONSULTATION

As shown by the copies of letters attached as Exhibit B, Applicant has consulted with the following agencies: PennDOT, PaDEP, PaDCNR, PaGame, Cambria County, EPA, U.S. National Park Service (national), U.S. National Park Service (Philadelphia), NRCS-national, NCRS-PA, FWS, U.S. Army Corps of Engineers (North Atlantic Division), and NGS. Written responses received to-date are attached as Exhibit C. Telephonic responses received from NGS are summarized in Section 3(i) above.

13. CERTIFICATIONS

Applicant certifies that:

- (a) It consulted with the agencies listed in 49 CFR 1105.7, as described in paragraph 12 above.
- (b) On this date, it sent copies of this report to each of the agencies consulted as shown on the attached certificate of service.
- (c) Notice of the proposed abandonment was published in *The Tribune Democrat* on June 19, 2018. A copy of the form of notice and the proof of publication are attached as Exhibit D.
- (d) Applicant will not file its verified notice of abandonment until at least twenty (20) days after the consulted agencies have been served with a copy of this report.

HISTORIC REPORT (49 CFR 1105.8)

1. U.S.G.S TOPOGRAPHIC MAP

U.S.G.S. topographic maps showing the location of the proposed abandonment are attached as Exhibit E.

2. DESCRIPTION OF RIGHT OF WAY

The Subject Line extends between Milepost RJC 6.4 in Munster Township and Milepost RJC 10.45189 in Ebensburg Borough (“Segment 1”), and from Milepost 15.355 (RJC 10.45189) and Milepost 16.934 (Segment 2”) in Cambria Township, all in Cambria County, Pennsylvania. The Subject Line is located in a primarily rural, hilly area with scattered farm land. The right of way is generally 25 feet wide. The right of way is crossed by several local roadways.

3. PHOTOGRAPHS OF HISTORIC STRUCTURE(S)

There are two railroad bridges along Segment 2 of the Subject Line (built in 1963) that are 50 years old or older. There are no other potentially historic structures that are part of the Subject Line.² Attached as Exhibit F are photographs of the two bridges that are part of the Subject Line.

4. DATES OF CONSTRUCTION OF HISTORIC STRUCTURE(S)

The bridges were constructed in approximately 1963 as part of the construction of a line extension to reach Bethlehem Steel’s “Mine 33.” LVRM does not believe that there have been any major reconstruction projects with respect to either bridge.

5. HISTORY OF CARRIER OPERATIONS IN THE AREA

Segment 1 of the Subject Line from Ebensburg Jct. (Milepost RJC 6.4) in Munster Township and Beth (Milepost RJC 10.45189) in Ebensburg Borough is believed to have

² There is a third railroad bridge that was built in 1980.

originally been constructed by the Ebensburg and Cresson Railroad Company (“E&C”) between 1859 and 1862. In 1903, E&C was consolidated with other railroads to form the Cambria and Clearfield Railroad Company. That railroad was subsequently merged into the Pennsylvania Railroad Company in 1913. The Pennsylvania Railroad eventually became part of Penn Central, and following the reorganization of Penn Central and other northeastern railroads, in 1976, the Subject Line became part of Conrail. R.J. Corman Railroad Company / Pennsylvania Lines (“RJC”) acquired the Segment 1 portion of the Subject Line, together with other lines, from Conrail in 1995. *See R.J. Corman Railroad Company / Pennsylvania Lines – Acquisition and Operation Exemption – Lines of Consolidated Rail Corporation*, STB Finance Docket No. 32838 (served January 26, 1996). In 1997, RJC filed for and obtained an exemption to abandon the Blacklick Secondary between milepost 6.4 at Ebensburg Junction and the end of track at milepost 16, east of Nanty Glo. *See R.J. Corman Railroad Company / Pennsylvania Lines – Abandonment Exemption – In Cambria County, PA (“R.J. Corman Abandonment”)*, STB Docket No. AB 491X (served December 12, 1997). Cambria & Indiana Railroad (“C&I”) subsequently purchased Segment 1, a portion of the Blacklick Secondary between milepost 6.4 and the connection with C&I track at milepost 10.45189, pursuant to an offer of financial assistance (“OFA”). *See R.J. Corman Abandonment* (served February 20, 1998) (setting terms and conditions for OFA purchase). C&I was sold to ISG Railways in 2003 in connection with the bankruptcy reorganization of C&I’s parent Bethlehem Steel, and then by ISG Railways to LVRM in December 2003. *See ISG Railways, Inc. – Acquisition and Control Exemption – Assets of Keystone Railroad LLC, et al.*, STB Finance Docket No. 34344 (served May 22, 2003 (including the acquisition of the assets of Cambria and Indiana Railroad); and *Lehigh Valley Rail*

Management, LLC – Acquisition and Operation Exemption – Rail Lines in Pennsylvania, STB Finance Docket No. 34445 (served December 31, 2003).

The Segment 2 portion of the Subject Line between Beth (Milepost 15.355 (RJC 10.45189)) and the former Bethlehem Steel Mine 33 (Milepost 16.934) was constructed by C&I in 1963. As with the previously discussed Segment 1 portion of the Subject Line, ownership of this segment passed to ISG Railways and then to LVRM, in December 2003.

For much of its history, the Subject Line, and the lines of which it is was a part, served various coalfields in the area. The last remaining coal mining operation served by the Subject Line was at Bethlehem Steel Mine 33; that mine ceased operations in 1993, and no rail traffic has been handled over the Subject Line since that time.

As discussed above RJC was granted authority to abandon the Blacklick Secondary in 1997. *R.J. Corman Abandonment* (served December 10, 2007). The portion of the Blacklick Secondary that was not sold to C&I was eventually transferred to CCCRA in approximately for interim trail use and rail banking. *R.J. Corman Abandonment* (served December 12, 1997) (initially issuing a notice of interim trail use (“NITU”) to the Cambria and Indiana Trail Council for the entire line subject to abandonment; however, C&I, purchased the Segment 1 portion of the abandonment pursuant to an offer of financial assistance). The NITU rights were later transferred to the CCCRA and extended through December 14, 2000. See *R.J. Corman Abandonment* (served November 14, 2000).

C&I was authorized to abandon the rest of its railroad lines in the area, other than the Subject Line, in 1994. *Cambria and Indiana Railroad Company – Abandonment Exemption – In Indiana and Cambria Counties, PA*, ICC Docket No. AB 240, Sub-No. 4X (served November

18, 1988). A large portion of the C&I abandoned railroad lines, as well as the Corman abandoned lines, have been developed into trails including the Ghost Town Trail.

As discussed above, CCCRA has expressed an interest in acquiring the Subject Line for interim trail use and rail banking to add to its network of trails in the area.

Over the years, various components of the Subject Line, including track, ties, crossings and signals, would have been repaired or replaced as part of routine maintenance.

6. SUMMARY OF STRUCTURE DOCUMENTATION

The only document in the Applicant's possession regarding construction of the bridges is a listing in the C&I property book under "ICC Account 6" for the addition of the two bridges in 1963 and their cost. Applicant does not have any engineering drawings related to the construction of the bridges.

7. OPINION REGARDING CRITERIA FOR LISTING

Based on readily available information in LVRM's possession, LVRM does not believe that the rail line, right of way or potentially eligible bridges represent an historical resource or that any protective conditions are warranted.

Applicant has given notice of the proposed abandonment to the State Historic Preservation Officer at the PA Historic & Museum Commission, Bureau for Historic Preservation ("SHPO"), a copy of which is included as part of Exhibit G. In its letter response, a copy of which is also included in Exhibit G, Applicant was advised that the SHPO does not believe that there are any archaeological resources present. However, the SHPO raised issues regarding whether there might be National Register-eligible above ground resources in the area of the Subject Line. In follow up conversations between LVRM and the SHPO, the SHPO indicated that it could not evaluate just the Subject Line, but needed additional documentation of

the “railroad line(s) as a whole”, indicating (erroneously LVRM believes, as discussed below) that it did not have any documentation with respect to the Subject Line. Applicant is today, together with the service of a copy of this Environmental and Historic Report, sending a further response to the SHPO included the Historic Resource Survey Form that was requested. A copy of the response is included in Exhibit G.

As discussed more fully in the response to the SHPO, Applicant does not agree that the Subject Line has any independent historic importance. Indeed, in connection with RJC’s abandonment of Blacklick Secondary, the Board noted that the SHPO concluded that “the proposal would have no effect on historic or archaeological resources.” *R.J. Corman Abandonment* (served December 12, 1997), slip op at 3. This finding by the SHPO in 1997 applied to both the portion of the Blacklick Secondary that was previously transferred by R.J. Corman to CCCRA for trail use as well as the Segment 1 portion that was transferred to C&I and is now part of the Subject Line. Applicant believes that there is no reason that the SHPO’s findings today should be any different than they were in 1997.

8. ENVIRONMENTAL CONDITIONS

Applicant is unaware of any prior subsurface ground disturbance or fill, or environmental conditions which might affect the archeological recovery of resources or the surrounding terrain. Moreover, any future salvage work that would occur would take place within the right of way, and would be surface work only and would not disturb subsurface resources.

Respectfully submitted,



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Attorneys for
Lehigh Valley Rail Management, LLC

Dated: February 13, 2018

CERTIFICATE OF SERVICE

I hereby certify that on this 13th day of February, 2019, I served a copy of the foregoing Environmental and Historic Report on the persons listed below by first class mail, postage prepaid:

Pennsylvania Department of
Transportation
Bureau of Rail Freight, Ports and
Waterways
P.O. Box 2777
Harrisburg, PA 17105

National Park Service
U.S. Custom House
200 Chestnut Street, Fifth Floor
Philadelphia, PA 19106

Pennsylvania Department of
Environmental
Protection
400 Market Street, P.O. Box 2063
Harrisburg, PA 17105

National Park Service
1849 C Street, NW
Washington, DC 20240

Thomas C. Chernisky, President
Cambria County Board of
Commissioners
200 South Center St.
Ebensburg, PA 15931

Natural Resources Conservation Service
USDA, Office of the Chief
1400 Independence Ave., SW
Room 5105-A
Washington, DC 20250

U.S. Environmental Protection Agency
Region 3
1650 Arch Street
Philadelphia, PA 19103-2029

Natural Resources Conservation Service
USDA
359 East Park Drive
Harrisburg, PA 17111

U.S. Fish and Wildlife Service
Northeast Region 5
Office of the Regional Director
300 Westgate Center Drive
Hadley, MA 01035-9589

Communications and Outreach Branch
NOAA, N/NGS12
National Geodetic Survey, SSMC3
#9340
1315 East-West Highway
Silver Spring, MD 20910-3282

Pennsylvania Department of
Conservation and
Natural Resources
400 Market Street
Harrisburg, PA 17105

Pennsylvania Game Commission
Southwest Region
4820 Route 711
Bolivar, PA 15923

U.S. Army Corps of Engineers
North Atlantic Division
302 General Lee Avenue
Brooklyn, NY 11252

State Historic Preservation Officer
PA Historic & Museum Commission
Bureau for Historic Preservation
300 North Street
Harrisburg, PA 17120



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EXHIBIT A

MAP

EXHIBIT B

CONSULTATION LETTERS

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April 30, 2018

ALL AGENCIES SHOWN ON THE ATTACHED SERVICE LIST

Re: Lehigh Valley Rail Management LLC - Abandonment Exemption -
In Cambria County, PA
Surface Transportation Board Docket No. AB 1265X

To Whom it May Concern:

This letter is to advise you that Lehigh Valley Rail Management LLC ("LVRM") intends to file for the abandonment of the segment of its lines of railroad formerly operated by Cambria and Indiana Railroad Company extending between Milepost RJC 6.4 in Munster Township and Milepost RJC 10.45189 in Ebensburg Borough, and from Milepost 15.355 (RJC 10.45189) and Milepost 16,934 in Cambria Township, all in Cambria County, Pennsylvania (the "Subject Line"). The Subject Line traverses through United States Postal Service ZIP Code 15931. A map of the Subject Line is attached as Exhibit A.

LVRM plans to seek Surface Transportation Board ("STB") authorization for its abandonment through a notice of exempt abandonment pursuant to the provisions of 49 CFR §1152.50 on or about July 10, 2018 in Surface Transportation Board Docket No. AB 1265X.

Based upon information in LVRM's possession, the Subject Line does not contain federally granted rights of way. Any documentation in LVRM's possession will be made available promptly to those requesting it. LVRM has received an expression of interest from Cambria County Conservation and Recreation Commission regarding possible acquisition of the right of way for rail banking and interim trail use. LVRM believes that this is a reasonable alternative public purpose for the right of way.

No local service has been provided on the Subject Line since well before LVRM acquired the lines in 2003. LVRM does not believe that there are any alternatives to the proposed action. At

ALL AGENCIES SHOWN ON THE ATTACHED SERVICE
LIST

April 30, 2018

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this time, LVRM intends to remove and sell the track. LVRM believes that the abandonment will not have a significant effect upon the environment.

In advance of preparing an environmental report as required by applicable STB regulations, we are consulting with appropriate agencies such as yours as to any concerns which they may have as to environmental effects of the proposed abandonment.

We would appreciate an expression from you by May 31, 2018 that, within the area of your authority, you do not perceive that the abandonment will have a significant effect upon the environment (or expressing any concerns that you have). If you have any questions about the railroad's proposal or if you need assistance in this matter, please call me at (215) 640-8523.

Thank you for your cooperation.

Sincerely,

CLARK HILL PLC



Eric M. Hocky

EMH/dml

Enclosure

cc: Lehigh Valley Rail Management LLC

AGENCY SERVICE LIST

Pennsylvania Department of Transportation
Bureau of Rail Freight, Ports and
Waterways
P.O. Box 2777
Harrisburg, PA 17105

National Park Service
U.S. Custom House
200 Chestnut Street, Fifth Floor
Philadelphia, PA 19106

Pennsylvania Department of Environmental
Protection
400 Market Street P.O. Box 2063
Harrisburg, PA 17105

National Park Service
1849 C Street, NW
Washington, DC 20240

Thomas C. Chernisky, President
Cambria County Board of Commissioners
200 South Center St.
Ebensburg, PA 15931

Natural Resources Conservation Service
USDA
Office of the Chief
1400 Independence Ave., SW
Room 5105-A
Washington, DC 20250

U.S. Environmental Protection Agency
Region 3
1650 Arch Street
Philadelphia, PA 19103-2029

Natural Resources Conservation Service
USDA
359 East Park Drive
Harrisburg, PA 17111

U.S. Fish and Wildlife Service
Northeast Region 5
Office of the Regional Director
300 Westgate Center Drive
Hadley, Massachusetts 01035-9589

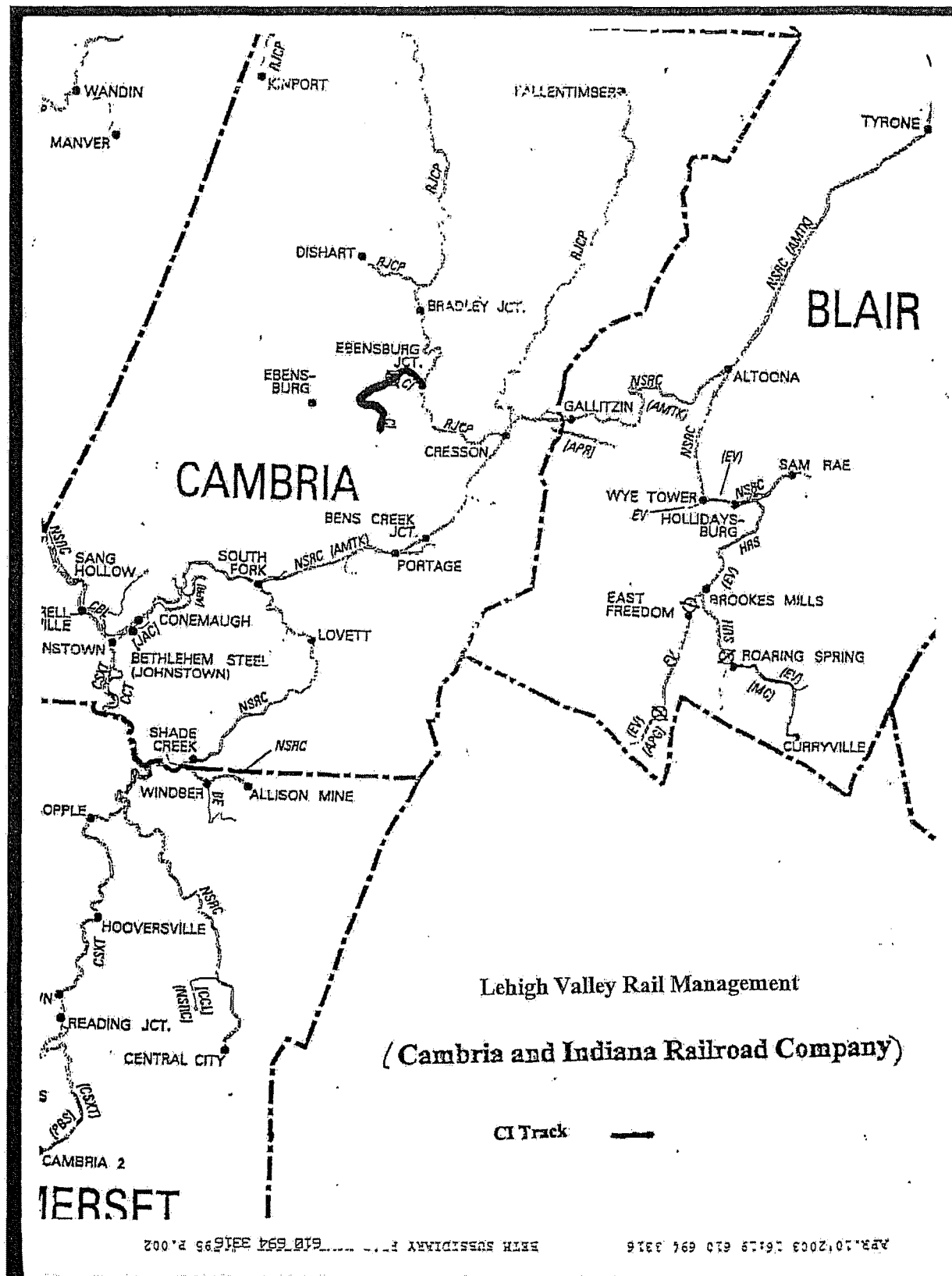
Communications and Outreach Branch
NOAA, N/NGS12
National Geodetic Survey, SSMC3 #9340
1315 East-West Highway
Silver Spring, MD 20910-3282

Pennsylvania Department of Conservation
and Natural Resources
400 Market Street
Harrisburg, PA 17105

Pennsylvania Game Commission
Southwest Region
4820 Route 711
Bolivar, PA 15923

U.S. Army Corps of Engineers
North Atlantic Division
302 General Lee Avenue
Brooklyn, NY 11252

Exhibit A



CLARK HILL

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April 30, 2018

Pennsylvania Department of Environmental
Protection
Water Planning Office
PO Box 2063
400 Market Street, 15th Floor
Harrisburg, PA 17105-2066

Re: Lehigh Valley Rail Management LLC - Abandonment Exemption -
In Cambria County, PA
Surface Transportation Board Docket No. AB 1265X

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Based upon information in LVRM's possession, the Subject Line does not contain federally granted rights of way. Any documentation in LVRM's possession will be made available promptly to those requesting it. LVRM has received an expression of interest from Cambria County Conservation and Recreation Commission regarding possible acquisition of the right of

Pennsylvania Department of Environmental Protection
April 30, 2018
Page 2

way for rail banking and interim trail use. LVRM believes that this is a reasonable alternative public purpose for the right of way.

No local service has been provided on the Subject Line since well before LVRM acquired the lines in 2003. LVRM does not believe that there are any alternatives to the proposed action. At this time, LVRM intends to remove and sell the track. LVRM believes that the abandonment will not have a significant effect upon the environment.

In advance of preparing an environmental report as required by applicable STB regulations, we are consulting with appropriate agencies such as yours as to any concerns which they may have as to environmental effects of the proposed abandonment.

Please advise us whether the Subject Line is within Pennsylvania's coastal zone. If it is within the coastal zone, please advise further (1) if the proposed abandonment is an action listed for review in Florida's coastal zone management plan, and (2) if the action is so listed, whether the proposed action is consistent with the coastal zone management plan. We would appreciate a response from you by May 31, 2018. If you have any questions about the railroad's proposal or if you need assistance in this matter, please call me at (215) 640-8523.

Thank you for your cooperation.

Sincerely,

CLARK HILL PLC


Eric M. Hocky

EMH/dml

Enclosure

cc: Lehigh Valley Rail Management LLC

Map of Blair and Cambria counties showing railroad lines and stations. The map includes labels for various towns and junctions, as well as railroad abbreviations like NSRC, RJC, and IAPR. A legend indicates 'CI Track' with a solid line. The map is titled 'Lehigh Valley Rail Management (Cambria and Indiana Railroad Company)'.

(Cambria and Indiana Railroad Company)

CI Track

CAMBRIA 2

IERSET

WITH SUPPLEMENTARY 510 694 3316 95 2.002

8756 569 079 67:97 8002,07'284

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April 30, 2018

State Historic Preservation Officer
Pennsylvania Historic and Museum
Commission
Bureau for Historic Preservation
300 North Street
Harrisburg, PA 17120

Re: Lehigh Valley Rail Management LLC - Abandonment Exemption -
In Cambria County, PA
Surface Transportation Board Docket No. AB 1265X

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State Historic Preservation Officer
April 30, 2018
Page 2

way for rail banking and interim trail use. LVRM believes that this is a reasonable alternative public purpose for the right of way.

No local service has been provided on the Subject Line since well before LVRM acquired the lines in 2003. LVRM does not believe that there are any alternatives to the proposed action. At this time, LVRM intends to remove and sell the track. LVRM believes that the abandonment will not have a significant effect upon the environment.

LVRM believes that approximately 4-mile portion of the Subject Line was originally built by the Ebensburg and Black Lick Railroad Company between 1859 and 1862, and the approximately 1.5-mile remainder of the Subject Line was built by Cambria and Indiana Railroad Company in approximately 1963 to reach "Mine 33." There are two railroad bridges along the Subject Line that were built in approximately 1963 and thus are over 50 years old – one over State Route 2014 (William Penn Highway / old Route 0022) in Cambria Township, and one over State Route 1001 (Loretto Road) in Ebensburg Borough. Pictures of the two bridges are enclosed.

In advance of preparing an historic report as required by applicable STB regulations, we are consulting with appropriate agencies such as yours as to any concerns which they may have as to environmental or historic effects of the proposed abandonment.

We would appreciate an expression from you by May 31, 2018 that, within the area of your authority, you do not perceive that the abandonment will have a significant effect upon historic preservation (or expressing any concerns that you have). If you have any questions about the proposed abandonment or if you need assistance in this matter, please call me at (215) 640-8537.

Thank you for your cooperation.

Sincerely,

CLARK HILL PLC



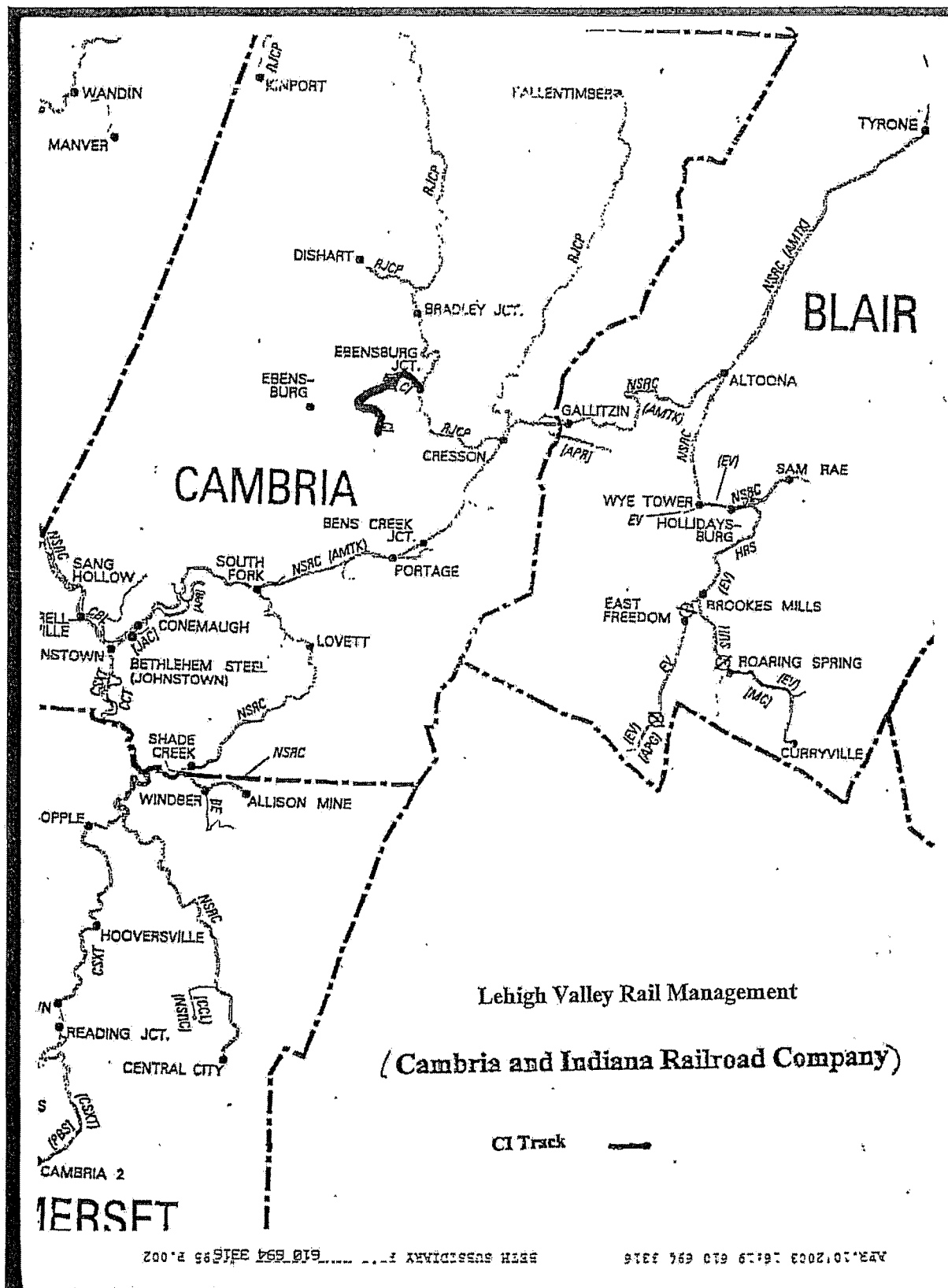
Eric M. Hocky

EMH/dml

Enclosure

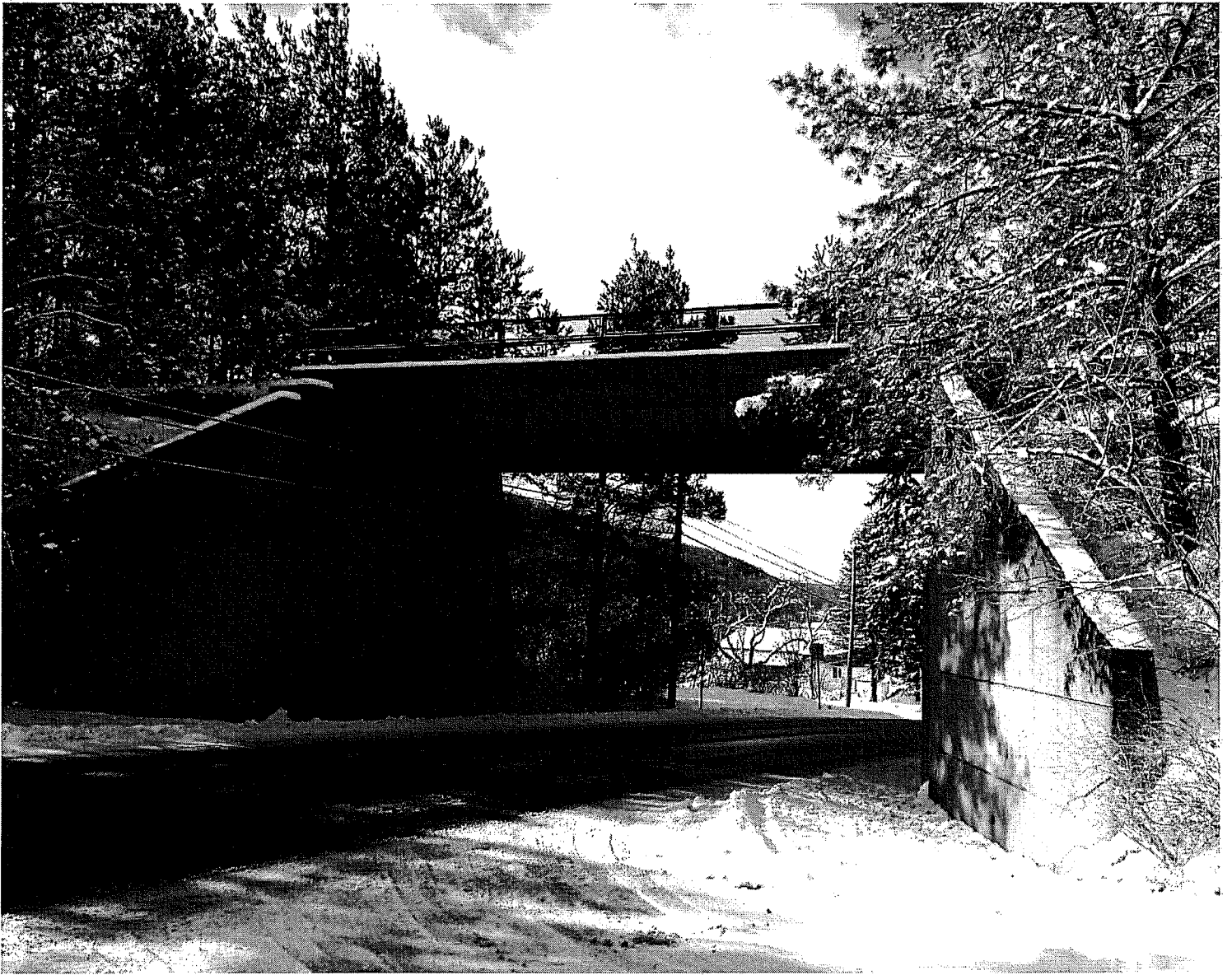
cc: Lehigh Valley Rail Management LLC

Exhibit A





State Route 2014 (William Penn Highway / old Route 2022)



State Route 1001 (Loretto R.A.)

EXHIBIT C

AGENCY RESPONSES

CLARK HILL

Received

ES

MAY - 2 2018

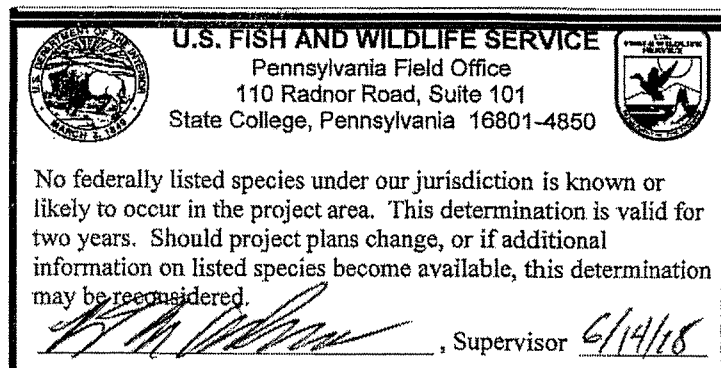
Eric M. Hocky
T 215.640.8523
F 215.640.8501
Email: ehocky@clarkhill.com

Regional Director's Office

Clark Hill PLC
One Commerce Square
2005 Market Street
Suite 1000
Philadelphia, PA 19103
T 215.640.8500
F 215.640.8501

clarkhill.com

ALL AGENCIES SHOWN ON THE
ATTACHED SERVICE LIST



Re: Lehigh Valley Rail Management LLC - Abandonment Exemption -
In Cambria County, PA
Surface Transportation Board Docket No. AB 1265X

To Whom it May Concern:

This letter is to advise you that Lehigh Valley Rail Management LLC ("LVRM") intends to file for the abandonment of the segment of its lines of railroad formerly operated by Cambria and Indiana Railroad Company extending between Milepost RJC 6.4 in Munster Township and Milepost RJC 10.45189 in Ebensburg Borough, and from Milepost 15.355 (RJC 10.45189) and Milepost 16.934 in Cambria Township, all in Cambria County, Pennsylvania (the "Subject Line"). The Subject Line traverses through United States Postal Service ZIP Code 15931. A map of the Subject Line is attached as Exhibit A.

LVRM plans to seek Surface Transportation Board ("STB") authorization for its abandonment through a notice of exempt abandonment pursuant to the provisions of 49 CFR §1152.50 on or about July 10, 2018 in Surface Transportation Board Docket No. AB 1265X.

Based upon information in LVRM's possession, the Subject Line does not contain federally granted rights of way. Any documentation in LVRM's possession will be made available promptly to those requesting it. LVRM has received an expression of interest from Cambria County Conservation and Recreation Commission regarding possible acquisition of the right of way for rail banking and interim trail use. LVRM believes that this is a reasonable alternative public purpose for the right of way.

No local service has been provided on the Subject Line since well before LVRM acquired the lines in 2003. LVRM does not believe that there are any alternatives to the proposed action. At



United States Department of Agriculture

May 4, 2018

Clark Hill PLC
One Commerce Square
2005 Market Street
Suite 1000
Philadelphia, PA 19103

RE: Lehigh Valley Rail Management LLC- Abandonment Exemption

Dear Mr. Hocky,

We have no issues with this project.

Respectfully,

A handwritten signature in black ink, appearing to read "P. Vanderstappen".

Peter J. Vanderstappen, PE
State Conservation Engineer
USDA-NRCS
359 East Park Drive
Harrisburg, PA 17111

CC:

Denise Coleman, State Conservationist, USDA-NRCS, Harrisburg, PA

Hocky, Eric M.

From: Hocky, Eric M.
Sent: Friday, July 27, 2018 1:51 PM
To: deborah.brooks@noaa.gov
Subject: Re: STB Docket No. AB 1265X - Lehigh Valley Rail Management abandonment

Thank you for continuing to follow up. Unfortunately we have not been able to come up with better maps yet as the railroad does keep the information you need in the ordinary course.

Eric

Eric M. Hocky

CLARK HILL PLC

One Commerce Square | 2005 Market Street, Suite 1000 | Philadelphia, PA 19103

Direct Dial: 215.640.8523 | Fax: 215.640.8501

On May 22, 2018, at 1:39 PM, Hocky, Eric M. <ehocky@clarkhill.com> wrote:

Following up on your phone call, attached are topographical maps with the rail line marked on them. I hope that these maps will give you the location information that you need. If not, please let me know.

Eric

Eric M. Hocky

CLARK HILL PLC

One Commerce Square | 2005 Market Street, Suite 1000 | Philadelphia, PA 19103

Direct Dial: 215.640.8523 | Fax: 215.640.8501

ehocky@clarkhill.com<<mailto:ehocky@clarkhill.com>> |

www.clarkhill.com<<http://www.clarkhill.com>>

Arizona ▪ California ▪ Delaware ▪ Illinois ▪ Michigan ▪ Nevada ▪ New Jersey ▪ New York ▪
Pennsylvania ▪ Texas ▪ Washington DC ▪ West Virginia ▪ Ireland ▪ Mexico

<TOPO Map - Carrolltown Quadrant w_rail line.DOCX>

<TOPO Map - Ebensburg Quadrant w_rail line.DOCX>

EXHIBIT D

NEWSPAPER NOTICE

Notice of Intent To Abandon

Lehigh Valley Rail Management LLC (LVRM) gives notice that on or about July 10, 2018, it intends to file with the Surface Transportation Board (Board), Washington, DC 20423, a notice of exemption under 49 CFR 1152 Subpart F – Exempt Abandonments, permitting the abandonment of the segment of its lines of railroad formerly operated by Cambria and Indiana Railroad Company extending between Milepost RJC 6.4 in Munster Township and Milepost RJC 10.45189 in Ebensburg Borough, and from Milepost 15.355 (RJC 10.45189) and Milepost 16.934 in Cambria Township (Subject Line) that traverses through United States Postal Service ZIP Code 15931, a distance of approximately 5.63 miles, entirely in Cambria County, Pennsylvania. The proceeding will be docketed as No. AB 1265X.

The Board's Office of Environmental Analysis (OEA) will generally prepare an Environmental Assessment (EA), which will normally be available 25 days after the filing of the notice of exemption. Comments on environmental and energy matters should be filed no later than 15 days after the EA becomes available to the public, and will be addressed in a Board decision. Interested persons may obtain a copy of the EA or make inquiries regarding environmental matters by writing to the Office of Environmental Analysis, Surface Transportation Board, 395 E Street, S.W., Washington, DC 20423-0001 or by calling that office at (202) 245-0291.

Appropriate offers of financial assistance to continue rail service can be filed with the Board. Requests for environmental conditions, public use conditions, or rail banking/trails use also can be filed with the Board. An original and 10 copies of any pleading that raises matters other than environmental issues (such as trails use, public use, and offers of financial assistance) must be filed directly with the Board's Office of Proceedings, Surface Transportation Board, 395 E Street, S.W., Washington, DC 20423-0001 [see 49 CFR 1104.1(a) and 1104.3(a)], and one copy must be served on LVRM's representative [see 49 CFR 1104.12(a)]. Questions regarding offers of financial assistance, public use or trails use may be directed to the Board's Office of Public Assistance, Governmental Affairs and Compliance at (202) 245-0238. Copies of any comments or requests for conditions should be served on the applicant's representative: Eric M. Hocky, Esq., Clark Hill PLC, One Commerce Square, 2005 Market Street, Suite 1000, Philadelphia, PA 19103; (215) 640-8500.

COMMONWEALTH OF PENNSYLVANIA }
County of Cambria } SS

published
that the a
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said publ

Signed at
22nd day
by Christ

Notice of Intent To Abandon
Lehigh Valley Rail Management LLC (LVRM) gives notice that on or about July 10, 2018, it intends to file with the Surface Transportation Board (Board), Washington, DC 20423, a notice of exemption under 49 CFR 1152 Subpart F - Exempt Abandonments, permitting the abandonment of the segment of its lines of railroad formerly operated by Cambria and Indiana Railroad Company extending between Milepost RJC 6.4 in Munster Township and Milepost RJC 10.45189 in Ebensburg Borough, and from Milepost 15.355 (RJC 10.45189) and Milepost 16.934 in Cambria Township (Subject Line) that traverses through United States Postal Service ZIP Code 15931, a distance of approximately 5.63 miles, entirely in Cambria County, Pennsylvania. The proceeding will be docketed as No. AB 1265X.
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On this 22nd day of June A.D. 2018, before me, the subscriber, a Notary Public in and for said County and State, personally appeared Christine Marhefka, who being duly sworn according to law, deposes and says as Sales Manager / Major Accounts of the Tribune-Democrat, Johnstown, PA, a newspaper of general circulation as defined by the "Newspaper Advertising Act", a merger September 8, 1952, of the Johnstown Tribune, established December 7, 1853; and of the Johnstown Democrat, established March 5, 1863,

of Cambria, and Commonwealth of Pennsylvania and the matter published in said publication in the regular issues, on June 19, 2018; and that the Affiant is not interested in at all of the allegations as to time, place and character of

Christine Marhefka

STATEMENT OF ADVERTISING COSTS

0.00 Lines @ \$2.50 per line	0.00
9.5 Inches @ \$25.00 per inch	237.50
Notary Fee	5.00
Clerical Fee	2.50
Total Cost	245.00

Commonwealth of Pennsylvania - Notary Seal
Vivian Ohs, Notary Public
Cambria County
My commission expires December 6, 2020
Commission number 1123017
Member, Pennsylvania Association of Notaries

To The Tribune-Democrat, Johnstown, PA
For publishing the notice or publication
attached hereto on the above stated dates.

PUBLISHER'S RECEIPT FOR ADVERTISING COSTS

_____ for publisher of _____
a newspaper of general circulation, hereby acknowledges receipt of the aforesaid
and publication costs and certifies that the same has been duly paid.

(Name of Newspaper)

By _____

COM

VANIA } SS

James delivers on a promise from two years ago to bring a championship to the city of Cleveland. His first title since 1954, the NBA Finals comeback to give the city a less Cavaliers pull off an improbable 2016. LeBron James and his Cleveland Cavaliers won the NBA Finals, 4-2, over the San Antonio Spurs. The Cavaliers' comeback was a historic feat, as they became the first team in NBA history to win the championship after being down 3-1 in the series. LeBron James was named Finals MVP, and the Cavaliers' victory was celebrated throughout the city. The team's journey from underdogs to champions was a story of resilience and teamwork. The Cavaliers' comeback was a testament to the power of the underdog and the importance of never giving up. The team's victory was a source of pride for the city of Cleveland and a reminder that anything is possible. The Cavaliers' comeback was a historic moment in NBA history, and it will be remembered for years to come. The team's victory was a testament to the power of the underdog and the importance of never giving up. The team's victory was a source of pride for the city of Cleveland and a reminder that anything is possible. The Cavaliers' comeback was a historic moment in NBA history, and it will be remembered for years to come.

On this 22nd day of June A.D. 2018, before me, the subscriber, a Notary Public in and for said County and State, personally appeared Christine Marhefka, who being duly sworn according to law, deposes and says as Sales Manager / Major Accounts of the Tribune-Democrat, Johnstown, PA, a newspaper of general circulation as defined by the "Newspaper Advertising Act", a merger September 8, 1952, of the Johnstown Tribune, established December 7, 1853; and of the Johnstown Democrat, established March 5, 1863,

published continuously at Johnstown Pa. in the County of Cambria, and Commonwealth of Pennsylvania and that the annexed is a true copy of a notice in the above matter published in said publication in the regular issues of The Johnstown Tribune-Democrat, Johnstown, PA, on June 19, 2018; and that the Affiant is not interested in the subject matter of said notice or advertising and that all of the allegations as to time, place and character of said publication are true.

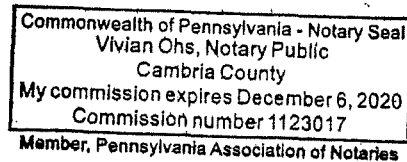
Christine Marhefka

STATEMENT OF ADVERTISING COSTS

Signed and sworn to before me on 22nd day of June, 2018, by Christine Marhefka making the statement.

[Signature]

0.00 Lines @	\$2.50 per line	0.00
9.5 Inches @	\$25.00 per inch	237.50
Notary Fee		5.00
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Total Cost		245.00



To The Tribune-Democrat, Johnstown, PA
For publishing the notice or publication
attached hereto on the above stated dates.

PUBLISHER'S RECEIPT FOR ADVERTISING COSTS

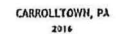
_____ for publisher of _____
a newspaper of general circulation, hereby acknowledges receipt of the aforesaid
and publication costs and certifies that the same has been duly paid.

(Name of Newspaper)

By _____

EXHIBIT E

TOPOGRAPHICAL MAPS



LEHIGH VALLEY RAIL MANAGEMENT RAIL LINE

EBENSBURG QUADRANGLE
PENNSYLVANIA-CANBRIA CO.
7.5-MINUTE SERIES



EXHIBIT F

PHOTOGRAPHS OF BRIDGES





EXHIBIT G

SHPO CORRESPONDENCE



Pennsylvania State Historic Preservation Office

PENNSYLVANIA HISTORICAL AND MUSEUM COMMISSION

May 25, 2018

Eric Hocky
Clark Hill PLC
One Commerce square
2005 Market Street Suite 1000
Philadelphia PA19103

ER 2018-1347-021-A: STB, Lehigh Valley Rail Management LLC Abandonment Exemption – Cambria County, STFB Docket No. AB 1265X

Dear Mr. Hocky,

Thank you for submitting information concerning the above referenced project. The Pennsylvania State Historic Preservation Office (PA SHPO) reviews projects in accordance with state and federal laws. Section 106 of the National Historic Preservation Act of 1966, and the implementing regulations (36 CFR Part 800) of the Advisory Council on Historic Preservation, is the primary federal legislation. The Environmental Rights amendment, Article 1, Section 27 of the Pennsylvania Constitution, and the Pennsylvania History Code, 37 Pa. Cons. Stat. Section 500 et seq. (1988) is the primary state legislation. These laws include consideration of the project's potential effects on both historic and archaeological resources.

Archaeological Resources

Based on our files and the information provided, it is our opinion that there are no archaeological resources present.

Above Ground Resources

A preliminary review of this project indicates that there may be National Register-eligible above ground resources in the project area. In order to facilitate the review process, the agency, or applicant acting on their behalf, must conduct surveys to identify these resources before final plans are developed. For more information on survey strategies and methodologies, please consult the *Guidelines for Architectural Investigations in Pennsylvania* and/or other relevant guidelines available here: <http://www.phmc.pa.gov/Preservation/About/Pages/Forms-Guidance.aspx>.

Please refer to our "Guidelines for Documenting and Evaluating Railroads" available here: <http://www.phmc.state.pa.us/portal/communities/railroads/research-tools/guidelines.html>

If you need further information concerning above ground resources, please contact Cheryl Nagle at chnagle@pa.gov or (717) 772-4519.

Sincerely,

Douglas C. McLearn, Chief
Division of Archaeology and Protection

CLARK HILL

Eric M. Hocky
T 215.640.8523
F 215.640.8501
Email: ehocky@clarkhill.com

Clark Hill PLC
One Commerce Square
2005 Market Street
Suite 1000
Philadelphia, PA 19103
T 215.640.8500
F 215.640.8501
clarkhill.com

February 13, 2019

Douglas C. McLearen
Chiref
Division of Archaeology and Protection
Pennsylvania State Historic Preservation
Office
Commonwealth Keystone Building
400 North Street
harrisburg, PA 17120

Re: ER 2018-1347-021-A: STB, Lehigh Valley Rail Management, LLC -
Abandonment Exemption - Cambria County, STB Docket No. AB 1265X

Dear Mr. McLearen:

This letter and the enclosed Environmental and Historic Report ("EHR") and PA Historic Resource Survey Form ("HRSF") respond to the Pennsylvania State Historic Preservation Office ("PA SHPO") request for information regarding identification of potential National Register-eligible above ground historic resources in the proposed project area. A reasonable and good faith evaluation of the geographic area where the proposed action would take place revealed no above ground resources within the project area that would be affected by the proposed action. Applicant's review is consistent with the Surface Transportation Board's ("STB") regulations implementing the National Historic Preservation Act ("NHPA") at 49 C.F.R. 1105.8 and National Park Service criteria for evaluating properties for listing on the National Register of Historic Places, 36 C.F.R. 60.4.

Scope of Investigation

Lehigh Valley Rail Management, LLC ("LVRM" or "Applicant") has requested that the STB grant LVRM an exemption under 49 U.S.C. 10502 to abandon a 6.4 mile rail line (the "Subject Line"). The Subject Line includes two railroad bridges over local and state roadways.

Proposed activities in conjunction with the abandonment consist of rail removal within the existing, privately-owned, right-of-way ("ROW"). No disturbance of the bridges (other than removal of the rail) is contemplated. No permanent impacts outside the ROW are contemplated.

The NHPA requires that federal agencies (such as the STB) must take into account the effect of their actions on any historic properties included or eligible for inclusion in the National Register of Historic Places. 54 U.S.C. 306108. The scope of the required review is determined by the extent of the "project area" or "area of permitted effects" and is limited by the extent of the agency's jurisdiction to control or mitigate any impacts. In the case of abandonment actions, the STB has determined the "project area" is limited to the ROW. This makes sense because the STB's conditioning authority extends only to the Applicant's common carrier rail line and associated property, in this case, the 6.4 mile Subject Line and the associated ROW described as generally 25 feet wide. Accordingly, LVRM's investigation was limited to the Subject Line and associated ROW.

The purpose of the investigation was to determine whether there are any known, above-ground sites, within the defined project area. As described in the EHR, the investigation identified the Subject Line segment and two railroad bridges as potential historic properties. Under 49 CFR 1105.8(d)(7), requires 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. That analysis was conducted under National Park Service Criteria for Evaluation at 36 CFR 60.4 and PA SHPO's "Researcher's Guide for Documenting and Evaluating Railroads" ("Researcher's Guide").

Analysis of the Subject Line

The Subject Line is not significant in American history, individually, nor is it a part of the three major railroads that have been to have statewide significance in transportation, the economy and the development of Pennsylvania industries and communities.

The Subject Line is comprised of two segments: (1) a 4.05189 mile segment constructed in the 1860's that was at one time part of the longer Blacklick Secondary ("Segment 1"), and (2) a 1.579 mile segment that was constructed in the 1960's to connect the Blacklick Secondary to a new Bethlehem Steel coal mine ("Mine 33") ("Segment 2"). Mine 33 ceased operations in 1993. While the Subject Line was maintained as a rail line in the event Mine 33 would reopen, the current owner has determined that that the rail line can be abandoned.

The Blacklick Secondary was one of many railroads that served the coalfields of south-central Pennsylvania. A series of rail abandonments followed the closure of the area coal mines. In 1997, PA SHPO concluded that the proposed abandonment of the Blacklick Secondary (including segment 1 of the Subject Line) would have no effect on historic or archaeological resources. In approximately 2000, the larger segment of the Blacklick Secondary (not including Segment 1) was transferred for interim trail use and rail banking.

Similarly, the Subject Line, which includes a minor portion of the former Blacklick Secondary and a short extension, is not uniquely associated with any significant events, nor is it a part of a larger historic railroad district as there are no contributing resources such as railroad buildings or identifiable railroad structures (other than two railroad bridges over local roadways) within the mostly agricultural, rural landscape. First, PA SHPO Researcher's Guide expressly states that a short cutoff, extension or connection to a minor factory or loading area would not have individual significance. Second, PA SHPO Researcher's Guide specifically excludes from evaluation as contributing elements, the graded line, ballast, tracks, minor built culverts, and small scale elements such as switches, unless certain special circumstances exist, none of which are relevant in this case. As discussed below, the bridges should also be excluded from evaluation as elements contributing to a railroad historic district. Therefore, unless these elements, tracks, rail bed and highway bridges, are eligible in their own right, consideration for eligibility is not required.

Bridges constructed by the railroad can be contributing resources, but only if they have engineering or architectural significance. Here there are two bridges located within the project area that were built by the railroad in 1963 in conjunction with the construction of the segment 2 construction. They were constructed to carry the rail line over existing roads (one local road and one local state roadway) to enhance safety by avoiding at-grade crossings. While the bridges maintain integrity of location, materials, etc., neither structure is distinctive in design, technology or construction. See photos included with the HRSF. Thus, the bridges should also be excluded from evaluation as contributing elements to a railroad district.

Effects Evaluation

Even assuming, on the other hand, the rail line, bridges or both are determined eligible for listing, NHPA requires the authorizing agency to determine whether there is potential for effect. An effects analysis was conducted by the Applicant to include both direct and indirect effects of the abandonment actions. As explained below, the rail abandonment is anticipated to have no effect on the integrity of the rail line and ROW, or the bridges.

NHPA requires an evaluation of the effects, direct and indirect, of the abandonment, including adverse effects which are defined as effects that would diminish the character or use of the property. 36 C.F.R. 800.5(1). In conducting the evaluation, LVRM relied heavily on Researcher's Guide. Specifically, the Researcher's Guide states that "abandonment of a railroad or the conversion to Rails to Trails does not necessarily constitute loss of integrity- as long as the major built elements along the corridor still convey the feeling and association of the historic railroad and the majority of major built elements still have integrity and convey significance." Furthermore, the Researcher's Guide explains that tracks, rail bed and ballast are not evaluated and that their removal, or lack of presence, are not losses (unless they have separate engineering significance). LHVM's proposal would have direct effects (salvage of the rail) only within the

Douglas C. McLearen
February 13, 2019
Page 4

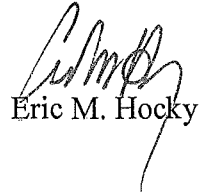
ROW, consistent with those the Researcher's Guide has determined are not adverse. Further, LVRM has not proposed removal or alteration of the bridges (other than the removal of rail). Therefore, the proposed abandonment action would not result in adverse effects on the Subject Line or bridges, regardless of whether these structures are determined eligible for listing or part of a larger railroad district.

Conclusion

Based on the foregoing and the additional information included in the enclosed HRSF, LVRM requests that the PA SHPO complete its Section 106 review and advise LVRM and the STB that the proposed abandonment would have no adverse effect on historic or archaeological resources, and that no historic preservation condition needs to be imposed.

Respectfully,

CLARK HILL PLC



Eric M. Hocky

EMH/e
Enclosures

Historic Resource Survey Form

PENNSYLVANIA HISTORICAL AND MUSEUM COMMISSION
Bureau for Historic Preservation

Key # _____

ER# _____

Date Prepared _____

Name, Location and Ownership *(Items 1-6; see Instructions, page 4)*

HISTORIC NAME Cambria and Indiana Railroad Company rail line

CURRENT/Common NAME Lehigh Valley Rail Management LLC rail line

OWNER NAME/ADDRESS Lehigh Valley Rail Management LLC 313 E. Broad St., Bethlehem PA 18018

TOTAL NUMBER OF RESOURCES 1

COUNTY Cambria

MUNICIPALITY Ebensburg, Cambria Twp., Munster

USGS QUAD Ebensburg PA Carrolltown PA (see attached maps)

LOCATION Railroad Line between Ebensburg Junction and former Bethlehem Mine 33

STREET ADDRESS none

ZIP _____

CATEGORY OF PROPERTY ☐ Building ☐ District ☐ Object ☒ Site ☒ Structure

OWNERSHIP ☐ Private ☒ Corporate

☐ Public/Local ☐ Public/County ☐ Public/State ☐ Public/Federal

TAX PARCEL #/YEAR 08-011, 12-008, 07-008, 07-002, 12-041

Function *(Items 7-8; see Instructions, pages 4-6)*

Historic Function

Subcategory

Particular Type

Transportation

Transportation - Rail-Related

Railroad Line

Current Function

Subcategory

Particular Type

Transportation

Transportation - Rail-Related

Unused Railroad Line

Property Features *(Items 15-17; see Instructions, pages 7-8)*

Setting Agricultural/Rural. See property description narrative.

Ancillary Features

Graded Railroad Right-of-way

Two bridges over 50 yrs. old

Crossed by rural local roadways

Acreage (round to nearest tenth) 17.1

Key # _____
ER# _____

Architectural/Property Information *(Items 9-14; see Instructions, pages 6-7)*

ARCHITECTURAL CLASSIFICATION

Not applicable _____

EXTERIOR MATERIALS and STRUCTURAL SYSTEM

Foundation _____

Walls _____

Roof _____

Other _____

Structural System _____

WIDTH _____ (feet) or _____ (# bays) DEPTH _____ (feet) or _____ (# rooms) STORIES/HEIGHT _____

Historical Information *(Items 18-21; see Instructions, page 8)*

Year Construction Began 1859 ☒ Circa Year Completed 1862 ☒ Circa Segment 1

Date of Major Additions, Alterations 1963 ☐ Circa _____ ☐ Circa _____ ☐ Circa Segment 2

Basis for Dating ☒ Documentary ☐ Physical

Explain R.J. Corman Abandonment STB Docket AB-491X; C&I Railroad Property Book

Cultural/Ethnic Affiliation(s) None

Associated Individual(s) None

Associated Event(s) _____

Architect(s) Not applicable

Builder(s) Ebensburg and Cresson Railroad Company, Cambria and Indiana Railroad Company

Submission Information *(Items 22-23; see Instructions, page 8)*

Previous Survey/Determinations R.J. Corman abandonment - Segment 1

Threats ☒ None ☐ Neglect ☐ Public Development ☐ Private Development ☐ Other

Explain Segment 1 - SHPO submission in RJ Corman Abandonment finding no effect on historic or archaeological resources.

This submission is related to a ☐ non-profit grant application ☐ business tax incentive
☐ NHPA/PA History Code Project Review ☒ other

Preparer Information *(Items 24-30; see Instructions, page 9)*

Name & Title Patrick Loughlin, Manager

Date Surveyed June 2018

Project Name Railroad Abandonment Cambria County PA

Organization/Company Lehigh Valley Rail Management LLC

Mailing Address 313 East Broad Street, Bethlehem PA 18103

Phone (610) 694-5937

Email loughlin@ptd.net

Key # _____
ER# _____

National Register Evaluation (Item 31; see Instructions, page 9)

(To be completed by Survey Director, Agency Consultant, or for Project Reviews ONLY.)

- ☐ Not Eligible (due to ☐ lack of significance and/or ☐ lack of integrity)
- ☐ Eligible Area(s) of Significance _____
- Criteria Considerations _____ Period of Significance _____
- ☐ Contributes to Potential or Eligible District District Name _____

Bibliography (Item 32; cite major references consulted. Attach additional page if needed. See Instructions, page 9.)

Cambria and Indiana Railroad Company ICC Accounts Property Book

STB Decision, R.J. Corman Railroad Company/Pennsylvania Lines - Abandonment Exemption, STB Docket No. AB-491X
(served December 12, 1997) - attached.

Additional Information

The following must be submitted with form. Check the appropriate box as each piece is completed and attach to form with paperclip.

- ☒ Narrative Sheets—Description/Integrity and History/Significance (See Instructions, pages 13-14)
- ☒ Current Photos (See Instructions, page 10)
- ☒ Photo List (See Instructions, page 11)
- n/a ☐ Site Map (sketch site map on 8.5x11 page; include North arrow, approximate scale; label all resources, street names, and geographic features; show exterior photo locations; See Instructions, page 11)
- n/a ☐ Floor Plan (sketch main building plans on 8.5x11 page; include North arrow, scale bar or length/width dimensions; label rooms; show interior photo locations; See Instructions, page 11)
- ☒ USGS Map (submit original, photocopy, or download ; See Instructions, page)

Send Completed Form and Additional Information to:

National Register Program
Bureau for Historic Preservation/PHMC
Keystone Bldg., 2nd Floor
400 North St.
Harrisburg, PA 17120-0093

Key # _____
ER# _____

Photo List (Item 33)

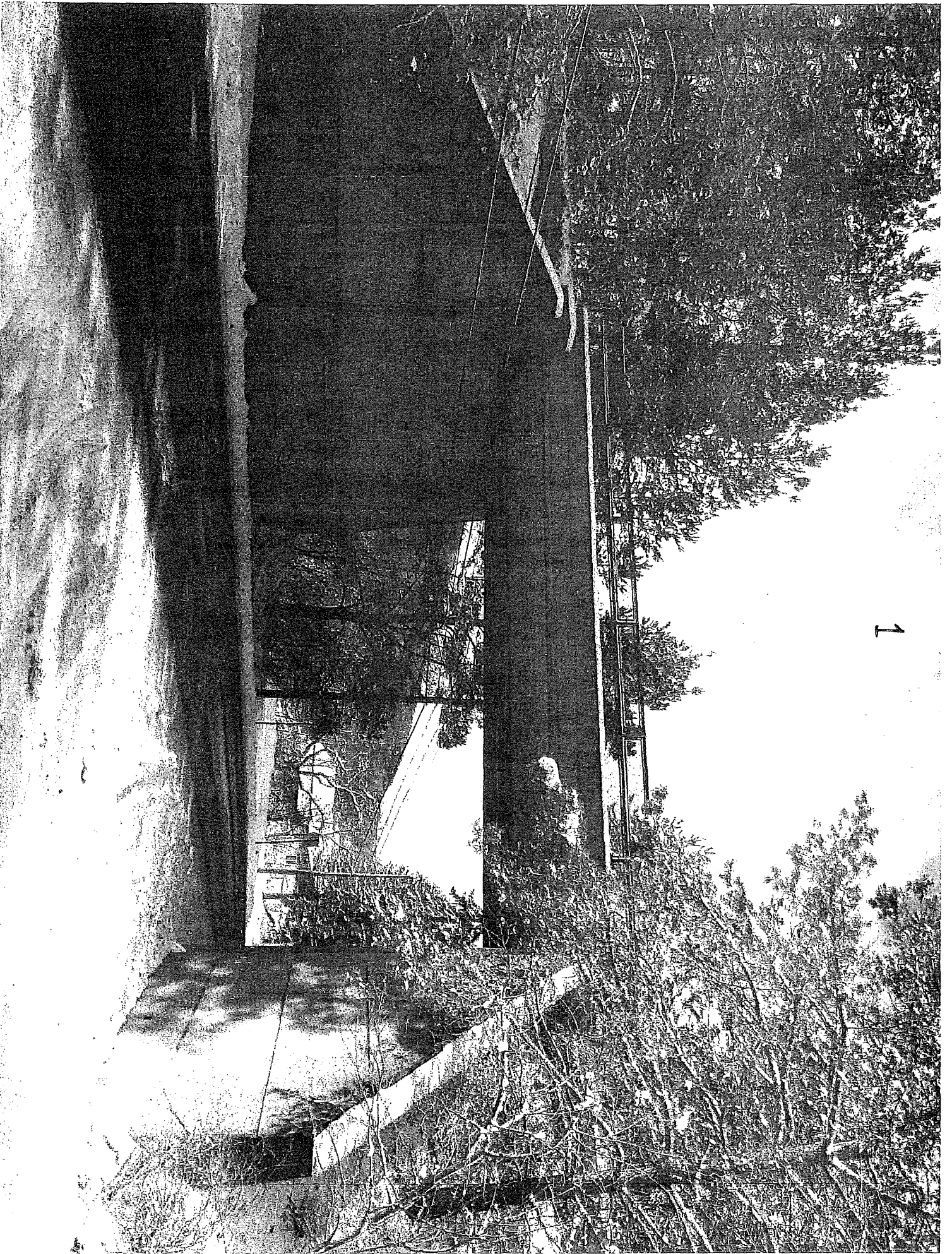
See pages 10-11 of the Instructions for more information regarding photos and the photo list. In addition to this photo list, create a photo key for the site plan and floor plans by placing the photo number in the location the photographer was standing on the appropriate plan. Place a small arrow next to the photo number indicating the direction the camera was pointed. Label individual photos on the reverse side or provide a caption underneath digital photos.

Photographer name John Safko

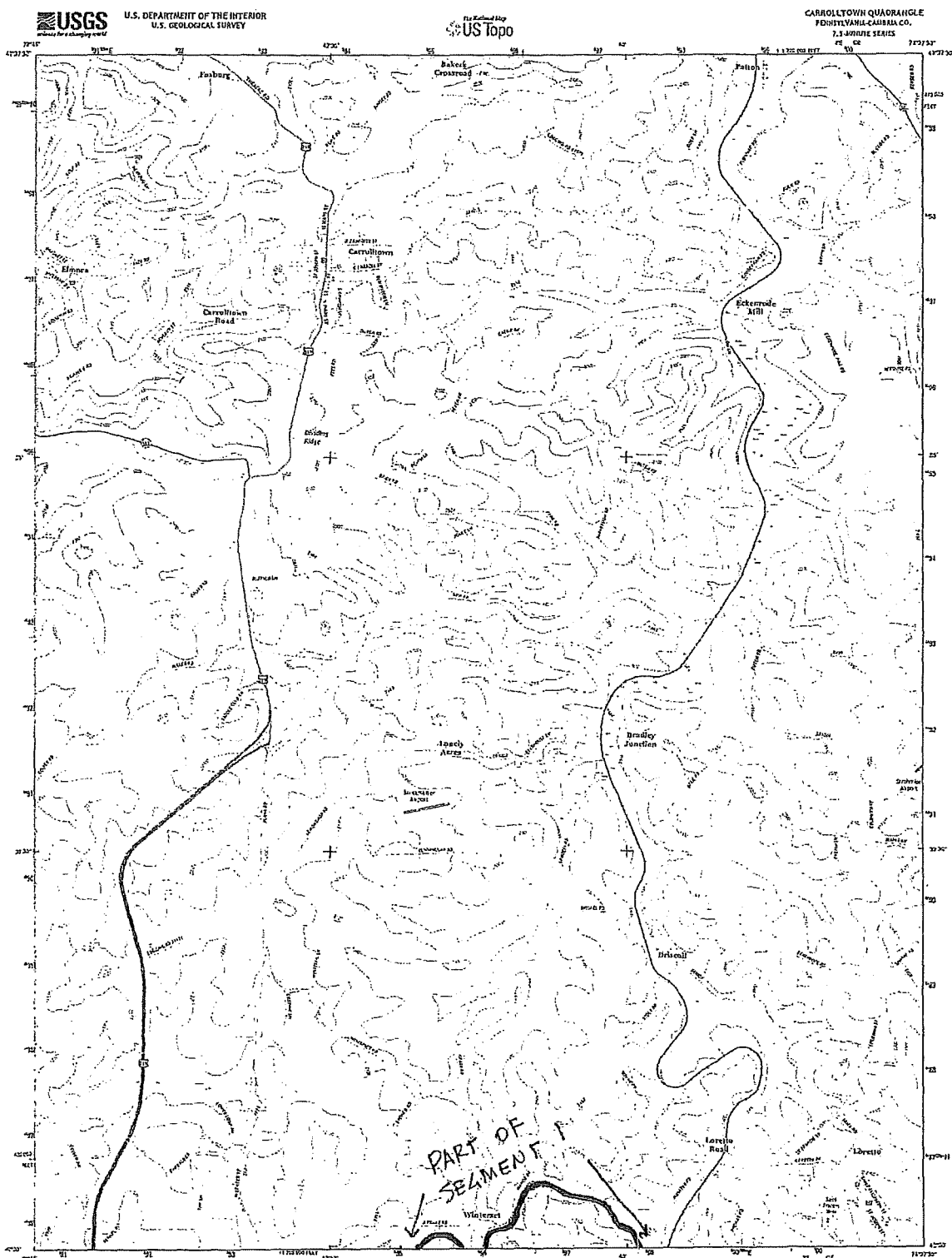
Date 3/8/18

Location Negatives/Electronic Images Stored E-mail

Photo #	Photo Subject/Description	Camera Facing
1	Former Cambria and Indiana Railroad (C&I) Bridge over Manor Drive	NE
2	Former C&I Bridge over Admiral Peary Hwy. (Old 22)	E
3		
4		
5		
6		
7		
8		
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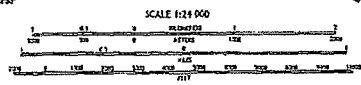


USGS U.S. DEPARTMENT OF THE INTERIOR U.S. GEOLOGICAL SURVEY

US Topo

CARROLLTOWN QUADRANGLE PENNSYLVANIA-CALIFORNIA CO. 7.5-MINUTE SERIES

Produced by the United States Geological Survey
Scale: 1:25,000
Data Source: 1:25,000
Map Date: 1971
Map Title: Carrolltown, PA
Map Series: 7.5-Minute Series
Map Sheet: 2316
Map Scale: 1 inch = 0.4 miles
Map Projection: UTM
Map Datum: NAD 83
Map Contour Interval: 20 feet
Map Elevation: 1000 feet
Map Area: 100 square miles
Map Author: USGS
Map Editor: USGS
Map Reviewer: USGS
Map Date: 1971
Map Title: Carrolltown, PA
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Map Projection: UTM
Map Datum: NAD 83
Map Contour Interval: 20 feet
Map Elevation: 1000 feet
Map Area: 100 square miles
Map Author: USGS
Map Editor: USGS
Map Reviewer: USGS
Map Date: 1971



LEGEND

Contour	Spot Elevation
Stream	Water
Road	Unimproved Road
Setback	Setback
Setback	Setback

CARROLLTOWN, PA
2016

LEHIGH VALLEY RAIL MANAGEMENT RAIL LINE

EBENSBURG QUADRANGLE
PENNSYLVANIA-CAMBERG CO.
7.5-MINUTE SERIES



14-00000
/ 430 183 V13 / 0
HCA REF NO. U56524413067

Key # _____

ER# _____

Site Plan (Item 34)

See page 11 of the Instructions for more information regarding the site plan. Create a sketch of the property, showing the footprint of all buildings, structures, landscape features, streets, etc. Label all resources and streets. Include a North arrow and a scale bar (note if scale is approximate). This sheet may be used to sketch a plan or another map/plan may be substituted.

Not Applicable

Key # _____
ER# _____

Floor Plan (Item 35)

See page 11 of the Instructions for more information regarding the floor plan. Provide a floor plan for the primary buildings, showing all additions. Label rooms and note important features. Note the date of additions. Include a North arrow and a scale bar (note if scale is approximate) or indicate width/depth dimensions. This sheet may be used to sketch a floor plan or another map/plan may be substituted.

Not Applicable

Key # _____

ER# _____

Physical Description and Integrity (Item 38)

Provide a current description of the overall setting, landscape, and resources of the property. See page 13 of the Instructions for detailed directions. Continue on additional sheets as needed. Suggested outline for organizing this section:

- Introduction [summarize the property, stating type(s) of resource(s) and function(s)]
- Setting [describe geographic location, streetscapes, natural/man-made landscape features, signage, etc.]
- Exterior materials, style, and features [describe the exterior of main buildings/resources]
- Interior materials, style, and features [describe the interior of main buildings/resources]
- Outbuildings/Landscape [describe briefly additional outbuildings/landscape features found on property, substitute Building Complex Form if preferred; See Instructions, page 18]
- Boundaries [explain how/why boundaries chosen, such as historic legal parcel, visual natural features such as tree lines, alley separating modern construction, etc.]
- Integrity [summarize changes to the property and assess how the changes impact its ability to convey significance]

(Text entered directly into form fields will not permit formatting adjustments, such as spell checking or italicizing. Instead, you may wish to cut-and-paste text from another document into the field below; "unprotect" the document for this section; or prepare the "Physical Description and Integrity" narrative as a separate document.)

The Railroad Line is located in Cambria County and extends in two segments from Ebensburg Junction to Beth (Segment 1), and from Beth to the former Bethlehem Steel Mine 33 (Segment 2), a total distance of 5.631 miles. The Line includes two railroad bridges on Segment 2 that were constructed in 1963 by the Cambria and Indiana Railroad (C&I). The Line is a railroad right-of-way and is generally twenty five feet wide. There are no structures, other than the two above mentioned bridges, located on or immediately adjacent to the Line. The right-of-way is crossed by several local roadways. The territory along the Line is rural and hilly with scattered farm land.

Key # _____

ER# _____

History and Significance (Item 39)

Provide an overview of the history of the property and its various resources. Do not substitute deeds, chapters from local history books, or newspaper articles. See page 14 of the Instructions for detailed directions. Continue on additional sheets as needed.

Suggested outline for organizing this section:

- History [Summarize the evolution of the property from origin to present]
- Significance [Explain why the property is important]
- Context and Comparisons [Describe briefly similar properties in the area, and explain how this property compares]

(Text entered directly into form fields will not permit formatting adjustments, such as spell checking or italicizing. Instead, you may wish to cut-and-paste text from another document into the field below; “unprotect” the document for this section; or prepare the “History and Significance” narrative as a separate document.)

See attached.

History and Significance (Item 39)

Segment 1 of the Railroad Line from Ebensburg Jct. (Milepost RJC 6.4) in Munster Township and Beth (Milepost RJC 10.45189) in Ebensburg Borough is believed to have originally been constructed by the Ebensburg and Cresson Railroad Company ("E&C") between 1859 and 1862 as part of the Blacklick Secondary. In 1903, E&C was consolidated with other railroads to form the Cambria and Clearfield Railroad Company. That railroad was subsequently merged into the Pennsylvania Railroad Company in 1913. The Pennsylvania Railroad eventually became part of Penn Central, and following the reorganization of Penn Central and other northeastern railroads, in 1976, the Railroad Line became part of Conrail. R.J. Corman Railroad Company / Pennsylvania Lines ("RJC") acquired the Segment 1 portion of the Railroad Line, together with other lines, from Conrail in 1995. In 1997, RJC filed for and obtained an exemption from the Surface Transportation Board ("STB") to abandon the Blacklick Secondary between milepost 6.4 at Ebensburg Junction and the end of track at milepost 16, east of Nanty Glo. Cambria & Indiana Railroad ("C&I") subsequently purchased Segment 1, a portion of the Blacklick Secondary between milepost 6.4 and the connection with C&I track at milepost 10.45189, pursuant to an offer of financial assistance ("OFA"), and the rest of the Blacklick Secondary was transferred to Cambria County Conservation and Recreation Authority ("CCCRA") for interim trail use. C&I was sold to ISG Railways in 2003 in connection with the bankruptcy reorganization of C&I's parent Bethlehem Steel, and then by ISG Railways to Lehigh Valley Rail Management, LLC ("LVRM") in 2003.

The Segment 2 portion of the Railroad Line between Beth (Milepost 15.355 (RJC 10.45189)) and the former Bethlehem Steel Mine 33 (Milepost 16.934) was constructed by C&I in 1963. As with the previously discussed Segment 1 portion of the Railroad Line, ownership of this segment passed to ISG Railways and then to LVRM, in 2003.

For much of its history the Railroad Line, and the lines of which it is was a part, served various coalfields in the area. The last remaining coal mining operation served by the Railroad Line was at Bethlehem Steel Mine 33; that mine ceased operations in 1993, and no rail traffic has been handled over the Railroad Line since that time.

In connection with the RJC abandonment of the Blacklick Secondary, the STB noted that the SHPO concluded that "the proposal would have no effect on historic or archaeological resources." See *R.J. Corman Railroad Company / Pennsylvania Lines – Abandonment Exemption – In Cambria County, PA* ("R.J. Corman Abandonment"), STB Docket No. AB 491X (served December 12, 1997), slip op. at 3, a copy of which is enclosed herewith.

C&I was authorized to abandon the rest of its railroad lines in the area, other than the Railroad Line, in 1994. A large portion of the abandoned railroad lines have been developed into the Ghost Town Trail.

LVRM is in discussions with CCCRA to transfer the Railroad Line and convert it into a trail that would preserve the existing bridges and potentially link to other trails in the area.