

AB 551-1X

ET-18018
ICB

MCCARTHY, SWEENEY & HARKAWAY, P.C.

SUITE 6700

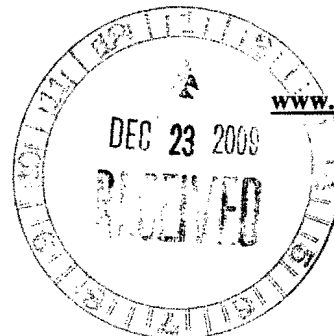
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December 23, 2009

**By Certified Mail
Return Receipt Requested**

Douglas C. McLearen, Chief
Division of Archaeology & Protection
Commonwealth of Pennsylvania
Pennsylvania Historical and Museum Commission
Bureau of Historic Preservation
Commonwealth Keystone Building, 2nd Floor
400 North Street
Harrisburg, PA 17120-0093

Re: STB Docket No. AB-551 (Sub-No. 1X)
Knox & Kane Railroad Abandonment

Dear Mr. McLearen:

In your letter of July 30, 2009, you requested certain information regarding the subject abandonment. We apologize for not forwarding it to you earlier. In the meantime, the Surface Transportation Board's Environmental Assessment on October 30, 2009 contains certain Conditions with which Knox & Kane must comply prior to consummating an abandonment. Condition No. 5 requires Knox & Kane to consult with your Bureau.

Attached are the following documents:

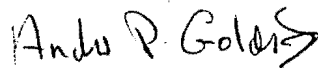
1. Narrative Summary of the Contextual History of the Knox & Kane Railroad (Attachment 1).

2. Additional available photographs and histories of the Marienville Station, Knox & Kane Office Building, Marienville Roundhouse and Lucinda Station (Attachment 2).

The Kovalchick Corporation purchased the common stock of Knox & Kane in 2008. Knox & Kane remains the same corporate entity it was prior to the purchase. Knox & Kane intends to salvage the rails and ties and to enter into negotiations with appropriate offerors to preserve the right-of-way for trail use. Potential uses and plans for the station buildings and Roundhouse may include, without limitation, buildings conducive to trails development, tourist attractions, museums, etc. Knox & Kane has already indicated to the Surface Transportation Board its willingness to negotiate trail use conditions with the relevant counties and with the Kovalchick Family Trust.

We hope this information satisfies your request. Please inform me if you desire any additional information relative to Condition No. 5 in the STB's October 30, 2009 Environmental Assessment.

Sincerely,



Andrew P. Goldstein
Attorney for Knox & Kane Railroad

cc: Section of Environmental Analysis
Surface Transportation Board

ATTACHMENT 1

Knox and Kane Railroad

From Wikipedia, the free encyclopedia

The Knox and Kane Railroad was a short-line railroad in Pennsylvania that operated between Knox, in Clarion County, to Kane and then on to Mount Jewett, in McKean County.

The track and right of way was bought from the Baltimore and Ohio Railroad in 1982 when the B&O discontinued operations on the old Northern Subdivision between Foxburg and Kane.^[1] This line was a part of the old Pittsburgh and Western Railroad, originally a 3 ft (914 mm) narrow-gauge line created in the latter third of the 19th century from a merging of various earlier narrow-gauge lines.^[2]

When the segment of the B&O from Foxburg to Knox was taken out of service, shipping raw materials, mostly glassmaking sand, to Knox Glass became difficult. To ease this situation, a connection with the Conrail (originally the New York Central Railroad) line through Shippenville was put in place. The B&O and NYC crossed each other not too far west of Shippenville for many years, but there had never been provision for interchange between the two roads. Operations in to Knox, which had been the original southern terminus of the K&K, were discontinued around the time the only real customer in Knox, the Knox glass bottle company, ceased operations. This ended the use of the Shippenville interchange.

After the Knox segment was embargoed, the southern terminus became what was known as North Clarion Junction, where there was a fibreboard plant and a wye, the tail track of which had been the P&W's line across to the east side of the Clarion River to the borough of Clarion (county seat of Clarion County). This branch was discontinued at around the time the B&O purchased the P&W. The bridge over the Clarion River needed replacement and the railroad requested that the town help with funding the project. Clarion's town fathers declined this honor, so the railroad cut back service to the west side of the river, which was eventually abandoned as well.

At one time, the K&K derived some revenue from shipping out car loadings of coal from what had once been an extensive coal mining complex in and around the village of Lucinda, a few miles north of North Clarion Junction. During the 1940s, 1950s and early 1960s, under B&O ownership, coal loadings from this area were quite extensive. A conductor's report from one northbound freight train [Foxburg to Kane] in the early 1960s showed in excess of fifty loads of coal shipped north out of Lucinda, most of it bound for ports on the Great Lakes. The last coal shipper on the line, Zacheryl Coal, went bankrupt not too many years after the K&K acquired the line, which materially reduced shipping over the line, and thus reduced income.

The K&K also ran a tourist railroad operation over the segment of the line from Kane to Marienville (originally the site of another of the Knox Glass Bottle Company's plants), and back to Kane. A Tangshan Locomotive and Rolling Stock Works-built 2-8-2 steam locomotive 58 was acquired to power the tourist trains, also the K&K had a 2-8-0 steam locomotive, a Baldwin Built. As the B&O never saw a need to turn locomotives at Marienville, there was no wye or turntable in that community. So the K&K built a wye there,

Knox and Kane Railroad

Reporting mark	KKRR
Locale	Northwestern Pennsylvania
Dates of operation	1982–2008
Track gauge	4 ft 8½ in (1,435 mm) (standard gauge)
Headquarters	Marienville, Pennsylvania

specifically to turn its steam locomotive. There was also a four bay roundhouse built in Marienville. Today, the roundhouse is in a considerable amount of disrepair, with three of the four tracks having been removed.

In the spring of 2006, the K&K ceased both freight and tourist service. One reason was that freight shipments over the line had declined seriously over the years. A second reason is that track condition on the line had deteriorated to the point that a large amount of money would be required to bring the track up to the point where it could safely be used. The owning company apparently either could not afford the cost of repairs or wanted a large amount of state and local governmental funding for the project and embargoed the line as a ploy to gain government assistance. Since the close in 2006 the Knox and Kane Railroad had only used their motive power 4 times. The last time was June 14, 2007 moving the two steam locomotives to their Kane facility.

An additional reason the line was abandoned as a tourist operation was that the main attraction of the ride was a trip over the Kinzua Bridge. The viaduct was extensively damaged by a tornado in 2003. When the State of Pennsylvania, which owns the viaduct, could not afford to repair it, the railroad lost its major tourist draw.

In another devastating blow, on early Sunday March 16, 2008 the locomotives used to carry sightseers across the Kinzua Bridge were severely damaged by a fire set by arsonists.^[3] The fire, which burned the Biddle Street building used to house the trains in Kane, Pennsylvania caused \$1 million in damage. The residents of Mount Jewett would watch the train several times daily as it passed through town—directly to the north of the borough building. This further dampened the dream of reopening the railroad.

On October 10 and 11, 2008, the railroad's rolling stock was auctioned off as part of a liquidation sale. The fate of the railroad had finally been sealed. However, the tracks and property of the former Northern Sub. would remain indefinitely. The Kovalchick Corporation (which also owns the East Broad Top Railroad) bought the property.^[4]

According to an article published in the Bradford Era newspaper immediately following the auction, "The company reportedly has little interest in resuming tourist rides along the rails. If the tracks are scrapped, there is talk of a rails-to-trails program over the right-of-way." [2] (<http://www.bradfordera.com/articles/2008/10/12/news/doc48f2907ea03c1844764561.txt>)

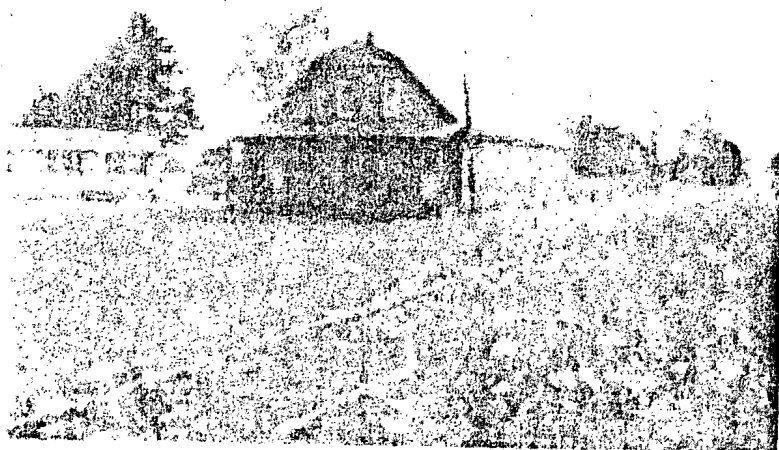
References

- "Running up the Stumps", *The Sentinel*, Spring, 2002, Baltimore and Ohio Railroad Historical Society, Baltimore, MD.
- 1. ^ Burns, Robert W. *Ex-Baltimore & Ohio Lines in Northwestern Pennsylvania*. pp. 5.
- 2. ^ Burns, Robert W. *Ex-Baltimore & Ohio Lines in Northwestern Pennsylvania*. pp. 2.
- 3. ^ Vosler, A. (2008, March 17). Arson fire in Kane causes \$1 million in damage, severely burns two locomotives once used for Kinzua Bridge State Park tourist trips. In *The Bradford Era*. Retrieved March 17, 2008, from *The Bradford Era Newspaper Web site*: <http://bradfordera.com/articles/2008/03/17/news/doc47dddfldd9a36852794356.txt>
- 4. ^ [1] (<http://www.kanerepublican.com/content/view/68432/1/>), *The Kane Republican*, 2008-09-26. Accessed 2008-09-30.

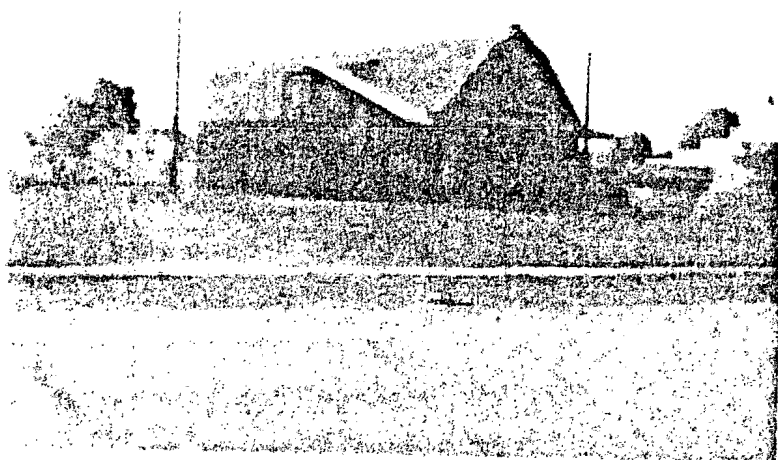
Sources

- Burns, Robert W., *Ex-Baltimore & Ohio Lines in Northwestern Pennsylvania*, Robert W. Burns, 1999.

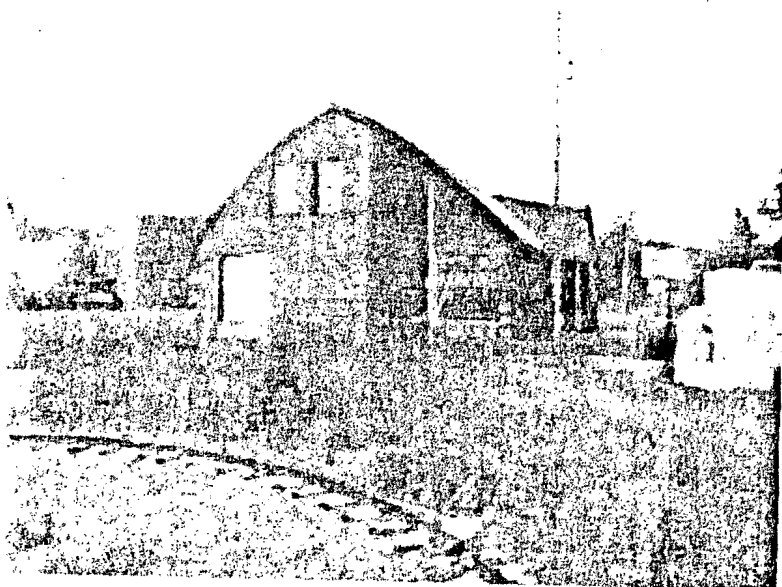
ATTACHMENT 2



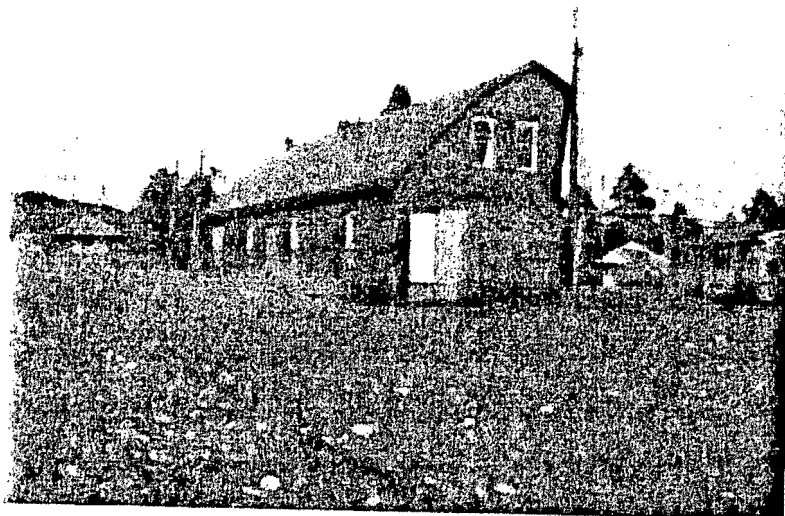
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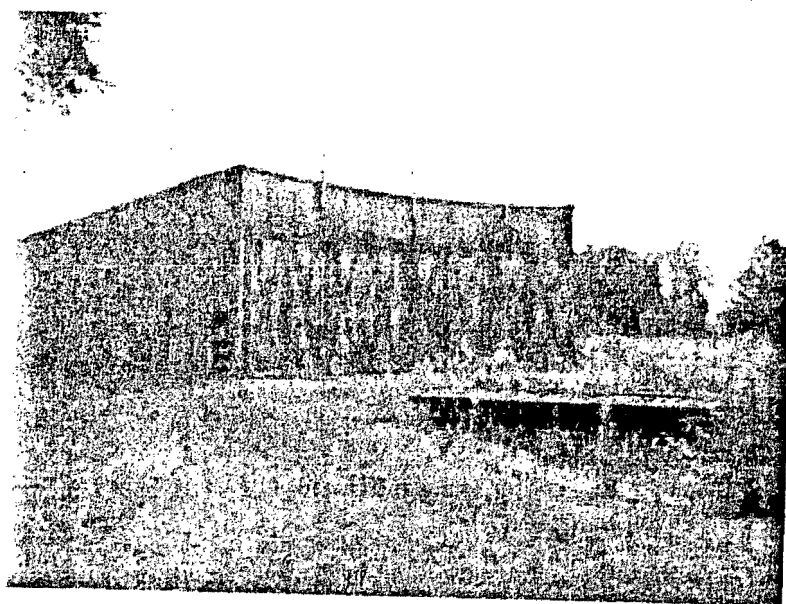
Knox & Kane Office 2



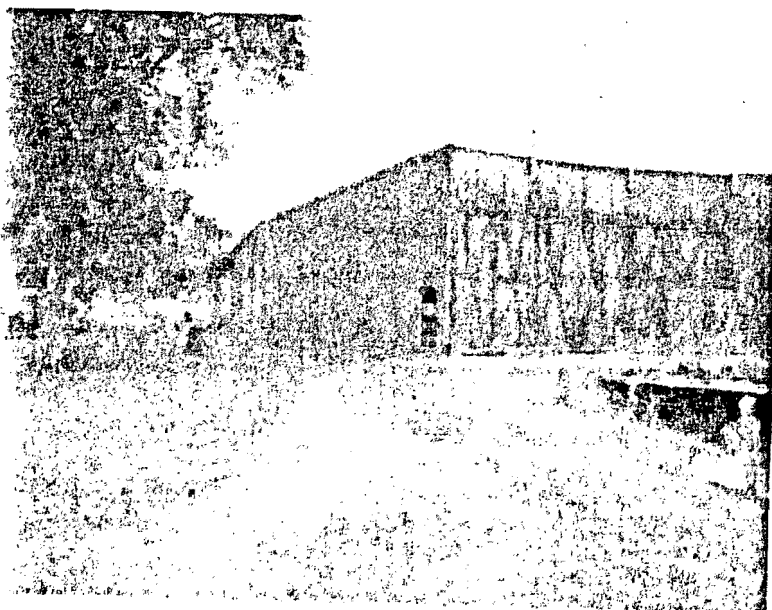
Knox & Kane Office 3



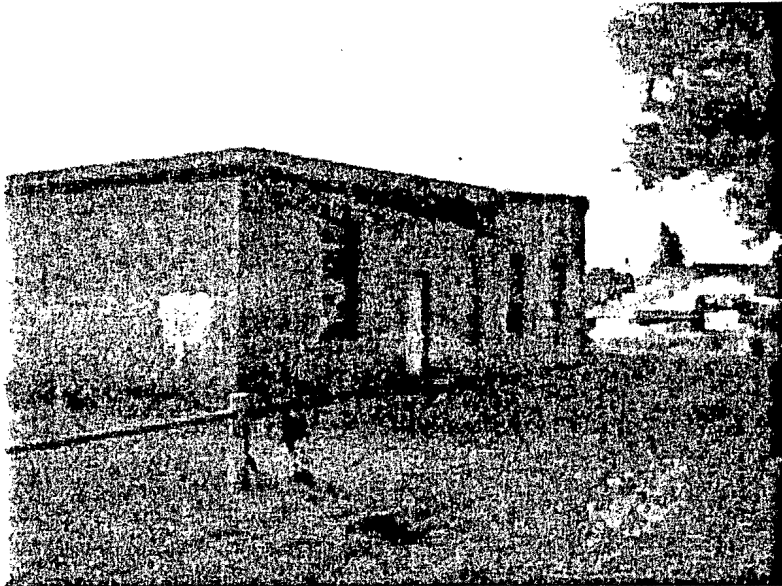
Knox & Kane Office 4



Knox & Kane Roundhouse 1



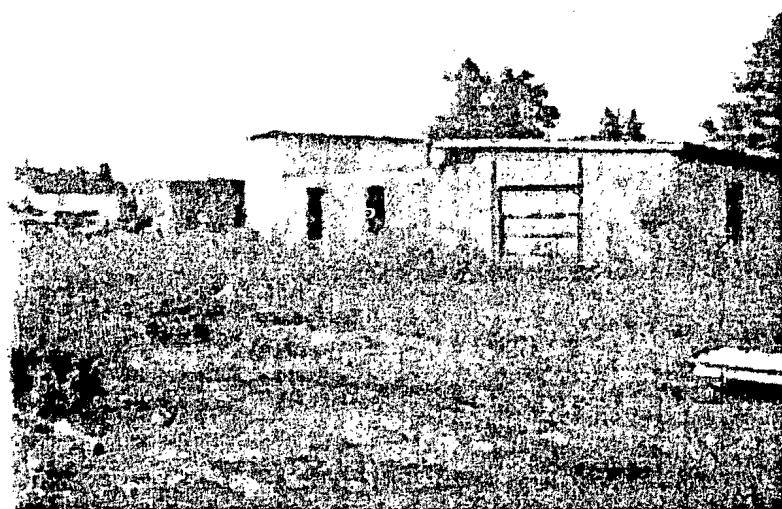
Knox & Kane Roundhouse 2



Knox & Kane Roundhouse 3



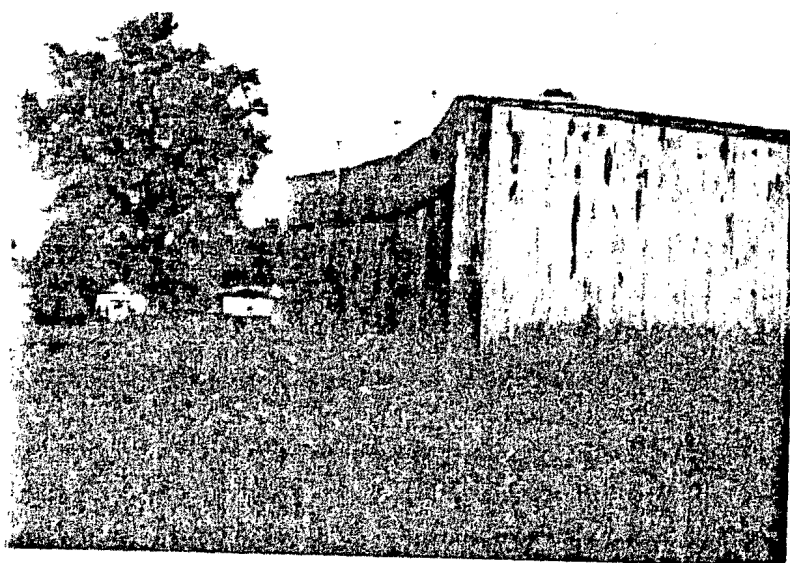
Knox & Kane Roundhouse 4



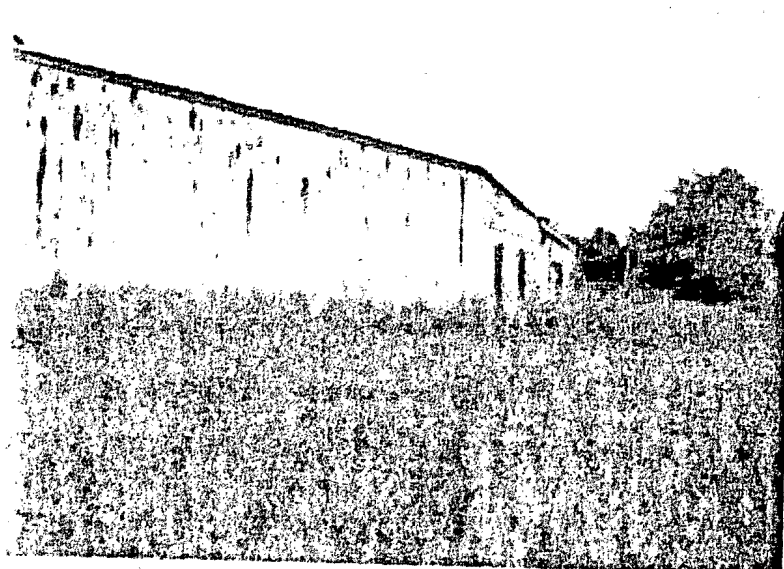
Knox & Kane Roundhouse 5



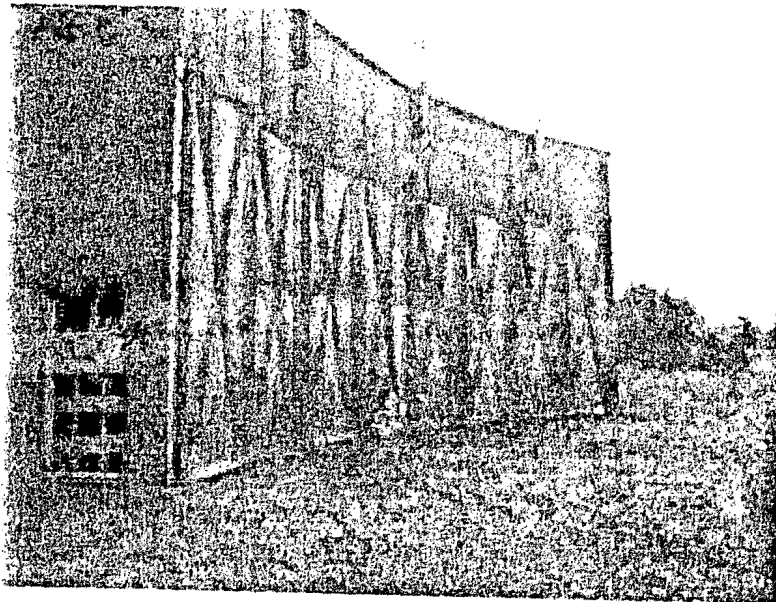
Knox & Kane Roundhouse 6



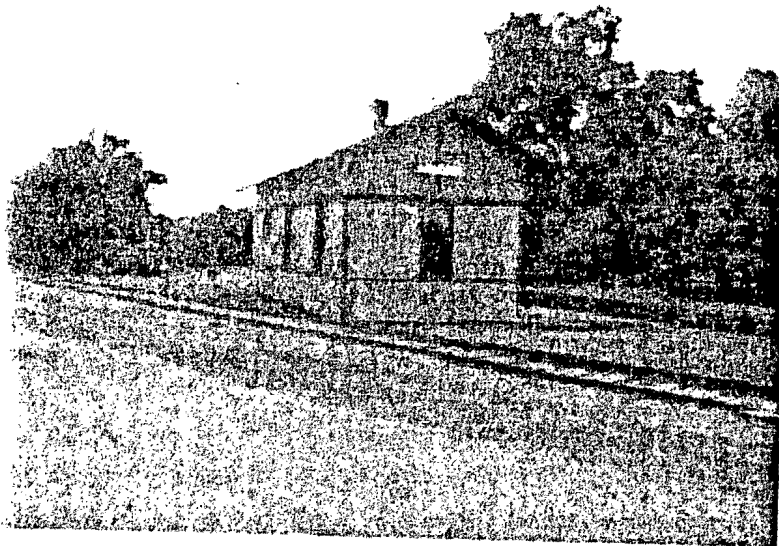
Knox & Kane Roundhouse 7



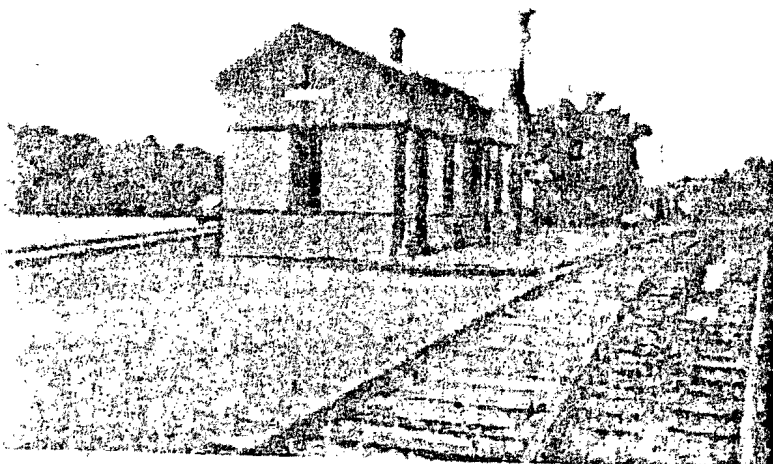
Knox & Kane Roundhouse 8



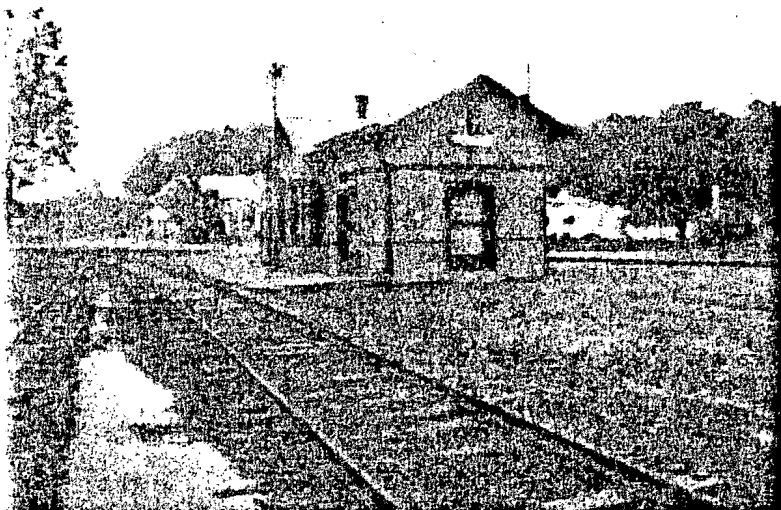
Knox & Kane Roundhouse 9



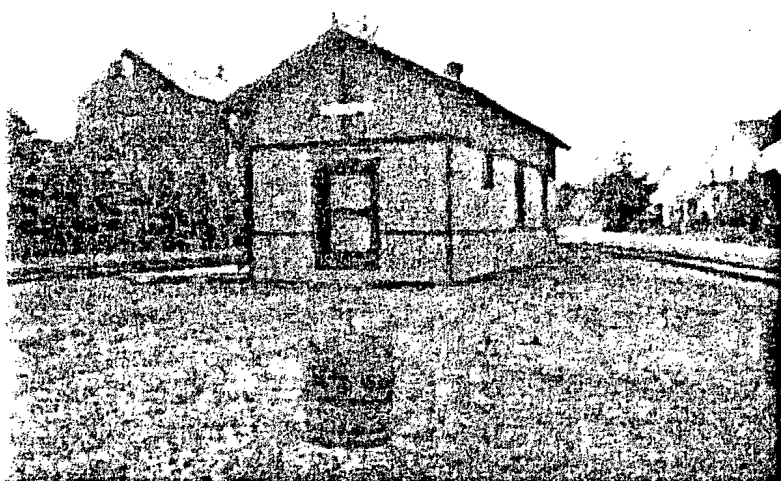
Lucinda Train Station 1



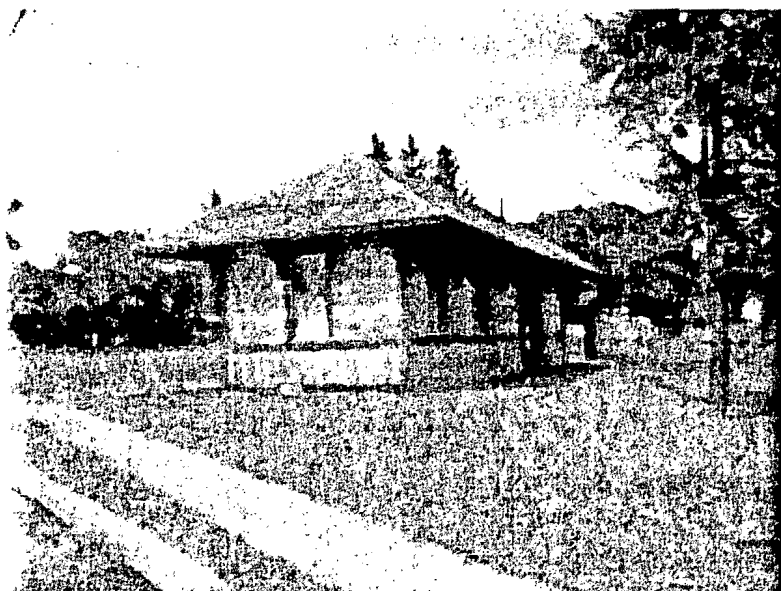
Lucinda Train Station 2



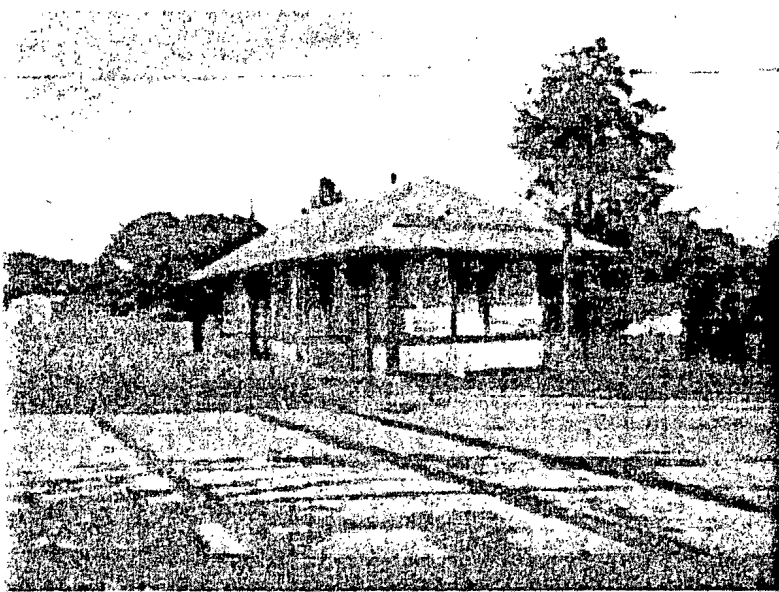
Lucinda Train Station 3



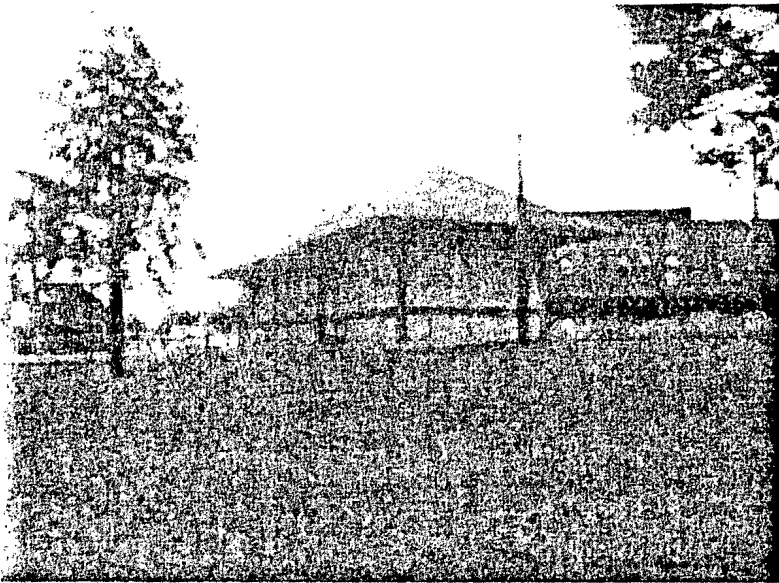
Lucinda Train Station 4



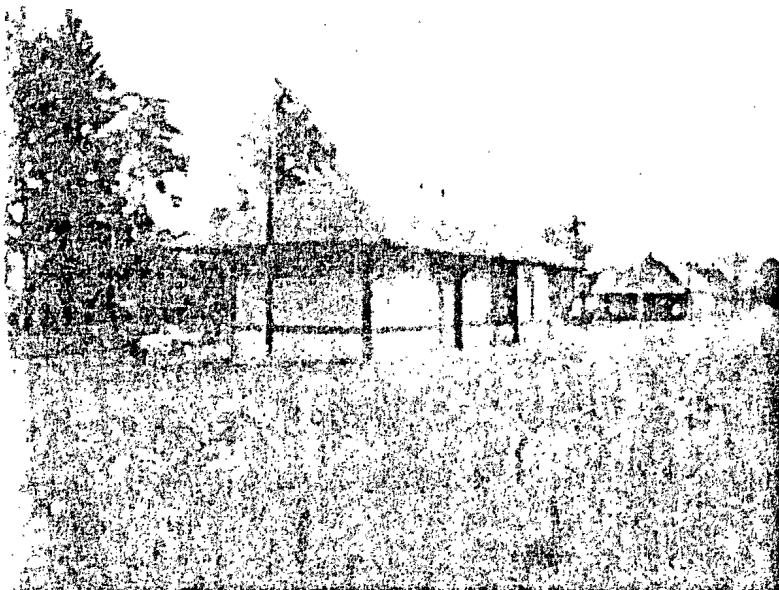
Marienville Train Station 1



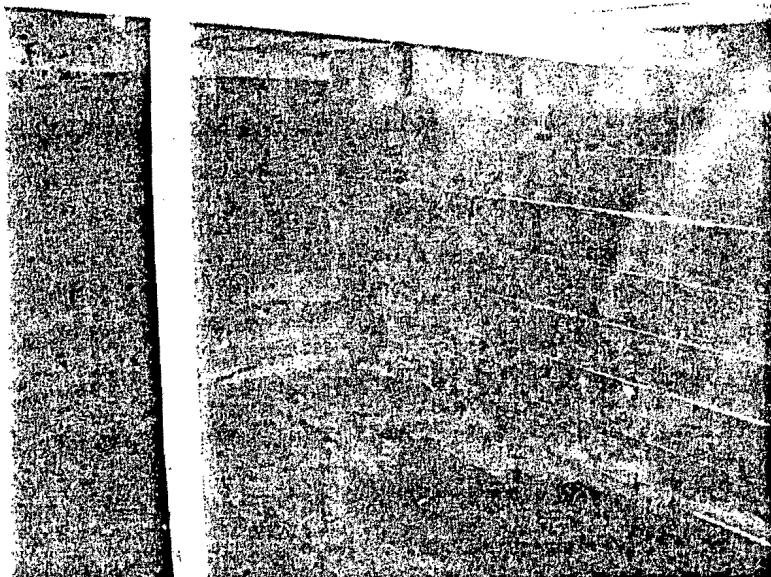
Marienville Train Station 2



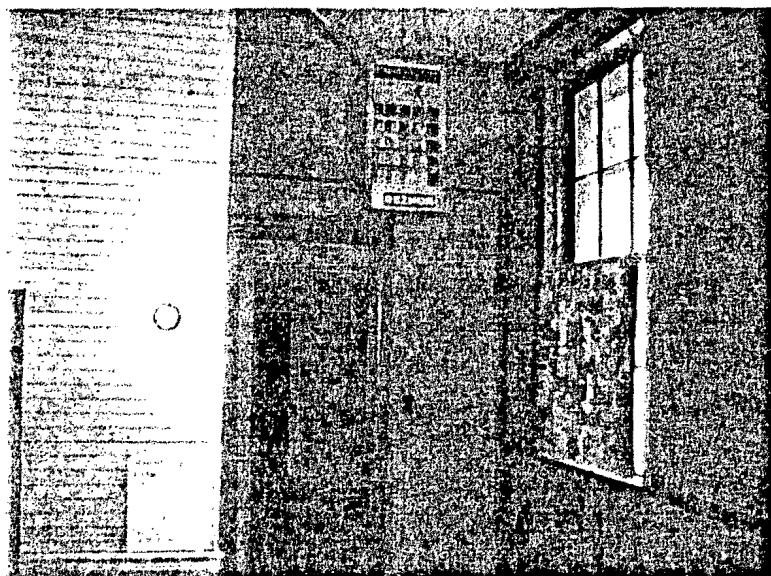
Marienville Train Station 3



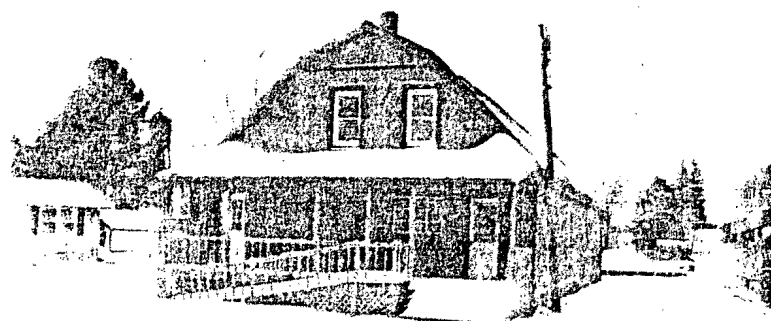
Marienville Train Station 4



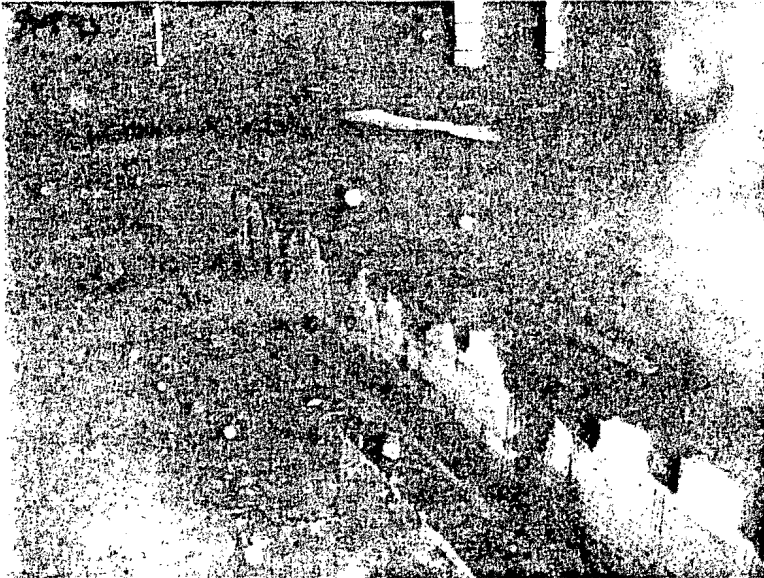
Interior Marienville Station 1



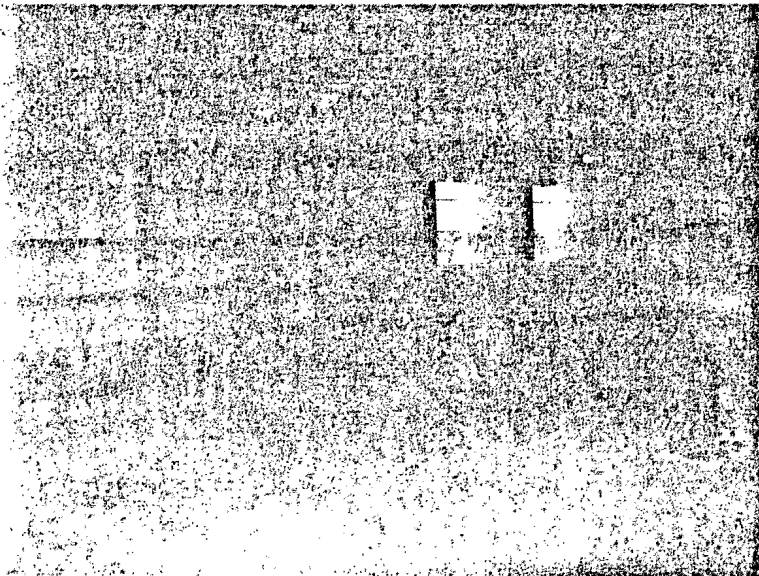
Interior Marienville Station 2



Knox & Kane Office



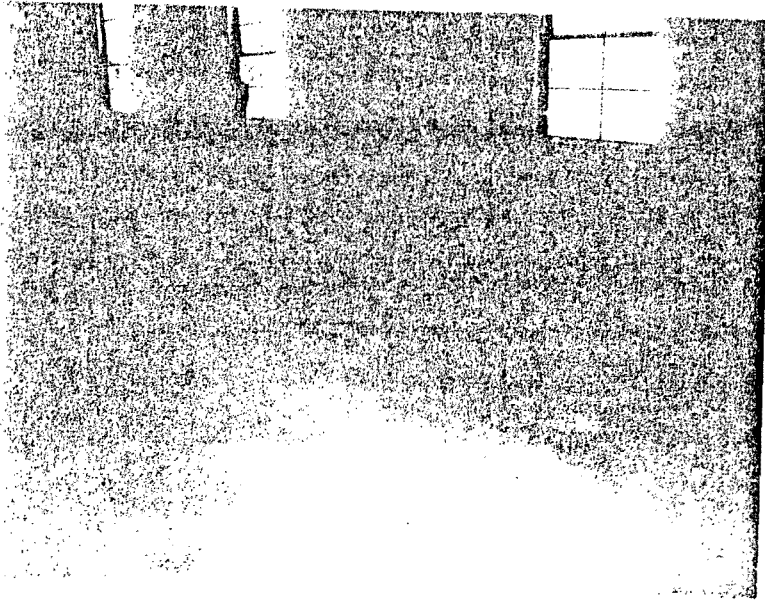
Interior Marienville Roundhouse 1



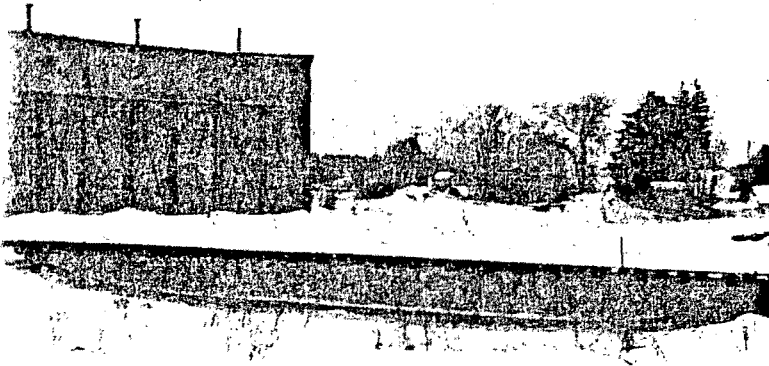
Interior Marienville Roundhouse 2



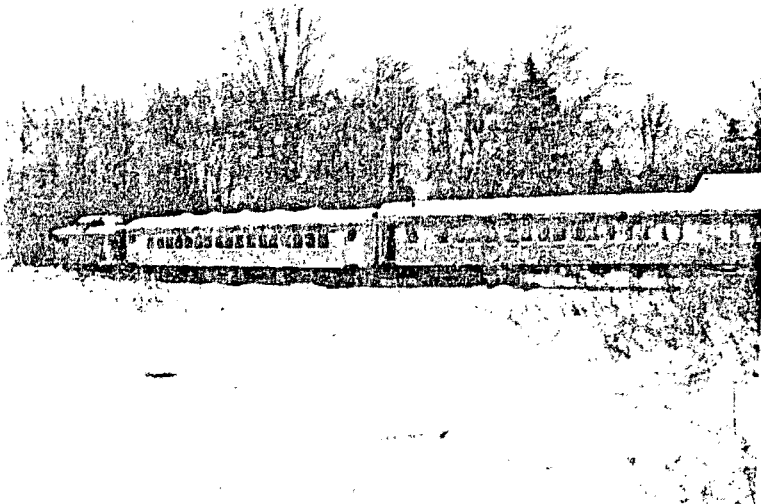
Interior Marienville Roundhouse 3



Interior Marienville Roundhouse 4



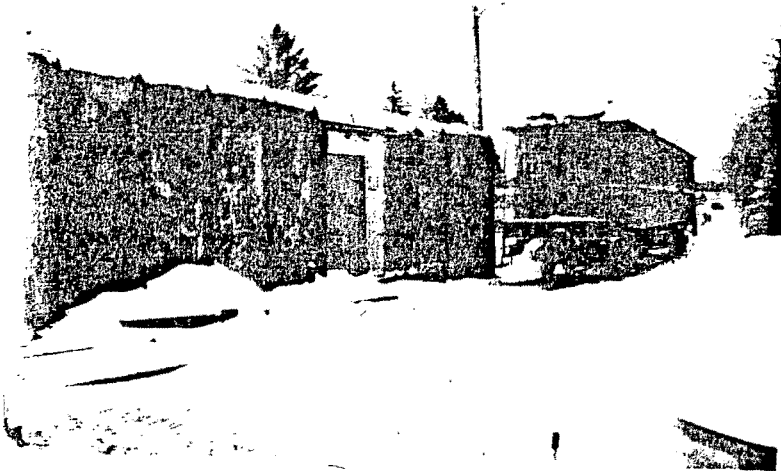
Marienville Roundhouse Area



Railroad Related Resource 1



Railroad Related Resource 2



Railroad Related Resource 3

A Historical review of 4 Knox & Kane RR structures

During the recent abandonment proceedings of the Knox & Kane Railroad four particular structures pasts were questioned by interested parties. The following is a brief review of the prior usage of buildings in Marienville PA, mainly, with one addition structure in Lucinda, PA. Since the operation of the Knox & Kane Railroad is discussed prior to this portion, segments dealing with this will only be mentioned where applicable.

MARIENVILLE

1) Marienville Train Station: The Pittsburg, Bradford & Buffalo Railway Company (1st Corporation) had completed an extension from Clarion Junction in Clarion County to Frosts Mills, Forest County 33.65 miles distant in 1881. If not by then, by 1883 it is believed the original train station in was built. This station however, burned with most of Marienville in a great fire in 1902. It was told to me that from 1902 to 1911 the Pittsburgh & Western Railroad Company who succeeded the PB&B used a coach as an interim station.

Apparently sometime in 1911 the currently standing station was constructed by the Baltimore & Ohio Railroad who had purchased the line and standard gauged the former 3 foot P&W. The station is what is known as a combination station which is a destination for both freight and passengers. Measurements of the station have been forwarded in the corresponding tax card.

The station had been incorporated into the telegraph system under the B&O with the call sign of "V" for Marienville. The Western Union Company also offered service through this building.

Marienville Station existed under these conditions until the early 1960's by which time the building began being used as Maintenance of Way headquarters as opposed to a true station. By the end of B&O ownership in the early 1980's Dispatching of B&O trains over the Northern Sub was handled from an old retired trackside boxcar placed on wooden ties on the ground instead of this building.

As the Knox & Kane took over operations from the B&O in the 1980's Marienville became the center of operations for the freight and passenger services that would sustain the entire operation. Tickets were sold and passengers could board here for excursions to the Kinzua Bridge in the early summer mornings with the train not to return until near evening. The Cornell's would purchase adjacent properties in 1989 that would solidify Marienville as the center of operations of the Knox & Kane. The station was retired from duty in 2008 when the Knox & Kane ceased tourist operations due to collapse of the Kinzua Bridge and general loss of future rail tourism on account of this misfortune.

The building remains in good shape and is along the Pittsburgh & Western Right-of-Way, making it ideally suitable for future tenants usage. It is also one of the only large buildings to escape the plague of arsons under the Knox & Kane ownership.

Seeing the condition, location and history of this building I would be surprised to see it demolished.

The front page of the tax card for this station contains an error, with the merger of 8/18/1982 being stated as 8/18/1952.

2) Knox & Kane Railroad Office: Directly across Forest Street from the Marienville train station is the retired office of the Knox & Kane Railroad. This geometric two story oddity was purchased from A.P. Weaver & Sons in February of 1989. A.P. Weaver also purchased adjacent lots through the years, including two lots from Marienville Foundry one of which contained the building the foundry was on that would be modified into the Knox & Kane Railroad roundhouse. A.P. Weaver owned these two lots for only one week in February 1989 before selling the entire combination of lots and buildings to the Knox & Kane. It is unknown to the writer if A.P. Weaver acted as an unofficial purchasing agent for the K&K to secure these properties at a lower price than what they would have been sold to the K&K for, but one cannot help assume this is a possibility.

In 1952 the Marienville Foundry Company took up business occupying a portion of the Marienville Glass Company. They apparently did well, so well that they purchased the building which would become the K&K Office to store patterns inside for the foundry. This was done in late 1961.

Before being used as a pattern building by the foundry, the building existed in its most historical format as Shoup Supply Company. The vacant lot was purchased in 1934 from the Gold Standard National Bank and the Supply Company was constructed. Shoup Supply Company sold farming supplies to the various small farms in the surrounding area. Inside grain elevators existed much like what would be found in a grist mill to store and sale feed. The entire rear corner of the two story structure was constructed at an approximate 45 degree angle to allow trucks or farm wagons to back into the loading dock area from the narrow alley alongside the building.

The building remains in very solid shape. Unfortunately none of the interior remains which would indicate this was once Shoup Supply Company except for a few spots where one could find the elevator belts once traveled through the floor. The building is constructed of a hollow tile block that was prevalent in the 1930's, but nearly unobtainable now. This could be viewed as desirable due to its rarity, or detrimental if repairs or alterations would be needed by a future owner. This is the only K&K building in Marienville to have electric, water, sewage and telephone already hooked up for use. Any organization or purchaser who would need these amenities should be informed of this.

3) Knox & Kane Roundhouse: In 1989 Sloan Cornell made the necessary purchases to create an area he could store and service the steam engines he would use for the tourist excursions to Kinzua Bridge. In one of the lots purchased from A.P. Weaver a concrete block structure stood. In this building the Cornells envisioned keeping parts and supplies to maintain both steam and diesel locomotives. The building as purchased could not even begin to fit a train locomotive though. The measurements of the building in discussion as purchased can be viewed on the forwarded tax card.

The plot the building rests upon was purchased by the Marienville Glass Company in April of 1916 from J.J. Hawk & Wife. It remained as a portion of the glass company until very late 1951 when it was purchased by the Marienville Foundry Company. It is not known to the writer what portion of the concrete block structure was constructed by the glass company, and what was constructed by the foundry, but if necessary perusing Sanborn Fire Insurance maps may yield such information.

After purchased by the K&K, an addition was constructed on the side of the block building facing the P&W/B&O Right-of-Way. This was no small addition, measuring approximately 48' by 50'. The addition alone contains the space to house no less than four train locomotives for servicing. The height of the addition where the doors are for the locomotives is unknown, but looks to be about 20' in height.

A roof was installed then over the addition and the concrete block building which tapers down to the rear wall of the retired foundry. The addition was constructed of wood frame with metal siding exterior walls except for the front where the doors are. This wall is made of wood and locomotive doors.

To permit entry by the locomotives a turntable pit was then excavated in front of the "roundhouse" where the siding for Marienville Glass Company, Marienville Foundry Company and Shoup Supply Company once was. The close proximity of the train station, office, ROW and roundhouse can be seen by viewing the structure photos forwarded prior. In many shots more than one K&K structure can be seen.

It was told to the writer that upon purchase by the Cornells the foundry building was already near condemnable. The new roof that expanded the buildings lifespan until now can be seen lying on the train shed and foundry floor, the sunlight illuminating the interior from the gaping holes above. Certain amounts of various fluid spills have stained the concrete floor through the years. The overall dilapidation of the structure along with the small amounts of contamination make this buildings future as a viable prospect a very, very slim possibility.

From the historical aspect, the building was converted to a makeshift roundhouse by the K&K and has no ties to the former Baltimore & Ohio Railroad or the Pittsburgh & Western Railroad. The historical value to the rail enthusiast is near zero and to Marienville historians the same value has been applied.

The lot the building is on may someday be of value to industries taking a foothold on the grounds of the expired Marienville Glass Company. Since the lot was combined with the K&K Office lot and others for taxation it may require division from the others if separately purchased.

LUCINDA

Lucinda Train Station: This is another combination station that serviced both passenger and freight deliveries. Unlike the station at Marienville, this station pre-dates the Baltimore & Ohio Railroad purchase in 1902 and is an original structure of the Pittsburg, Bradford & Buffalo Railway Company, (1st Corp.). The writer estimates the construction of the station to be 1881.

The PB&B and its successor, the Pittsburgh & Western, used this as a passenger stop. Freight was delivered to the freight house portion of the combination station. If the freight was too large to offload inside the station the car would be placed on a short siding immediately behind the station where it could be directly transferred to wagon or truck.

The Western Union Company offered service through the Lucinda Station. On the B&O telegraph system the Lucinda train station was assigned the call letter "N". An early railroad control signal called a semaphore would be aligned by an operator at Lucinda by orders received via telegraph. The aspect of the semaphore would indicate if an approaching train had a proceed order, proceed with caution or stop order.

When the B&O operated four freights daily between Foxburg and Kane the two trains traveling in opposite directions between Marienville and Foxburg would meet and pass each other at Lucinda by means of a 15 car passing siding. By the late 1950s the passing siding was also used to form up coal trains from the local tipples within a few miles of the station.

The station had fallen into disrepair by the 1970s and had ceased to be used by the B&O. Occasionally a carload of lumber for Ochs Building Supply or Ochs Lumber would be loaded or offloaded on the short siding behind the station.

After the K&K purchase the inhabitants of Lucinda realized the K&K had no use for this building. Preservation had been discussed and by 1992 the Lucinda Historical Society in conjunction with local school programs began restoration of the station. This entailed an entire roof, wall stud re-securing and reconstruction of the lower halves of all exterior walls. At this time it was told to the writer by Gene Landers who is at the forefront of the Lucinda Historical Society, an annual lease was opened for the station with Sloan Cornell. Supposedly, this lease was expanded to a ten year period around 2006.

The Station itself is the centerpiece of a small historical section of Lucinda where a Feed Mill and Country Store have been restored on adjacent properties. The Station has full electric and is heated by a centrally located wood burning cast iron stove exhausted through a brick chimney. There is no plumbing in the station. The interest in preserving this building is obvious since a historical organization has been caring for it for the past 16 years. Whether or not the funds can be raised to re-assess and purchase the building are questionable from my conversation with Mr. Landers. The station is assessed at \$250 at the Clarion County Courthouse but they are aware it should be more and will conduct a field assessment should the station be purchased by any party.

Sources for this paper include:

Valuation Histories of the B&O RR, circa 1922

Form 6 Listings from the B&O RR circa 1904, 1913 and 1954

Deed Books from the Forest County Courthouse

Deed Books from the Clarion County Courthouse

The Bradford, Bordell & Kinzua by Barber & Woods, 1971

Personal Interviews with:

John Hafer, former K&K employee

James Woods, former K&K employee

Boyd Fulk, former B&O employee

Todd Moore, present B&P employee, former B&O employee

Gene Landers, Lucinda Historical Society

Field Surveys and Field Confirmation

John Hafer and myself

This paper has been organized and written along with the collecting of photographs and tax cards by George G. Kovalchick for use by Mr. Dave Layman and may be forwarded to any parties he sees fit.