



Norfolk Southern Corporation
Law Department
Three Commercial Place
Norfolk, Virginia 23510-9242

Writer's Direct Dial Number

(757) 629-2759



209059

James R. Paschall
General Attorney

October 7, 2003

Mr. Vernon A. Williams, Secretary
Surface Transportation Board
1925 K Street, N.W.
Washington, D. C. 20423-0001

FILED

OCT - 7 2003

**SURFACE
TRANSPORTATION BOARD**

Re: Docket No. AB-290 (Sub-No. 241X), Norfolk Southern Railway
Company - Abandonment - Between Oakwood and Montmorenci,
Aiken County, South Carolina -- Notice of Exemption

Dear Mr. Williams:

Enclosed for filing with the Board in the captioned proceeding are an
original and ten copies of the Notice of Exemption. Also, enclosed is a check in
the amount of \$2800 to cover the filing fee.

Please acknowledge receipt on the enclosed copy of this letter and return it
to me in the self-addressed, stamped envelope.

Yours very truly,

James R. Paschall

ENTERED
Office of Proceedings

OCT - 7 2003

Part of
Public Record

JRP/sg
Enclosures

FEE RECEIVED

OCT - 7 2003

**SURFACE
TRANSPORTATION BOARD**

BEFORE THE
SURFACE TRANSPORTATION BOARD

DOCKET NO. AB-290 (SUB-NO. 241X)

NORFOLK SOUTHERN RAILWAY COMPANY

-- ABANDONMENT --

BETWEEN OAKWOOD AND MONTMORENCI,
IN AIKEN COUNTY, SOUTH CAROLINA

ENTERED
Office of Proceedings
OCT - 7 2003
Part of
Public Record



FILED
OCT - 7 2003
SURFACE
TRANSPORTATION BOARD

NOTICE OF EXEMPTION

FEE RECEIVED

OCT - 7 2003

SURFACE
TRANSPORTATION BOARD

COMES NOW Norfolk Southern Railway Company ("NSR") and files this notice of exemption from regulation under 49 U.S.C. §§ 10903-10905, pursuant to the provisions of 49 U.S.C. § 10502 and 49 CFR § 1152.50, for abandonment of its line of railroad lying between Milepost SA-49.0 at Oakwood and Milepost SA-51.0 at Montmorenci, South Carolina.

Pursuant to regulations adopted by the Interstate Commerce Commission in Ex Parte No. 274 (Sub-Nos. 8 and 8A), Exemption of Out of Service Rail Lines, 366 I.C.C. 885 (1983) and 1 I.C.C.2d 55 (1984), and by the Surface Transportation Board ("Board" or "STB") in STB Ex Parte No. 537, Abandonment and Discontinuance of Rail Lines and Rail Transportation Under 49 U.S.C. 10903, served December 24, 1996, and codified at 49 CFR § 1152.50, NSR states as follows:

Traffic Certification - §§ 1152.50(b) and (d)(2)

As the attached certificate of General Manager V. W. Mason confirms, no traffic has originated, terminated or moved overhead on this line segment for at least two years (or any overhead traffic on the line can be rerouted over other lines), and no complaint is pending with the Board or a U. S. District Court or has been decided in favor of a complainant concerning cessation of service over this line within the two-year period.

Consummation Date - § 1152.50(d)(2)

The effective date of the abandonment between Milepost SA-49.0 at Oakwood and Milepost SA-51.0 at Montmorenci, South Carolina, will be November 26, 2003.

General Corporate Information - § 1152.22(a)(1-2) and (7)

The party filing this notice is Norfolk Southern Railway Company, a common carrier by railroad subject to STB jurisdiction under the Interstate Commerce Commission Termination Act (Interstate Transportation Act) (49 U.S.C. Subtitle IV, Chapter 105), whose representative to whom correspondence may be sent is:

James R. Paschall
General Attorney
Norfolk Southern Corporation
Three Commercial Place
Norfolk, Virginia 23510
(757) 629-2759

Description of the Line and the Relief Sought - § 1152.22(a)(3-4 and 7)

The relief sought is authority for abandonment of the line. The line for which the abandonment authority is sought consists of 2.0 miles of track between Milepost

SA-49.0 at Oakwood and Milepost SA-51.0 at Montmorenci, in Aiken County, South Carolina. A map showing the line to be abandoned, other rail lines in the area, highways, and population centers is attached as Exhibit 1 to this notice. The line traverses United States Postal Service ZIP Code 29839.

Suitability of the Line for Other Public Purposes - § 1152.22(e)(4)

NSR has received no inquiries about public use of the right of way underlying the line segment to be abandoned and is unaware of any potential public purposes to which the right of way may be suited. NSR is not aware of any restriction on the title to the property which would affect the transfer of title or the use of property for other than rail purposes, however, NSR has not yet fully researched the matter. To the extent of its title, NSR will deal with the right-of-way as ordinary real estate no longer subject to a common carrier obligation and quitclaim its interest under an agreement with the South Carolina Department of Transportation for use for highway purposes in the project to widen U. S. Highway 78.

Labor Protection - § 1152.50(d)(2)

Since the line to be abandoned has been out of service for over two years, NSR believes no employees will be adversely affected by exercise of abandonment authority for this line. However, as a condition to exercise of the authority permitted in this matter, NSR will accept the imposition of standard labor protective conditions as set forth in Oregon Short Line R. Co. - Abandonment - Goshen, 360 I.C.C. 91 (1979).

Environmental and Historic Reports; Certifications - § 1105.7 and § 1105.8

Attached are environmental and historical reports prepared and served in accordance with the Surface Transportation Board's regulations. The milepost

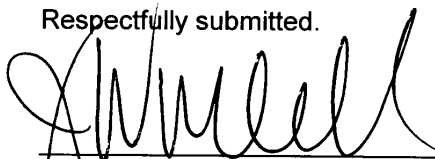
locations on the environmental report are reversed. However, this should be of little or no consequence since the historic report and this notice are correct. NSR certifies that the notice and transmittal requirements of § 1105.7, § 1105.8 and § 1105.11 have been met.

Service and Newspaper Notice Requirements Certification - § 1152.50(d)(1-2)

As the attached certification indicates, NSR certifies that the service and notice requirements of § 1152.50(d)(1)(certain government agencies) and § 1105.12 (newspaper notice) have been complied with.

For the foregoing reasons, NSR believes the proposed rail line abandonment is exempt from under 49 U.S.C. §§ 10903-10905 pursuant to 49 C.F.R. § 1152.50 and requests that the Board serve the appropriate notice.

Respectfully submitted.



J. W. McClellan
Senior Vice President-Strategic Planning
Norfolk Southern Railway Company

Of Counsel:

James R. Paschall
General Attorney
Norfolk Southern Corporation
Three Commercial Place
Norfolk, Virginia 23510-2191
(757) 629-2759

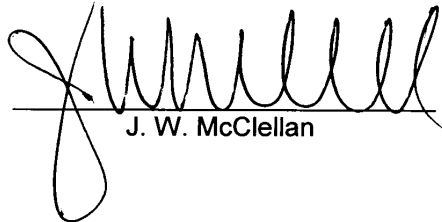
Attorney for Norfolk Southern
Railway Company

Dated: October 7, 2003

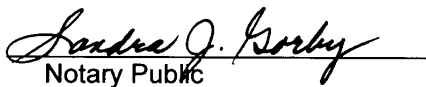
VERIFICATION

COMMONWEALTH OF VIRGINIA :
: SS:
CITY OF NORFOLK :

J. W. McClellan, being duly sworn, deposes and says that he is Senior Vice President Strategic Planning of Norfolk Southern Railway Company; that he is authorized to sign, verify, and file with the Surface Transportation Board the foregoing Notice of Exemption in AB-290 (Sub-No. 241X) on behalf of Norfolk Southern Railway Company; that he has carefully examined all of the statements contained in said Notice of Exemption; that he has knowledge of the matters set forth therein; and that all such statements made and matters set forth are true and correct to the best of his knowledge, information, and belief.


J. W. McClellan

Subscribed and sworn to before me
this 7 day of October, 2003.


Notary Public

My commission expires:

3-31-06

[SEAL]

CERTIFICATION

STATE OF GEORGIA :
SS:
CITY OF ATLANTA :

V. W. Mason makes oath and says that he is General Manager Eastern Region for Norfolk Southern Railway Company; that the line between Milepost SA-49.0 at Oakwood and Milepost SA-51.0 at Montmorenci, South Carolina, over which operations are to be abandoned, is subject to his supervision and direction; that no local traffic has moved over the line for at least two years, that no overhead traffic has moved over the line for at least two years and that overhead traffic, if there were any, could be rerouted over other lines; and that no formal complaint filed by a user of rail service on the line or a state or local government entity acting on behalf of such user regarding cessation of service over the line either is pending before the Surface Transportation Board or any U. S. District Court or has been decided in favor of the complainant within the two-year period.

V. W. Mason

Subscribed and sworn to before me
this 11th day of August, 2003.

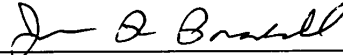
Mary K Kishen
Notary Public

My commission expires:

My Commission Expires Jan 23, 2004

CERTIFICATION

I hereby certify (1), pursuant to § 1105.11, that Environmental and Historic Reports were submitted to the agencies identified in § 1105.7(b) and to the appropriate State Historic Preservation Officer (see Exhibit 2); (2), pursuant to § 1105.12, that a notice of intent to abandon rail service was published in the Aiken Standard, Aiken South Carolina on September 4, 2003 (see Exhibit 3); and (3) that the notice required by § 1152.50(d)(1) was given (see Exhibit 4).



James R. Paschall

Dated: October 7, 2003

CERTIFICATE OF SERVICE

I hereby certify that a copy of the foregoing Notice of Exemption was served upon Ms. Marjorie Amos-Frazier, Chairman, South Carolina Public Service Commission; the United States Department of Defense (MTMCTEA); National Park Service, Recreation Resources Assistance Division; National Park Service, Land Resources Division; and U. S. Department of Agriculture, Chief of the Forest Service; on October 7, 2003, by first class mail, postage prepaid.

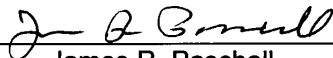

James R. Paschall

EXHIBIT 1

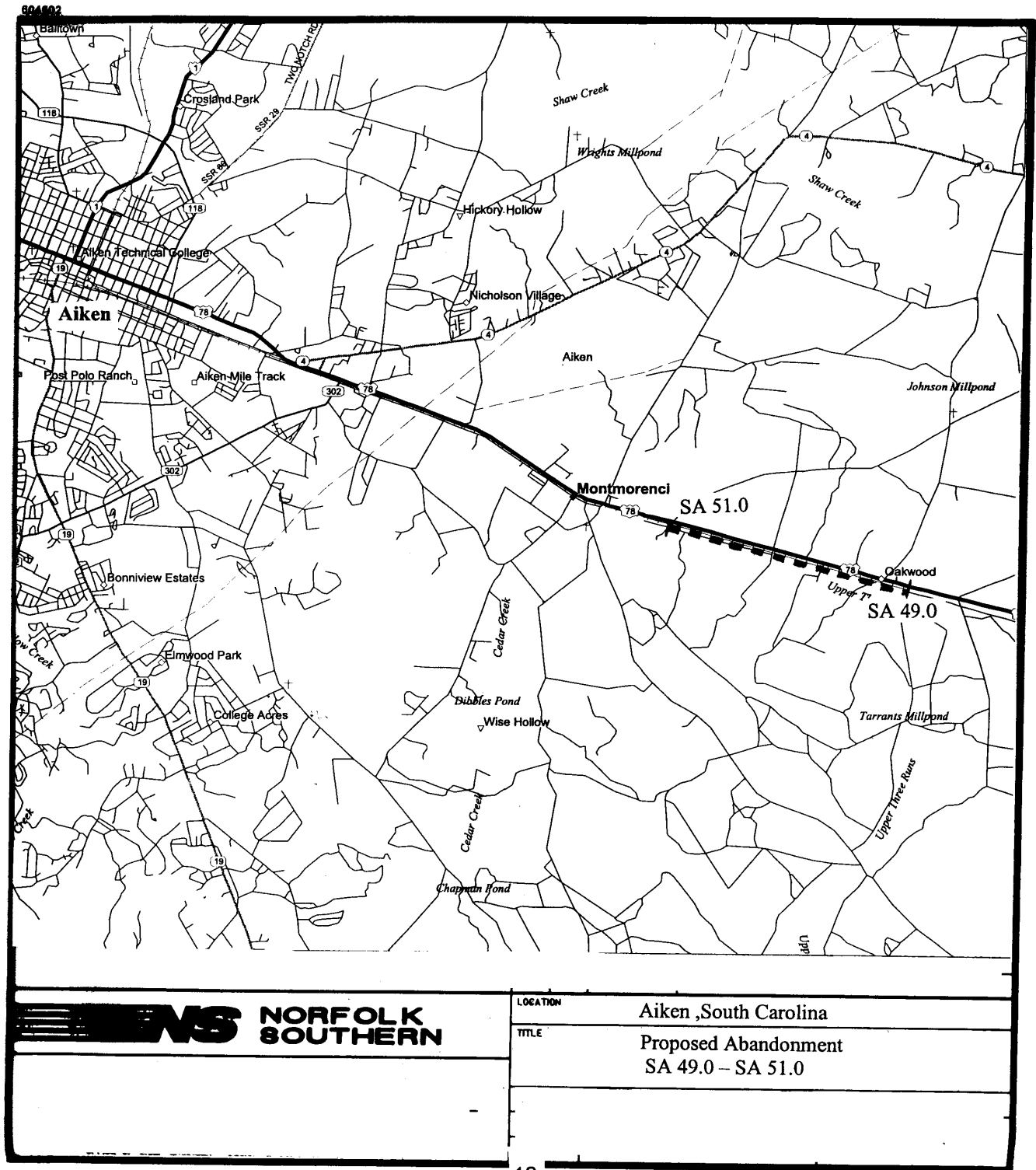


EXHIBIT 2

**ENVIRONMENTAL AND
HISTORIC REPORTS**

**ENVIRONMENTAL REPORT ON
PROPOSED RAIL LINE ABANDONMENT**

**NORFOLK SOUTHERN RAILWAY COMPANY
(BETWEEN MP SA 49.0 AND MP SA 51.0
MONTMORENCI TO OAKWOOD, SOUTH CAROLINA)**

**NORFOLK SOUTHERN RAILWAY COMPANY
ENVIRONMENTAL PROTECTION DEPARTMENT
110 FRANKLIN ROAD, SE
ROANOKE, VIRGINIA 24042-0013**

**1-9-15-04
8-01-03**

(AIKNER.doc)

ENVIRONMENTAL REPORT ON PROPOSED RAIL LINE ABANDONMENT

Abandonment of: 2.0 miles of track between MP SA 49.0 and MP SA 51.0 from
Montmorenci to Oakwood, South Carolina

1. PROPOSED ACTION AND ALTERNATIVES

Norfolk Southern Railway Company (hereinafter called NSR) proposes to abandon 2.0 miles of rail line from Montmorenci to Oakwood, South Carolina. NSR intends to quitclaim all or substantially all of the right-of-way to the South Carolina Department of Transportation for use in widening U. S. Route 78. A Map delineating the line proposed for abandonment is attached as **Appendix A**.

The two alternatives to abandonment of the entire line are:

1. to not abandon; or
2. to discontinue service on the line and retain the trackage in place.

Were the line not handled in the aforementioned manner, alternative #1 would preclude any temporary impacts from salvage for recycling of the rails and cross-ties. However, this would eliminate the long-term environmental and social benefits.

2. TRANSPORTATION SYSTEM

Effects of the proposed action on regional or local transportation systems and patterns are expected to be negligible. Within the last two years, no rail freight or passenger traffic has moved on the line segment proposed for abandonment. Consequently, no rail traffic will be diverted to highway mode as a result of the abandonment. However, use of the right-of-way in widening U. S. Route 78 will improve the local highway system.

3. LAND USE

- (i) The proposed abandonment involves 2.0 miles of rail line from Montmorenci to Oakwood, South Carolina. The land use along the rail line proposed for abandonment of service is 60% unimproved, 25% residential, 10% forest and 5% industrial. The South Carolina Department of Transportation will use the property as part of its project to widen U. S. Route 78. It has already performed an environmental assessment of the project. No environmental issues were noted with respect to the railroad property

The absence of traffic on the rail line proposed for abandonment indicates a substantial lack of rail dependent land uses in the service area. Abandonment of the rail line and quitclaim of the property to South Carolina DOT for use in widening U. S. Route 78 is consistent with state and local land use plans.

- (ii) Prime Agricultural Lands

No effects on any prime agricultural land are anticipated as a result of the abandonment.

- (iii) Coastal Zone

Not Applicable

(iv) Alternative Public Use

After abandonment of the line and conveyance of the property to the South Carolina Department of Transportation, that agency will devote the property to public use in the widening of U. S. Route 78.

4. ENERGY

(i) Development and Transportation of Energy Resources

Development and transportation of energy resources will not be affected by the abandonment. No freight or passenger traffic has moved on the line proposed for abandonment for two years, and therefore, compared with the past two years, the abandonment would have no effect on development and transportation of energy resources.

(ii) Movement/Recovery of Recyclable Commodities

Movement/recovery of recyclable commodities will not be affected by the abandonment. No freight or passenger traffic has moved on the line proposed for abandonment for two years, and therefore, compared with the past two years, the abandonment would have no effect on movement or recovery of recyclable commodities.

(iii) Impact on Energy Efficiency

Energy efficiency will not be impacted by the proposed abandonment. No freight or passenger traffic has moved on the line proposed for abandonment for two years, and therefore, compared with the past two years, the abandonment would have no effect on energy efficiency.

(iv) Diversion of Traffic to Motor Carriers

No traffic is expected to be diverted to motor carriers in connection with the proposed abandonment.

5. AIR

The proposed action is abandonment and does not exceed Surface Transportation Board thresholds at 49 CFR 1105.7 (e)(5) and therefore does not require a quantified analysis of emissions.

(i) Effects on Air Emissions

Neither Aiken County, nor the Town of Montmorenci has established analysis thresholds for air emissions. The State of South Carolina does have regulations for the control of particulate matter for non- attainment areas. However, South Carolina is in attainment for all priority air pollutants. The United States Environmental Protection Agency (USEPA) has National Ambient Air Quality Standards for pollutants (including ozone) as found in 40 CFR Part 50; however, NSR does not anticipate any adverse effect on South Carolina's air quality as a result of the proposed abandonment.

(ii) Class I or Non-Attainment Area

Aiken County, Montmorenci and Oakwood, South Carolina are in attainment for all National Ambient Air Quality Standard (NAAQS) pollutants according to the USEPA. Aiken County, Montmorenci and Oakwood, South Carolina are in attainment for ozone. NSR does not believe any Class I or Non-Attainment areas would be affected by the proposed abandonment.

(iii) Ozone Depleting Materials

Not applicable. Transportation of ozone depleting materials (such as nitrogen oxide and freon) is not contemplated, since the proposed action is abandonment.

6. NOISE

The proposed action does not exceed Surface Transportation Board thresholds at 49 CFR 1105.7 (e)(6) and therefore does not require a quantified analysis of noise levels. Noise levels associated with rail removal or salvage operations are temporary and should not have a significant impact on the area surrounding the proposed abandonment.

There is no federal noise regulation according to the EPA. Neither Aiken County, the Town of Montmorenci, the Town of Oakwood nor the State of South Carolina, has established analysis thresholds for noise.

7. SAFETY

(i) Public Health and Safety

Abandonment of the captioned rail line will have no significant effect upon public health or safety. However, the removal of the rail line and any grade crossings together with the widening and improvement of U. S. Route 78 will reduce the potential for accidents and delays for users of that highway.

(ii) Hazardous Materials Transport

Not applicable. Action proposed is abandonment.

(iii) Hazardous Waste or Hazmat Spill Sites

NSR has no knowledge of any hazardous waste sites or sites where there have been known hazardous material spills on the ROW of the line proposed for abandonment or which will be affected by this abandonment. A search of company records was conducted and comments were requested from federal, state and local agencies.

8. BIOLOGICAL RESOURCES

- (i) The US Fish and Wildlife Service (USFWS) and/or the South Carolina Department of Natural Resources have indicated seven endangered species that may occur in Aiken County. Detailed information is provided in **Appendix B** and summarized in the Table below:

TABLE I
ENDANGERED FEDERALLY AND/OR STATE SPECIES
Aiken County, South Carolina

Scientific Name	Common Name	Federal Status	State Status
<i>Acipenser brevirostrum</i>	Shortnose Sturgeon	FE	SE
<i>Corynorhinus rafinesquii</i>	Rafinesque's Bigeared Bat	--	SE
<i>Echinacea laevigata</i>	Smooth Coneflower	FE	SE
<i>Gopherus polyphemus</i>	Gopher Tortoise	--	SE
<i>Picoides borealis</i>	Red-cockaded Woodpecker	FE	SE
<i>Ptilimnium nososum</i>	Harperella	FE	SE
<i>Trillium reliquum</i>	Relict Trillium	FE	SE

FE – Federal Endangered

SE- State Endangered

--Not applicable

NSR is not aware of any critical habitat that would be destroyed or modified as a result of the proposed abandonment. Since salvage operations will be handled generally within the ROW, NSR does not believe that any endangered species that might be present would be adversely affected. NSR is willing to undertake reasonable mitigating actions to protect any endangered species that might be encountered in connection with abandonment activities.

(ii) Sanctuaries, Refuges and Parks

Based on the site investigation and comments received from government agencies, the line segment proposed for abandonment does not pass through any state parks or forests, national parks or forests, or wildlife sanctuaries. No adverse effects on any wildlife sanctuary, National Park or Forest, or State Park or Forest are anticipated.

9. WATER

(i) Water Quality Standards

NSR does not intend to either appreciably remove or alter the contour of the roadbed underlying the rail line to be abandoned. The areal extent of disturbed areas will be kept to a minimum and limited to the ROW wherever possible. Since there are no plans to undertake in-stream work, or dredge and/or fill any materials in connection with the proposed abandonment, no water quality impacts are expected in connection with the proposed action. Therefore, NSR considers the abandonment to be consistent with any applicable Federal, State, and/or local water quality standards.

(ii) Wetlands/100-Year Flood Plains

The rail line proposed for abandonment does not cross waterways, but does pass through the 100-year flood plains and is adjacent to wetlands. Since the geometry of the roadbed will not be significantly altered, no discernible effects on either 100-year flood plains or adjacent wetlands are expected in connection with the proposed abandonment. Consequently, NSR does not believe a Section 404 permit will be required in connection with the proposed abandonment.

(iii) Section 402 Permit

Inasmuch as NSR does not intend to either appreciably remove or alter the contour of the roadbed underlying the rail line to be abandoned, undertake significant in-stream work, or dredge and/or fill any materials in connection with the proposed abandonment, water quality effects should be negligible. NSR does not believe that a permit under Section 402 of the Federal Water Pollution Control Act will be required.

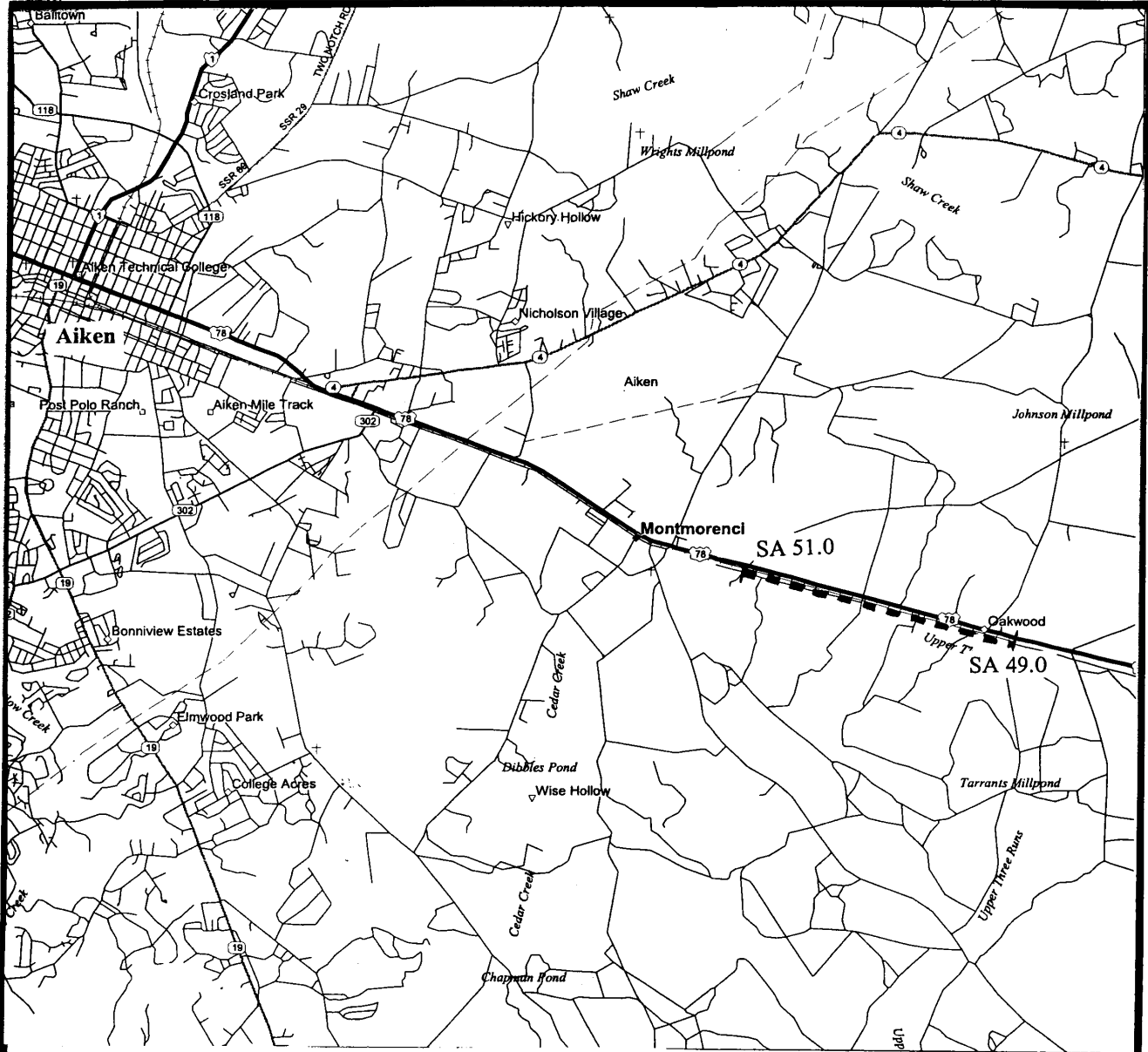
10. PROPOSED MITIGATION

Abandonment of the involved rail line is not expected to produce adverse environmental impacts. Only minimal physical activity associated with removal of rail, ties, and other railroad appurtenances will be produced by the proposed action. NSR will undertake all reasonable mitigation associated with these activities to assure that physical activities associated with the abandonment do not produce adverse environmental effects.

APPENDIX A

Site Map

604802



NS NORFOLK SOUTHERN

LOCATION

Aiken, South Carolina

TITLE

Proposed Abandonment
SA 49.0 - SA 51.0

22

CADD FILE
FIELD BOOK

SHEET OF

APPENDIX B

Federal and State Endangered Species

South Carolina Rare, Threatened & Endangered Species Inventory

Species Found In Aiken County

Data Last Updated June 9th, 2003.

SCIENTIFIC NAME	COMMON NAME	GLOBAL RANK	STATE RANK	LEGAL STATUS
ACIPENSER BREVIROSTRUM	SHORTNOSE STURGEON	G3	S3	FE/SE
AESCLUS PARVIFLORA	SMALL-FLOWERED BUCKEYE	G2G3	S1	RC
AGALINIS LINIFOLIA	FLAX LEAF FALSE- FOXGLOVE	G4?	S?	SC
ALLIUM CUTHBERTII	STRIPED GARLIC	G3	S?	SC
AMBYSTOMA TIGRINUM TIGRINUM	EASTERN TIGER SALAMANDER	G5T5	S2S3	SC
ARISTIDA CONDENSATA	PIEDMONT THREE- AWNED GRASS	G4?	S?	SC
ASTRAGALUS VILLOSUS	A MILK-VETCH	G4	S?	SC
ATRYTONE AROGOS	AROGOS SKIPPER	G3G4	S?	SC
CALAMOVILFA BREVIPILIS	PINE-BARRENS REED- GRASS	G4	S?	NC
CAREX CHEROKEENSIS	CHEROKEE SEDGE	G4G5	SR	SC
CAREX COLLINSII	COLLINS' SEDGE	G4	S1	SC
CAREX ELLIOTTII	ELLIOTT'S SEDGE	G4?	S?	SC
CAREX FOLLICULATA	LONG SEDGE	G4G5	S1	SC
CAREX SOCIALIS	SOCIAL SEDGE	G4	S?	SC
CAROLINA BAY		G?	S?	SC
CLADRASTIS KENTUKEA	YELLOWWOOD	G4	S1	RC
CLEMMYS GUTTATA	SPOTTED TURTLE	G5	S5	ST
COLONIAL WATERBIRD		G?	S?	SC
CONDYLURA CRISTATA	STAR-NOSED MOLE	G5	S3?	SC
COREOPSIS ROSEA	ROSE COREOPSIS	G3	S2	RC
CORYNORHINUS RAFINESQUII	RAFINESQUE'S BIG- EARED BAT	G3G4	S2?	SE
CROTON ELLIOTTII	ELLIOTT'S CROTON	G2G3	S?	SC

	FERN			
DELPHINIUM CAROLINIANUM	CAROLINA LARKSPUR	G5	S?	SC
DIRCA PALUSTRIS	EASTERN LEATHERWOOD	G4	S?	SC
ECHINACEA LAEVIGATA	SMOOTH CONEFLOWER	G2	S1	FE/SE
ECHINODORUS PARVULUS	DWARF BURHEAD	G3Q	S2	SC
ELEOCHARIS ROBBINSII	ROBBINS SPIKERUSH	G4G5	S?	SC
ENEMION BITERNATUM	FALSE RUE-ANEMONE	G5	S1	RC
EUONYMUS ATROPURPUREUS	WAHOO	G5	S1	SC
FORESTIERA LIGUSTRINA	UPLAND SWAMP PRIVET	G4G5	S1	SC
GAURA BIENNIS	BIENNIAL GAURA	G5	S?	SC
GOPHERUS POLYPHEMUS	GOPHER TORTOISE	G3	S1	SE
HALESIA PARVIFLORA	SMALL-FLOWERED SILVERBELL-TREE	G?	S?	SC
HALIAEETUS LEUCOCEPHALUS	BALD EAGLE	G4	S2	FT/SE
HETERODON SIMUS	SOUTHERN HOGNOSE SNAKE	G2	S?	SC
HYLA AVIVOCA	BIRD-VOICED TREEFROG	G5	S5	SC
HYMENOCALLIS CORONARIA	SHOALS SPIDER-LILY	G2Q	S2	NC
ILEX AMELANCHIER	SARVIS HOLLY	G4	S3	SC
IPOMOPSIS RUBRA	RED STANDING- CYPRESS	G4G5	S?	SC
JUNIPERUS COMMUNIS	GROUND JUNIPER	G5	S?	SC
KALMIA CUNEATA	WHITE-WICKY	G3	S1	NC
LASIURUS CINEREUS	HOARY BAT	G5	S?	SC
LINDERA SUBCORIACEA	BOG SPICEBUSH	G2	S?	RC
LUDWIGIA SPATHULATA	SPATULATE SEEDBOX	G3G4	S?	SC
MACBRIDEA CAROLINIANA	CAROLINA BIRD-IN-A- NEST	G2G3	S?	SC
MAGNOLIA CORDATA	PIEDMONT CUCUMBER TREE	G?Q	S?	SC
MAGNOLIA PYRAMIDATA	PYRAMID MAGNOLIA	G4	S1	RC
MICRURUS FULVIUS	EASTERN CORAL 25 SNAKE	G5	S2	SC

	MILFOIL			
NEOTOMA FLORIDANA	EASTERN WOODRAT	G5	S3S4	SC
NEOTOMA FLORIDANA FLORIDANA	EASTERN WOODRAT	G5T5	S3S4	SC
NERODIA FLORIDANA	FLORIDA GREEN WATER SNAKE	G5	S2	SC
NESTRONIA UMBELLULA	NESTRONIA	G4	S2	SC
NOLINA GEORGIANA	GEORGIA BEARGRASS	G3G5	S?	SC
PARONYCHIA AMERICANA	AMERICAN NAILWORT	G3?	S?	SC
PICOIDES BOREALIS	RED-COCKADED WOODPECKER	G3	S2	FE/SE
PITUOPHIS MELANOLEUCUS	PINE OR GOPHER SNAKE	G4	S3S4	SC
PITYOPSIS PINIFOLIA	PINE-LEAVED GOLDEN ASTER	G4	S?	SC
PLATANThERA LACERA	GREEN-FRIDGE ORCHIS	G5	S1	SC
PTILIMNIUM NODOSUM	HARPERELLA	G2	S1	FE/SE
RANA CAPITO	GOPHER FROG	G3	S1	SE
RHODODENDRON FLAMMEUM	PIEDMONT AZALEA	G3	S2	SC
RHYNCHOSPORA INUNDATA	DROWNED HORNEDRUSH	G3G4	S?	SC
RORIPPA SESSILIFLORA	STALKLESS YELLOWCRESS	G5	S?	SC
RUELLIA CAROLINIENSIS SSP CILIOSA	A PETUNIA	G5T3T4	S?	SC
SAGITTARIA ISOETIFORMIS	SLENDER ARROW-HEAD	G4?	S2	SC
SARRACENIA RUBRA	SWEET PITCHER-PLANT	G3	S1	SC
SCIRPUS ETUBERCULATUS	CANBY BULRUSH	G3G4	S?	SC
SCIURUS NIGER	EASTERN FOX SQUIRREL	G5	S4	SC
SEMINATRIX PYGAEA	BLACK SWAMP SNAKE	G5	S?	SC
SOLIDAGO AURICULATA	EARED GOLDENROD	G4	S?	SC
SPILOGALE PUTORIUS	EASTERN SPOTTED SKUNK	G5	S4	SC
SPOROBOLUS PINETORUM	CAROLINA DROPSEED	G3	SR	SC
STYLISMA PICKERINGII VAR PICKERINGII	PICKERING'S MORNING- GLORY	G4T2T3	S1	SC

TREPOCARPUS AETHUSAE	AETHUSA-LIKE TREPOCARPUS	G4G5	S?	SC
TRILLIUM DISCOLOR	FADED TRILLIUM	G3	S?	SC
TRILLIUM LANCIFOLIUM	NARROW-LEAVED TRILLIUM	G3	S1	NC
TRILLIUM PUSILLUM VAR PUSILLUM	LEAST TRILLIUM	G3T2	S1	NC
TRILLIUM RELIQUUM	RELICT TRILLIUM	G2	S1	FE/SE
URSUS AMERICANUS	BLACK BEAR	G5	S3?	SC

For detailed location information about rare & endangered species, please contact [Julie Holling](#) .

[[County Selection Map](#) | [Heritage Trust Home Page](#) | [SCDNR Home Page](#)]

Appendix C

Agency Responses

Post-it Fax Note	7671	Date	9/8/03	# of pages	5
To	J.M. Lipps	From	LG WESTERN		
Co./Dept.	NS/SR PLNG	Co	NS/EPD		
Phone #	629-2677	Phone #	981-4239		
Fax #	757-533-4884	Fax #			

September 8, 2003
File: 1-9-15-4

Ms. Jani Marie Lipps
Mgr. Strategic Planning (Box 207)
Norfolk Southern Headquarters
Three Commercial Place
Norfolk, VA 23510

Jani Marie:

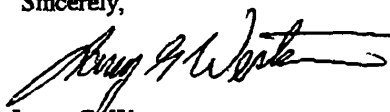
Enclosed, please find a copy of the telephone log and correspondence from the following proposed abandonments and discontinuance:

- Boonton Line, NJ
- Montmorenci to Oakwood, SC
- Bull Creek to Harman, VA
- Toler to Peg, KY

Note: NSEPD has received no correspondence regarding the proposed SC abandonment.

If you have questions or comments, please e-mail lgwester@nscorp.com or contact me by telephone at 7-981-4239.

Sincerely,


Larry G. Western
Engineer Environmental Design

Enclosures

ATTACHMENT 1

CONSULTATIONS

**Environmental Report on Proposed Rail Line Abandonment
Montmorenci to Oakwood, South Carolina)
(Between MP SA 49.0 AND MP SA 51.0**

Report Recipients

Sir	First Name	Last Name	Primary Address	City	State	Zip	Date Sent
NA							
Mr.	Hartsill	Truesdale	SC DHEC Bureau of Land Waste Management 2600 Bull Street	Columbia	SC	29202	08/01/03
NA							
Mr.	Clay	Killian	Aiken County Administrator – Aiken County Head County Complex Building, Room 200 828 Richland Avenue, West	Aiken	SC	29801	08/01/03
NA							
Mr.	Stanley	Meiberg	USEPA – Region 4 Sam Nunn Atlanta Federal Center 61 Forsyth Street SW	Atlanta	GA	28034	08/01/03
Ms.	Maricela	Constantino	United States Fish and Wildlife Service 177 Admiral Cochrane Drive	Annapolis	MD	21401	08/01/03
Ms.	Tina	Hadden	US Army Corps of Engineers 69A Hagood Avenue	Columbia	SC	29203	08/01/03
Mr.	Jerry	Belson	National Park Service – Southwest Region 100 Alabama Street SW	Atlanta	GA	30303	08/01/03
Mr.	Charles	Adams	US Department of Agriculture Southeast Regional Office 1720 Peachtree Road, NW, Suite 446N	Atlanta	GA	30309	08/01/03
Mr.	Richard	Snay	Chief of Spatial Reference System Division National Geodetic Survey 1315 East/West Highway-Room 8813	Silverspring	MD	20910	08/01/03



Norfolk Southern Corporation
Environmental Protection
110 Franklin Road, S.E.
Roanoke, Virginia 24042-0013

August 1, 2003
1-9-5-4

Mr. Jerry Belson
National Park Service
Southwest Region
100 Alabama Street SW
Atlanta, GA 30303

Subject: Norfolk Southern Railway Company Proposed Rail Line Abandonment of 2.0 Miles of Rail Line Located between Milepost SA49.0 to Milepost SA51.0 Montmorenci to Oakwood, South Carolina

Dear Mr. Belson:

Norfolk Southern plans to file an application with the Surface Transportation Board (STB) seeking authority to abandon rail service between Milepost SA49.0 to Milepost SA51.0 Montmorenci to Oakwood, South Carolina. Attached is an Environmental Report describing the proposed action and any expected environmental effects, as well as a map of the affected area.

We are providing this report so that you may review the information that will form the basis for the STB's independent environmental analysis of the proceeding. If you believe any of the information is misleading or incorrect, if you think pertinent information is missing, or if you have any questions about the Board's Environmental Review process, please contact the Section of Environmental Analysis (SEA), Room 3219, Surface Transportation Board, 1925 K Street, N.W., Washington DC 20423-001, Telephone (202) 565-1522 and refer to the above Docket. Because applicable statutes and regulations impose stringent deadlines for processing this action, your written comments (with a copy to us) would be appreciated within three weeks.

Your comments will be considered by the Board in evaluating the environmental impacts of the contemplated action. In order for us to consider your input prior to filing our application with the STB, we must receive your comments within three weeks. Please either provide a copy of your comments by mail at the address shown on this letterhead or provide information by telephone to Mr. Larry Western at (540) 981-4239.

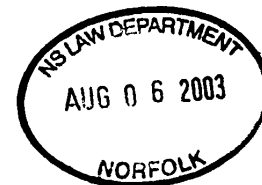
Sincerely,

A handwritten signature in dark ink, appearing to read 'K. R. Miller'.

K. R. Miller
Director Environmental Operations

Attachment

CC: L. G. Western
J. R. Paschall
J. M. Lipps





Norfolk Southern Corporation
Environmental Protection
110 Franklin Road, S.E.
Roanoke, Virginia 24042-0013

August 1, 2003
1-9-5-4

Mr. Hartsill Truesdale
SC DHEC Bureau of Land Waste Management
2600 Bull Street
Columbia, SC 29202

Subject: Norfolk Southern Railway Company Proposed Rail Line Abandonment of 2.0 Miles of Rail Line Located between Milepost SA49.0 to Milepost SA51.0 Montmorenci to Oakwood, South Carolina

Dear Mr. Truesdale:

Norfolk Southern plans to file an application with the Surface Transportation Board (STB) seeking authority to abandon rail service between Milepost SA49.0 to Milepost SA51.0 Montmorenci to Oakwood, South Carolina. Attached is an Environmental Report describing the proposed action and any expected environmental effects, as well as a map of the affected area.

We are providing this report so that you may review the information that will form the basis for the STB's independent environmental analysis of the proceeding. If you believe any of the information is misleading or incorrect, if you think pertinent information is missing, or if you have any questions about the Board's Environmental Review process, please contact the Section of Environmental Analysis (SEA), Room 3219, Surface Transportation Board, 1925 K Street, N.W., Washington DC 20423-001, Telephone (202) 565-1522 and refer to the above Docket. Because applicable statutes and regulations impose stringent deadlines for processing this action, your written comments (with a copy to us) would be appreciated within three weeks.

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Sincerely,

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K. R. Miller
Director Environmental Operations

Attachment

CC: L. G. Western
J. R. Paschall
J. M. Lipps



Norfolk Southern Corporation
Environmental Protection
110 Franklin Road, S.E.
Roanoke, Virginia 24042-0013

August 1, 2003
1-9-5-4

Mr. Clay Killian
Aiken County Administrator
Aiken County Head
County Complex Building, Room 200
828 Richland Avenue, West
Aiken, SC 29801

Subject: Norfolk Southern Railway Company Proposed Rail Line Abandonment of 2.0 Miles of Rail Line Located between Milepost SA49.0 to Milepost SA51.0 Montmorenci to Oakwood, South Carolina

Dear Mr. Killian:

Norfolk Southern plans to file an application with the Surface Transportation Board (STB) seeking authority to abandon rail service between Milepost SA49.0 to Milepost SA51.0 Montmorenci to Oakwood, South Carolina. Attached is an Environmental Report describing the proposed action and any expected environmental effects, as well as a map of the affected area.

We are providing this report so that you may review the information that will form the basis for the STB's independent environmental analysis of the proceeding. If you believe any of the information is misleading or incorrect, if you think pertinent information is missing, or if you have any questions about the Board's Environmental Review process, please contact the Section of Environmental Analysis (SEA), Room 3219, Surface Transportation Board, 1925 K Street, N.W., Washington DC 20423-001, Telephone (202) 565-1522 and refer to the above Docket. Because applicable statutes and regulations impose stringent deadlines for processing this action, your written comments (with a copy to us) would be appreciated within three weeks.

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Sincerely,

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K. R. Miller
Director Environmental Operations

Attachment

CC: L. G. Western
J. R. Paschall
J. M. Lipps



Norfolk Southern Corporation
Environmental Protection
110 Franklin Road, S.E.
Roanoke, Virginia 24042-0013

August 1, 2003
1-9-5-4

Mr. Stanley Meiberg
USEPA - Region 4
Sam Nunn Atlanta Federal Center
61 Forsyth Street, SW
Atlanta, GA 28034

Subject: Norfolk Southern Railway Company Proposed Rail Line Abandonment of 2.0 Miles of Rail Line Located between Milepost SA49.0 to Milepost SA51.0 Montmorenci to Oakwood, South Carolina

Dear Mr. Meiberg:

Norfolk Southern plans to file an application with the Surface Transportation Board (STB) seeking authority to abandon rail service between Milepost SA49.0 to Milepost SA51.0 Montmorenci to Oakwood, South Carolina. Attached is an Environmental Report describing the proposed action and any expected environmental effects, as well as a map of the affected area.

We are providing this report so that you may review the information that will form the basis for the STB's independent environmental analysis of the proceeding. If you believe any of the information is misleading or incorrect, if you think pertinent information is missing, or if you have any questions about the Board's Environmental Review process, please contact the Section of Environmental Analysis (SEA), Room 3219, Surface Transportation Board, 1925 K Street, N.W., Washington DC 20423-001, Telephone (202) 565-1522 and refer to the above Docket. Because applicable statutes and regulations impose stringent deadlines for processing this action, your written comments (with a copy to us) would be appreciated within three weeks.

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Sincerely,

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K. R. Miller
Director Environmental Operations

Attachment

CC: L. G. Western
J. R. Paschall
J. M. Lipps



Norfolk Southern Corporation
Environmental Protection
110 Franklin Road, S.E.
Roanoke, Virginia 24042-0013

August 1, 2003
1-9-5-4

Ms. Maricela Constantino
United States Fish and Wildlife Service
177 Admiral Cochrane Drive
Annapolis, MD 21401

Subject: Norfolk Southern Railway Company Proposed Rail Line Abandonment of 2.0 Miles of Rail Line Located between Milepost SA49.0 to Milepost SA51.0 Montmorenci to Oakwood, South Carolina

Dear Ms. Constantino:

Norfolk Southern plans to file an application with the Surface Transportation Board (STB) seeking authority to abandon rail service between Milepost SA49.0 to Milepost SA51.0 Montmorenci to Oakwood, South Carolina. Attached is an Environmental Report describing the proposed action and any expected environmental effects, as well as a map of the affected area.

We are providing this report so that you may review the information that will form the basis for the STB's independent environmental analysis of the proceeding. If you believe any of the information is misleading or incorrect, if you think pertinent information is missing, or if you have any questions about the Board's Environmental Review process, please contact the Section of Environmental Analysis (SEA), Room 3219, Surface Transportation Board, 1925 K Street, N.W., Washington DC 20423-001, Telephone (202) 565-1522 and refer to the above Docket. Because applicable statutes and regulations impose stringent deadlines for processing this action, your written comments (with a copy to us) would be appreciated within three weeks.

Your comments will be considered by the Board in evaluating the environmental impacts of the contemplated action. In order for us to consider your input prior to filing our application with the STB, we must receive your comments within three weeks. Please either provide a copy of your comments by mail at the address shown on this letterhead or provide information by telephone to Mr. Larry Western at (540) 981-4239.

Sincerely,

A handwritten signature in black ink, appearing to read 'K. R. Miller', with a long horizontal flourish extending to the right.

K. R. Miller
Director Environmental Operations

Attachment

CC: L. G. Western
J. R. Paschall
J. M. Lipps



Norfolk Southern Corporation
Environmental Protection
110 Franklin Road, S.E.
Roanoke, Virginia 24042-0013

August 1, 2003
1-9-5-4

Ms. Tina Hadden
US Army Corps of Engineers
69A Hagood Avenue
Columbia, SC 29203

Subject: Norfolk Southern Railway Company Proposed Rail Line Abandonment of 2.0 Miles of Rail Line Located between Milepost SA49.0 to Milepost SA51.0 Montmorenci to Oakwood, South Carolina

Dear Ms. Hadden:

Norfolk Southern plans to file an application with the Surface Transportation Board (STB) seeking authority to abandon rail service between Milepost SA49.0 to Milepost SA51.0 Montmorenci to Oakwood, South Carolina. Attached is an Environmental Report describing the proposed action and any expected environmental effects, as well as a map of the affected area.

We are providing this report so that you may review the information that will form the basis for the STB's independent environmental analysis of the proceeding. If you believe any of the information is misleading or incorrect, if you think pertinent information is missing, or if you have any questions about the Board's Environmental Review process, please contact the Section of Environmental Analysis (SEA), Room 3219, Surface Transportation Board, 1925 K Street, N.W., Washington DC 20423-001, Telephone (202) 565-1522 and refer to the above Docket. Because applicable statutes and regulations impose stringent deadlines for processing this action, your written comments (with a copy to us) would be appreciated within three weeks.

Your comments will be considered by the Board in evaluating the environmental impacts of the contemplated action. In order for us to consider your input prior to filing our application with the STB, we must receive your comments within three weeks. Please either provide a copy of your comments by mail at the address shown on this letterhead or provide information by telephone to Mr. Larry Western at (540) 981-4239.

Sincerely,

A handwritten signature in black ink, appearing to read 'K. R. Miller', with a stylized flourish at the end.

K. R. Miller
Director Environmental Operations

Attachment

CC: L. G. Western
J. R. Paschall
J. M. Lipps



Norfolk Southern Corporation
Environmental Protection
110 Franklin Road, S.E.
Roanoke, Virginia 24042-0013

August 1, 2003
1-9-5-4

Mr. Charles Adams
Southeast Regional Conservationist
United States Department of Agriculture
Southeast Regional Office
1720 Peachtree Road, NW, Suite 446N
Atlanta, GA 30309

Subject: Norfolk Southern Railway Company Proposed Rail Line Abandonment of 2.0 Miles of Rail Line Located between Milepost SA49.0 to Milepost SA51.0 Montmorenci to Oakwood, South Carolina

Dear Mr. Adams:

Norfolk Southern plans to file an application with the Surface Transportation Board (STB) seeking authority to abandon rail service between Milepost SA49.0 to Milepost SA51.0 Montmorenci to Oakwood, South Carolina. Attached is an Environmental Report describing the proposed action and any expected environmental effects, as well as a map of the affected area.

We are providing this report so that you may review the information that will form the basis for the STB's independent environmental analysis of the proceeding. If you believe any of the information is misleading or incorrect, if you think pertinent information is missing, or if you have any questions about the Board's Environmental Review process, please contact the Section of Environmental Analysis (SEA), Room 3219, Surface Transportation Board, 1925 K Street, N.W., Washington DC 20423-001, Telephone (202) 565-1522 and refer to the above Docket. Because applicable statutes and regulations impose stringent deadlines for processing this action, your written comments (with a copy to us) would be appreciated within three weeks.

Your comments will be considered by the Board in evaluating the environmental impacts of the contemplated action. In order for us to consider your input prior to filing our application with the STB, we must receive your comments within three weeks. Please either provide a copy of your comments by mail at the address shown on this letterhead or provide information by telephone to Mr. Larry Western at (540) 981-4239.

Sincerely,

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K. R. Miller
Director Environmental Operations

Attachment

CC: L. G. Western
J. R. Paschall
J. M. Lipps



Norfolk Southern Corporation
Environmental Protection
110 Franklin Road, S.E.
Roanoke, Virginia 24042-0013

August 1, 2003
1-9-5-4

Mr. Richard Snay
Chief of Spatial Reference System Division
National Geodetic Survey
1315 East/West Highway-Room 8813
Silverspring, MD 20910

Subject: Norfolk Southern Railway Company Proposed Rail Line Abandonment of 2.0 Miles of Rail Line Located between Milepost SA49.0 to Milepost SA51.0 Montmorenci to Oakwood, South Carolina

Dear Mr. Snay:

Norfolk Southern plans to file an application with the Surface Transportation Board (STB) seeking authority to abandon rail service between Milepost SA49.0 to Milepost SA51.0 Montmorenci to Oakwood, South Carolina. Attached is an Environmental Report describing the proposed action and any expected environmental effects, as well as a map of the affected area.

We are providing this report so that you may review the information that will form the basis for the STB's independent environmental analysis of the proceeding. If you believe any of the information is misleading or incorrect, if you think pertinent information is missing, or if you have any questions about the Board's Environmental Review process, please contact the Section of Environmental Analysis (SEA), Room 3219, Surface Transportation Board, 1925 K Street, N.W., Washington DC 20423-001, Telephone (202) 565-1522 and refer to the above Docket. Because applicable statutes and regulations impose stringent deadlines for processing this action, your written comments (with a copy to us) would be appreciated within three weeks.

Your comments will be considered by the Board in evaluating the environmental impacts of the contemplated action. In order for us to consider your input prior to filing our application with the STB, we must receive your comments within three weeks. Please either provide a copy of your comments by mail at the address shown on this letterhead or provide information by telephone to Mr. Larry Western at (540) 981-4239.

Sincerely,

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K. R. Miller
Director Environmental Operations

Attachment

CC: L. G. Western
J. R. Paschall
J. M. Lipps

ATTACHMENT #2

HISTORIC REPORT



September 12, 2003

Mr. James R. Paschall
Norfolk Southern Corporation
Law Department
Three Commercial Place
Norfolk, VA 23510-9241

Re: Norfolk Southern Railway Company
Abandonment of Rail Line between Oakwood and Montmorenci, SC

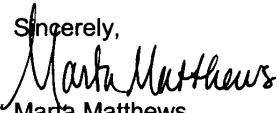
Dear Mr. Paschall:

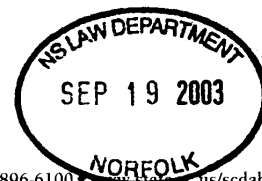
Thank you for your letter of August 26, which we received on August 29, regarding the above-referenced undertaking.

Our office knows of no properties included in or eligible for inclusion in the National Register of Historic Places that will be affected by this project. We do not require a cultural resources survey for this project.

We do request that our office be notified immediately if archaeological materials are encountered. Archaeological materials consist of any items, fifty years old or older, which were made or used by man. These items include, but are not limited to, stone projectile points (arrowheads), ceramic sherds, bricks, worked wood, bone and stone, metal and glass objects, and human skeletal materials.

These comments may be provided to the appropriate federal agency as evidence of your consultation with the State Historic Preservation Office, pursuant to Section 106 of the National Historic Preservation Act, as amended. If you have questions, please call me at (803) 896-6169.

Sincerely,

Manta Matthews
Review and Compliance Coordinator
State Historic Preservation Office





Norfolk Southern Corporation
Law Department
Three Commercial Place
Norfolk, Virginia 23510-9241

James R. Paschall
General Attorney

Writer's Direct Dial Number

(757) 629-2752

August 26, 2003

Mr. Roger Stroup, Director
South Carolina Archives and History
8301 Parklane Road
Columbia, SC 29223

Re: Docket No. AB-290 (Sub-No. 241X), Norfolk Southern Railway Company --
Abandonment -- between Oakwood and Montmorenci, South Carolina

Dear Mr. Stroup:

On or about September 26, 2003, we expect to be filing with the Surface Transportation Board a notice of exemption seeking authority to abandon 2.0 miles of rail line located between railroad milepost SA-49.0 at Oakwood and railroad milepost SA-51.0 at Montmorenci, South Carolina. Attached is a Historic Report describing the proposed action and any expected historic effects, as well as a map of the affected area.

We are providing this report so that you may review the information that will form the basis for the Board's independent environmental analysis of this proceeding. If you believe any of the information is misleading or incorrect, if you believe that pertinent information is missing, or if you have any questions about the Board's environmental review process, please contact the Section of Environmental Analysis (SEA), Surface Transportation Board, 1925 K Street, N.W., Washington, D. C. 20423-0001, Telephone (202) 565-1545, and refer to the above Docket. Because the applicable statutes and regulations impose stringent deadlines for processing this action, your written comments (with a copy to me) would be appreciated within 3 weeks.

Your comments will be considered by the Board in evaluating the historic impacts of the contemplated action. If there are any questions concerning this proposal, please contact me directly at the above telephone number or address.

Yours very truly,

A handwritten signature in black ink, appearing to read "J R Paschall", written in a cursive style.

James R. Paschall

JRP/sg

HISTORIC REPORT
PROPOSED RAIL LINE ABANDONMENT

PROPOSED ACTION AND ALTERNATIVES

Norfolk Southern Railway Company (NSR) proposes to abandon 2.0 miles of rail line between Milepost SA-49.0 at Oakwood and Milepost SA-51.0 at Montmorenci, South Carolina, Virginia. A map delineating the line proposed for abandonment is attached as Appendix "A".

The alternatives to abandonment of the line are to not abandon or to discontinue service on the line, retaining the trackage in place. Neither of these alternatives is economically feasible for NSR.

ADDITIONAL INFORMATION

- (1) **U.S.G.S. Topographic Map** -- Maps were furnished to South Carolina Archives and History.
- (2) **Written Description of Right of Way** -- The right of way is 200 feet wide - 100 feet on each side of the main track centerline. The line passes through undeveloped (60%), residential (25%), forest (10%) and industrial (5%) areas.
- (3) **Photographs** -- Not applicable. There are no structures on the line that are 50 years old and older.
- (4) **Date of Construction of Structures** -- Not applicable.
- (5) **History of Operations and Changes Contemplated** -- Norfolk Southern Railway Company (NSR) is filing a notice of exemption with the Surface Transportation Board for the abandonment of 2.0 miles of railroad line between Milepost 49.0 at

Oakwood, SC and Milepost 51.0 at Montmorenci, SC in Aiken County, SC (the Line). After NSR exercises its abandonment authority for the line, its plan is to quitclaim the right-of-way to the South Carolina Department of Transportation for use as part of the U.S. Highway 78 widening project. NSR has been told that environmental and historical reports have been prepared and filed in connection with this project.

Although because of maintenance, rehabilitation and modernization over the years, the Line as originally constructed can no longer be discerned from the current rail line structure, the existence of the Line along this right-of-way dates back to 1848-1852. The Line was constructed at that time as a branch from the original main line of the South Carolina Rail Road Company between Charleston, SC and Hamburg, SC, near the Georgia state line. The Oakwood-Montmorenci segment is now the end segment of a dead-end branch line that springs from the NSR line between Columbia, SC and Augusta, GA.

The Cincinnati and Charleston Railroad Company, the original name of the company that became South Carolina Rail Road Company, was incorporated under acts of South Carolina, December 19, 1835; of North Carolina, December 1835, and of Tennessee, January 21, 1836. The act of South Carolina was amended December 21, 1836, December 18, 1840, December 19, 1843 and December 18, 1844. The act of North Carolina was amended January 10, 1837 and that of Tennessee was amended December 5, 1837. A charter also was granted to the company by act of Kentucky, February 29, 1836, amended February 22, 1837.

The Cincinnati and Charleston Railroad Company name was changed to The Louisville, Cincinnati and Charleston Rail Road Company by acts of South Carolina, December 21, 1836; North Carolina, January 10, 1837 and Tennessee, December 5, 1837. The Louisville, Cincinnati and Charleston Railroad Company name was changed to South Carolina Rail Road Company, by act of South Carolina, passed December 19, 1843.

South Carolina Rail Road Company was formed under the December 19, 1843 act of South Carolina in early 1844 by consolidation of the renamed Louisville, Cincinnati and Charleston Railroad Company and the South Carolina Canal and Railroad Company and the.

When formed in 1844, South Carolina Rail Road Company acquired 136 miles of line between Charleston, SC and Hamburg, SC, that was built by its South Carolina Canal and Railroad Company predecessor. South Carolina Canal and Rail Road Company had been incorporated by an Act of South Carolina passed December 19, 1827. That Act was amended by South Carolina Acts passed January 20, 1828 and December 20, 1832 (which permitted construction in the streets of Charleston but no use of steam engines below Line Street). Under the 1828 charter, the South Carolina Canal and Rail Road Company was immediately organized and set to work to build a railroad along an old trade route from Charleston in the direction of the town of Hamburg, SC, which is situated on the Savannah River opposite Augusta, GA. The first six or seven miles of this railroad, at Charleston, SC, opened in 1830. The remainder of the main line to Hamburg, SC opened on October 1, 1833.

Upon its formation in 1844, South Carolina Rail Road Company also acquired a line of railroad between Branchville, SC (which was on the South Carolina Canal and Railroad Company line) and Columbia SC, that was built by its Louisville, Cincinnati and Charleston Railroad Company predecessor. Construction on this branch began sometime after an 1838 bond issue (which was approved by Act of South Carolina passed December 19, 1838) and was completed on November 1, 1840. Soon after its formation in the 1844 consolidation, South Carolina Rail Road Company opened a branch between Kingville, SC and Camden, SC on June 26, 1848.

The City Council of Augusta, GA entered into a contract with the South Carolina Rail Road Company, dated August 10, 1852, under which the South Carolina Rail Road Company, in exchange for \$150,000, was authorized to build a railroad bridge from Hamburg, SC to Augusta, GA and to extend its tracks up Washington Street about one-half mile to a square convenient to the Georgia Railroad depot, where a yard for interchange of through traffic might be established. Conditions requiring the breaking of bulk on all through traffic in the local interest of the City of Augusta and prohibiting the use of steam within the city limits were appended. As a result of the prohibition against the use of steam in the city streets, a local company known as the Augusta and Summerville Railroad Company controlled for many years the use of the tracks of the South Carolina Rail Road Company in the City of Augusta. This also gave the South Carolina Rail Road Company the ability to reject an Act of Georgia authorizing extension of its line into Georgia, but requiring it to surrender South Carolina citizenship in Georgia.

During this period, South Carolina Rail Road Company bought property for through business at the Railroad Accommodation Wharf in Charleston, SC.

South Carolina Rail Road Company acquired a large holding in the stock of the Macon and Augusta Railroad in 1871. South Carolina Rail Road Company took control of the Greenville and Columbia Railroad Company in 1873 and operated its line substantially as part of the South Carolina Rail Road Company system. At the same time, South Carolina Rail Road Company made investments in the securities of the Spartanburg and Union Railroad Company, the Atlantic, Tennessee and Ohio Railroad Company and the North Carolina Railroad Company.

On July 5, 1878, a creditor's bill was filed by South Carolina Rail Road Company bondholders to foreclose the company's Second Mortgage, dated October 1, 1872. The court entered an order appointing a receiver (John H. Fisher) on September 19, 1878. After a period of receivership, the South Carolina Rail Road Company property was sold at foreclosure July 28, 1881 to purchasing trustees who bid \$1,275,000. The court entered a decree confirming the sale on October 7, 1881. The purchasers of the South Carolina Rail Road Company at foreclosure were the organizers of its successor, South Carolina Railway Company. Thus, the trustees concluded reorganization of the South Carolina Rail Road Company under the general laws of South Carolina as South Carolina Railway Company. A certificate of organization for the new company, dated October 12, 1881, was filed with the Secretary of State of South Carolina, October 17, 1881.

South Carolina Railway Company operated until it became insolvent in the general depression of 1893. South Carolina Railway Company was sold at

foreclosure under deeds dated May 1, 1894 and May 9, 1894 to Henry W. Smith, Gustav E. Kissel and Peter Geddes. The purchasers organized a corporation under the general law of South Carolina under the name South Carolina and Georgia Railroad, and filed a certificate with the Secretary of State of South Carolina, May 14, 1894.

Southern Railway Company was incorporated under the laws of the Commonwealth of Virginia on June 18, 1894. Southern Railway Company was successor to Richmond and West Point Terminal Railway and Warehouse Company (incorporated in 1880) and its subsidiaries, including principal subsidiaries Richmond and Danville Railroad Company (1847), the East Tennessee, Virginia and Georgia Railway Company (1887), Charlotte, Columbia and Augusta Railroad Company (1869), Virginia Midland Railway Company (1880), Columbia and Greenville Railroad Company (1880), Western North Carolina Railroad Company (1880) and Georgia Pacific Railway Company (1881). Except for leased lines of the Atlanta and Charlotte Air Line Railway Company (1877) and the North Carolina Railroad Company (1868), these railroads were declared insolvent and placed in receivers' hands in 1892. In 1894, they were sold at foreclosure sales and deeded to the Southern Railway Company, which also then leased the Atlanta and Charlotte Air Line Railway Company and North Carolina Railroad Company properties. Southern Railway Company acquired several other smaller companies in 1894. The principal additional railroad company properties acquired or merged into Southern Railway Company in 1894 were: Piedmont Railroad Company; North Western North Carolina Railroad Company; Atlantic,

Tennessee and Ohio Railroad Company; Oxford and Clarksville Railroad Company; Oxford and Henderson Railroad Company; Clarksville and North Carolina Railroad Company; Atlanta and Florida Railway Company; Northeastern Railroad of Georgia; Knoxville Belt Railroad Company and certain subordinate lines to those companies. After its acquisitions and leases in 1894, Southern Railway Company operated 4,432 miles of railway, 3,940 miles of which were owned and 492 miles of which were leased.

In order to avoid the heavy penalties imposed on any foreign corporation that might seek to operate a railroad in Kentucky, under an Act approved July 12, 1893, the purchasers of the Louisville Southern Railroad Company reorganized it as a Kentucky corporation under the general law of Kentucky. They accomplished the reorganization by executing articles of incorporation, dated August 17, 1894, under the name of Southern Railway Company in Kentucky. The Louisville Southern Railroad Company property was conveyed to Southern Railway Company in Kentucky by deed of August 20, 1894 and was confirmed by a further deed dated January 13, 1896.

Southern Railway Company subsequently leased the lines of the South Carolina and Georgia Railroad Company under an operating agreement dated April 29, 1899.

Under an agreement dated May 15, 1902, South Carolina and Georgia Railroad Company, Asheville and Spartanburg Railroad Company, Carolina Midland Railway Company and South Carolina and Georgia Extension Railroad Company consolidated as Southern Railway-Carolina Division under the general law of South

Carolina and an Act approved February 19, 1902 and under Acts of North Carolina ratified January 31, 1899 and February 5, 1901. The consolidation agreement was filed in the offices of the Secretaries of State of North Carolina and South Carolina June 23, 1902 and was effective July 1, 1902. On December 30, 1902, the Southern Railway-Carolina Division acquired by purchase the Sumter and Wateree River Railroad Company.

Southern Railway-Carolina Division was leased to Norfolk Southern Railway Company until January 1, 1995, under a supplemental agreement, dated December 1, 1958, to the original lease that had been dated June 30, 1902.

On January 1, 1974, Southern Railway Company acquired and merged old Norfolk Southern Railway Company (and Durham & South Carolina Railroad Company and Norfolk Southern Industrial Development Corporation) into Carolina and Northwestern Railway Company, a Southern Railway Company subsidiary. The name of the surviving company was Norfolk Southern Railway Company. After the Norfolk Southern consolidation in 1982, the Norfolk Southern Railway Company name was changed to Carolina and Northwestern Railway Company.

Norfolk Southern Corporation, a non-carrier holding company, was incorporated in the Commonwealth of Virginia on July 23, 1980. Based on an Agreement of Merger and Reorganization, dated July 31, 1980, and eventual Interstate Commerce Commission (ICC) approval, Norfolk Southern Corporation acquired control of Norfolk and Western Railway Company and Southern Railway Company and their subsidiaries. At the time of the Norfolk Southern consolidation, Norfolk and Western Railway Company was headquartered in Roanoke, Virginia.

Southern Railway Company was headquartered in Washington, DC with a substantial number of offices in Atlanta, Georgia.

On December 4, 1980, Norfolk Southern Corporation, Norfolk and Western Railway Company, and Southern Railway Company filed a joint application to the ICC in Finance Docket No. 29430 (Sub-No. 1), pursuant to which they sought authority under 49 U.S.C. 11343 for Norfolk Southern Corporation to acquire control through stock ownership of Norfolk and Western Railway Company and its subsidiary carrier companies, and of Southern Railway Company and its consolidated system companies.

Under approval granted by the ICC in Finance Docket No. 29430 (Sub-No. 1), *Norfolk Southern Corporation -- Control -- Norfolk and Western Railway Company and Southern Railway Company*, 366 I.C.C. 173 (1982), dated March 19, 1982, Norfolk Southern Corporation acquired control of Norfolk and Western Railway Company and Southern Railway Company on June 1, 1982.

In the ICC's 1982 decision approving the Norfolk Southern consolidation application, the ICC described the size of the Norfolk and Western Railway Company and Southern Railway Company systems, and the principal commodities hauled by those companies in 1979, at pages 14-16 of the slip opinion as follows:

NW operates a system comprised of 7,454 miles of railroad n12 in Illinois, Indiana, Iowa, Kentucky, Maryland, Michigan, Missouri, Nebraska, New York, North Carolina, Ohio, Pennsylvania, Virginia and West Virginia, and in the Province of Ontario, Canada. NW also operates in Kansas pursuant to trackage rights.

n12 NW operates 5,575 miles of mainline track and 1,879 miles of branch line.

The principal lines of NW extend from the eastern points of Norfolk, VA, Hagerstown, MD, and Buffalo, NY, westward to Kansas City, KS, and Omaha, NE and serve Detroit, MI, Cleveland, Toledo, Akron, Columbus, and Cincinnati, OH, Fort Wayne, Muncie, and Indianapolis, IN, Chicago and Decatur, IL, St. Louis, MO, and Pittsburgh, PA. NW also provides north-south service between Chicago and St. Louis, and between the upper Midwest and western Virginia through the Shenandoah Valley of Virginia.

The principal commodity transported by NW is coal. This single commodity accounted for over 43 percent of NW's revenue in 1979. The next four most important NW commodities, ranked by contribution to 1979 revenue, were transportation equipment (13.95 percent), food products (6.88 percent), chemicals (5.62 percent), and farm products (5.07 percent).

Southern operates a system comprised of 10,215 miles of railroad n13 in Alabama, the District of Columbia, Florida, Georgia, Illinois, Indiana, Kentucky, Louisiana, Mississippi, North Carolina, Ohio, South Carolina, Tennessee, and Virginia.

n13 This excludes 373 miles of jointly used track. It includes 5,523 miles of mainline track, and 3,059 miles of track which is operated but not owned by Southern.

Southern's principal lines extend from Alexandria, VA through Atlanta, GA, and Birmingham, AL, to New Orleans, LA, and from Cincinnati, OH, and East St. Louis, IL, through Chattanooga, TN, and Atlanta to Jacksonville, FL. Southern serves numerous points in the Southeast including Norfolk, VA; Charlotte, NC; Columbia and Charleston, SC; Savannah and Macon, GA; Mobile, AL; and Memphis, TN.

The principal commodities transported by Southern, again in order of contribution to 1979 revenues, are coal (13.8 percent), chemicals (13.0 percent), paper, pulp and related products (10.1 percent), stone, clay, or glass products (9.3 percent) and food products (7.9 percent).

In October 1982, Norfolk Southern Corporation established its corporate headquarters at Norfolk, Virginia. Norfolk Southern Corporation and its subsidiaries continue to maintain a small office staff in Washington, DC, a substantial number of staff offices in Roanoke, Virginia and Atlanta, Georgia and, since 1999, Norfolk

Southern has maintained a significant number of offices in Philadelphia, Pennsylvania and Harrisburg, Pennsylvania.

Two books on the Norfolk and Western Railway Company and Southern Railway Company systems provide detailed information on their history and development to the time of the Norfolk Southern consolidation. They are: E. F. Pat Striplin, *The Norfolk And Western: A History* (Roanoke, VA: The Norfolk and Western Railway Co., 1981) and Burke Davis, *The Southern Railway: Road Of The Innovators* (Chapel Hill, NC: University of North Carolina Press, 1985).

On June 1, 1988, Carolina and Northwestern Railway Company was merged into Southern Railway Company.

Effective December 31, 1990, Southern Railway Company changed its name to Norfolk Southern Railway Company. On the same date, Norfolk and Western Railway Company became a wholly-owned subsidiary of Norfolk Southern Railway Company rather than a subsidiary of Norfolk Southern Corporation.

The Wabash Railroad Company was merged into the Norfolk and Western Railway Company on November 12, 1991. Norfolk and Western Railway Company had controlled and leased the property of the Wabash Railroad Company since 1964, pursuant to Interstate Commerce Commission authorization.

Norfolk Southern Railway Company merged its wholly-owned subsidiary, Southern Railway Company-Carolina Division, into NSR on July 1, 1996, pursuant to an Surface Transportation Board (STB) decision served May 22, 1996 in STB Finance Docket No. 32891, *Norfolk Southern Railway Company - Corporate Family Transaction Exemption - Southern Railway Company-Carolina Division*. At the time

of the merger, the Southern Railway Company-Carolina Division property, which had been leased to Southern Railway Company in 1902 and operated by Southern and NSR since that date, consisted of 409 miles of railroad line in North Carolina and South Carolina. NSR owned all 41,762 shares of the 77,987 authorized shares of Southern Railway-Carolina Division common stock outstanding at the time of the merger (which were to be canceled and retired)

Pursuant to a notice of exemption filed in STB Finance Docket No. 33648, *Norfolk Southern Railway Company--Merger Exemption--Norfolk and Western Railway Company*, served August 31, 1998, Norfolk Southern Railway Company (NSR) merged Norfolk and Western Railway Company into NSR, effective September 1, 1998.

Norfolk Southern Corporation ("NSC"), parent to Norfolk Southern Railway Company ("NSR"), entered into a Transaction Agreement (the "Conrail Transaction Agreement") among NSC; NSR; CSX Corporation ("CSX"); CSX Transportation, Inc. ("CSXT"), a wholly-owned subsidiary of CSX; Conrail Inc. ("CRR"); Consolidated Rail Corporation ("Conrail"), a wholly-owned subsidiary of CRR; and CRR Holdings LLC, dated June 10, 1997, pursuant to which CSX and NSC indirectly acquired all the outstanding capital stock of CRR. The Conrail Transaction Agreement was approved by the Surface Transportation Board ("STB") in a decision served July 23, 1998 in STB Finance Docket No. 33388, *CSX Corporation and CSX Transportation, Inc., Norfolk Southern Corporation and Norfolk Southern Railway Company - Control and Operating Leases/Agreements - Conrail Inc. and Consolidated Rail Corporation*. The transaction was closed and became effective June 1, 1999.

At page 20 of the July 23, 1998 slip opinion in Finance Docket No. 33388, the STB described the NS and Conrail systems as follows:

NS operates approximately 14,282 route miles and 25,236 track miles of railroad in 20 states, primarily in the South and the Midwest, and in Ontario, Canada. Of that total, approximately 1,520 miles are operated under trackage rights while the remaining mileage is either owned by NS or operated by NS under contract or lease. NS has routes to, and serves, virtually every major market in an area that stretches from Kansas City, MO, in the Midwest to Norfolk, VA, in the East, to Chicago, IL, and Buffalo, NY, in the North, and to New Orleans, LA, and Jacksonville, FL, in the South. These markets include Memphis, Chattanooga and Knoxville, TN; St. Louis, MO; Fort Wayne, IN; Detroit, MI; Toledo, Cincinnati, Columbus, and Cleveland, OH; Louisville and Lexington, KY; Bluefield, WV; Alexandria, Roanoke, Lynchburg, and Richmond, VA; Winston-Salem, Raleigh, Durham, Charlotte, and Morehead City, NC; Greenville, Spartanburg, Columbia, and Charleston, SC; Atlanta, Macon, Valdosta, and Savannah, GA; Bessemer, Birmingham, Montgomery, and Mobile, AL; Des Moines, IA; and Peoria, Springfield, and Decatur, IL. NS interchanges traffic with other railroads at virtually all of these locations and at numerous other locations on its railroad system.

Conrail operates approximately 10,500 miles of railroad in the Northeast and Midwest, and its primary network forms an "X" connecting Chicago (via the Chicago Line) and East St. Louis (via the St. Louis and Indianapolis Lines) in the West, with Boston, MA, New York, NY, and Northern New Jersey (via the Chicago Line and other main lines), and with Pittsburgh, Harrisburg, PA, Philadelphia, Baltimore, and Washington, DC (via the Pittsburgh Line and other main lines) in the East. The "hub" of the "X" is located in, and about, Cleveland, OH. Conrail's principal interchange points are in: Chicago, East St. Louis, and Streator, IL; Salem, IL, via Union Pacific Railroad Company (UPRR) trackage rights between Salem and St. Elmo, IL, on the St. Louis Line; Cincinnati; Hagerstown, MD; and Washington, DC. Other important interchange points include Effingham, IL; Fort Wayne, IN; Toledo and Columbus, OH; Buffalo and Niagara Falls, NY; Montreal, Quebec; Rotterdam Junction, NY; and Worcester (including Barbers), MA.¹

¹ STB Footnote #38: Conrail's Chicago Line extends between Chicago and the Albany, NY, area and connects there (through the Selkirk Branch) with the River Line (serving North Jersey via the west shore of the Hudson River), the Hudson Line (through which Conrail reaches New York City and Long Island), and the Boston Line (which extends to Boston and via which Conrail serves New England). Other important routes contiguous to the Chicago Line include the Detroit Line (between Detroit and a connection with the Chicago Line at Toledo), the Michigan Line (the portion between Detroit and Kalamazoo, MI), the Kalamazoo Secondary and Branch (between Kalamazoo, MI, and

As a result of the Conrail Transaction, Norfolk Southern Railway Company's rail operations grew to include some 7,200 miles of the Conrail system (predominately the former Pennsylvania Railroad), creating balanced rail transportation in the East to benefit customers and communities alike. The Norfolk Southern system created by the STB's July 23 order was a 21,600-mile rail system serving 22 states in the East, as well as the District of Columbia and the Province of Ontario, Canada.

On June 4, 2003, Norfolk Southern Corporation (NSC), CSX Corporation (CSX), and Consolidated Rail Corporation (Conrail) announced the joint filing of a petition with the Surface Transportation Board (STB) to establish direct ownership and control by CSX Transportation, Inc. (CSXT) and Norfolk Southern Railway Company (NSR), the railroad subsidiaries of CSX and NSC, respectively, of the two Conrail subsidiaries - New York Central Lines LLC (NYC) and Pennsylvania Lines LLC (PRR).

There has been no demand for rail service for at least two years on the Oakwood-Montmorenci segment at the end of the Warrenton-Montmorenci branch. There is little prospect of any demand for rail service along this segment of rail line. The change contemplated in the operation of the Oakwood, SC-Montmorenci, SC

Elkhart, IN, on the Chicago Line), the Montreal Secondary (between Syracuse, NY, and Adirondack Junction, Quebec), and the Southern Tier (between Buffalo, NY, and Croxton, NJ). Conrail's St. Louis Line extends between East St. Louis, IL, and Indianapolis, IN, connecting there with the Indianapolis Line which, in turn, extends between Indianapolis and the Cleveland area (connecting there with the Chicago Line). Conrail's Cincinnati Line (between Cincinnati and Columbus, OH) and its Columbus Line (between Columbus and Galion, OH, on the Indianapolis Line) and the Scottslawn Secondary Track (between Columbus and Ridgeway, OH, on the Indianapolis Line) all accommodate traffic flows between other parts of the Conrail system and Cincinnati, Columbus and/or Conrail points served via the West Virginia Secondary Track between Columbus and the Kanawha Valley of West Virginia.

railroad line is for Norfolk Southern Railway Company to abandon the subject unused and unneeded 2-mile railroad line segment. It is now merely a drain on NSR resources. After exercising authority to abandon the line secured through an exemption in this proceeding, to the extent of its title to the real estate, NSR will deal with the right-of-way as ordinary real estate no longer subject to a common carrier obligation. NSR plans to quitclaim its interest in the Line to the South Carolina Department of Transportation for use for highway purposes in the project to widen U. S. Highway 78.

- (6) **Summary of Documents In Carrier's Possession That Might Be Useful for Documenting a Structure That Is Found To Be Historic** -- Not applicable.
- (7) **Opinion Regarding Criteria For Listing In The National Register Of Historic Places** -- There are no structures on the line to be abandoned. The line runs through mostly undeveloped with some residential and industrial areas. Carrier has no reason to believe that there is any likelihood of finding archaeological resources or historic properties on the line proposed for abandonment.
- (8) **Subsurface Ground Conditions That Might Affect Archaeological Recovery** -- Carrier is not aware of any prior subsurface ground disturbances or environmental conditions that would affect archaeological recovery.
- (9) **Follow-Up Information** -- Additional information will be provided as appropriate.

Aiken Standard

Aiken, South Carolina 29801



STATE OF SOUTH CAROLINA

COUNTY OF AIKEN

Personally appeared before me

AMY HUNSUCKER

of the Aiken Standard, a seven day

per week newspaper published in

Aiken, South Carolina, and made

oath in due form of law that the

Advertisement of

NORFOLD SOUTHERN CORP.

appeared in the Aiken Standard on

the following dates, vis:

09/04/2003

SWORN and subscribed to before me

this 9th day of September, 2003

Notary Public
for the State of South Carolina

MY COMMISSION EXPIRES SEPTEMBER 18, 2008

NOTICE OF INTENT TO ABANDON RAIL SERVICE

Norfolk Southern Railway Company gives notice that on or about September 26, 2003, it intends to file with the Surface Transportation Board (STB), Washington, DC 20423, a notice of exemption under 49 CFR 1152 Subpart F-Exempt Abandonments, permitting the abandonment of a 2.0 mile line of railroad between milepost SA-49.0, near Oakwood, and milepost SA-51.0, near Montmorenci, which traverses through United States Postal Service Zip Code 29839 in Aiken County, South Carolina. The proceeding will be docketed as No. AB-290 (Sub-No.241X).

The STB's Section of Environment Analysis (SEA) 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 an STB decision. Interested persons may obtain a copy of the EA or make inquiries regarding environmental matters by writing to the Section of Environmental Analysis, Surface Transportation Board, 1925 K Street, N.W., Washington, SC 20423-0001 or by calling that office at 202-565-1545.

Appropriate offers of financial assistance to continue rail service can be filed with the STB. Requests for environmental conditions, public use conditions, or rail banking/trails use also can be filed with the STB. 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 STB's Office of the Secretary, 1925 K Street, N.W., Washington, SC 20423-0001 (See 49 CFR 1104.1(a) and 1104.3(a)), and one copy must be served on applicant's representative (See 49 CFR 1104.12(a)). Questions regarding offers of financial assistance, public use or trails use may be directed to the STB's Office of Public Assistance at 202-827-7597. Copies of any comments or requests for conditions should be served on the applicant's representative: James R. Paschall, General Attorney, Norfolk Southern Corporation, Three Commercial Place, Norfolk, VA 23510-9241, (757) 629-2759.

September 4, 2003



Norfolk Southern Corporation
Law Department
Three Commercial Place
Norfolk, Virginia 23510-9242

James R. Paschall
General Attorney

Writer's Direct Dial Number
(757) 629-2759

September 25, 2003

Ms. Marjorie Amos-Frazier, Chairman
South Carolina Public Service Commission
P. O. Drawer 11649
Columbia, SC 29211

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

National Park Service
Recreation Resources Assistance Division
1849 C Street, N. W. (2310)
Washington, DC 20240-0001

U. S. Department of Agriculture
Chief of the Forest Service
Sidney R. Yates Federal Building
201 14th Street, SW at Independence Ave., SW
Washington, DC 20250

Mr. William Shaddox
National Park Service
Land Resources Division
1849 C Street, N. W. (2540)
Washington, DC 20242-0004

Re: STB Docket No. AB-290 (Sub-No. 241X), Norfolk Southern Railway Company –
Abandonment Between Oakwood and Montmorenci, South Carolina

Ladies and Gentlemen:

Pursuant to 49 CFR 1152.50(d)(1), Norfolk Southern Railway Company (NSR) hereby gives notice that on or about October 7, 2003, it will file with the Surface Transportation Board a notice of exemption from regulation in accordance with the exemption regulations set forth at 49 CFR Part 1152, Subpart F. That notice of exemption will permit NSR's abandonment of a 2.0-mile line of railroad lying between Milepost SA-49.0 at Oakwood and Milepost SA-51.0 at Montmorenci, Aiken County, South Carolina (see attached map). No revenue traffic has originated or terminated or moved overhead on the line to be abandoned for more than two years. Based on information in our possession, the line does not contain federally granted rights-of-way. Any documentation in the railroad's possession will be made available promptly to those requesting it.

Very truly yours,

A handwritten signature in black ink, appearing to read "James R. Paschall". The signature is written in a cursive, flowing style.

James R. Paschall