

BALL JANIK LLP

A T T O R N E Y S

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

www.balljanik.com

TELEPHONE 202-638-3307

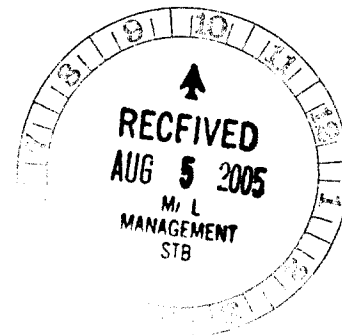
FACSIMILE 202-783-6947

214484
LOUIS E. GITOMER
OF COUNSEL
(202) 466-6532

lgitomer@dc.bjllp.com

August 5, 2005

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



RE: Docket No. AB-55 (Sub-No. 659X), *CSX Transportation, Inc.*—
Abandonment Exemption—in Allegany County, MD

Dear Secretary Williams:

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

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

If you have any questions please call or email me.

Sincerely yours

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

ENTERED
Office of Proceedings

AUG 9 5 2005

Part of
Public Record

Enclosures

FILED

AUG 5 2005

SURFACE
TRANSPORTATION BOARD

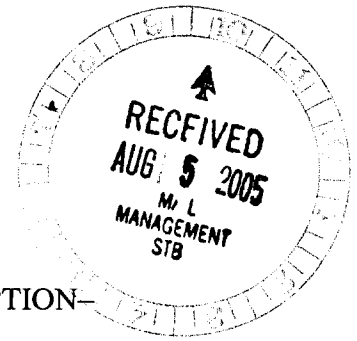
ORIGINAL

BEFORE THE
SURFACE TRANSPORTATION BOARD

Docket No. AB-55 (Sub-No. 659X)

CSX TRANSPORTATION, INC.—ABANDONMENT EXEMPTION—
IN ALLEGANY COUNTY, MD

VERIFIED NOTICE OF EXEMPTION



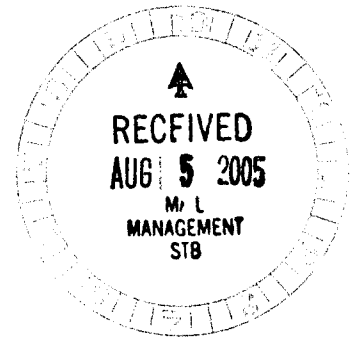
Donna W. Melton, Esq.
CSX Transportation, Inc.
500 Water Street
Jacksonville, FL 32202
(904) 359-1247

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

Attorneys for: CSX TRANSPORTATION,
INC.

Dated: August 5, 2005

BEFORE THE
SURFACE TRANSPORTATION BOARD



Docket No. AB-55 (Sub-No. 659X)

CSX TRANSPORTATION, INC.—ABANDONMENT EXEMPTION—
IN ALLEGANY COUNTY, MD

VERIFIED NOTICE OF EXEMPTION

CSX Transportation, Inc. (“CSXT”) files this Verified Notice of Exemption pursuant to the class exemption at 49 C.F.R. § 1152.50 for CSXT to abandon an 8.54-mile rail line on its Southern Region, Huntington Division East, Georges Creek Subdivision, between Morrison, Milepost BAI 27.0, and Carlos at the end of track, Milepost BAI 18.46, in Allegany County, Maryland (the “Line”). No local rail traffic has moved over the Line during the past two years.

1. Proposed consummation date. The proposed consummation date is September 24, 2005.
2. Certification required by 49 C.F.R. § 1152.50(b). *See* Exhibit A.
3. Information required by 49 C.F.R. § 1152.22(a)(1) through (4), (7), and (8), and (e)(4).

(a) General.

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

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

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

(3) Relief sought. CSXT seeks to use the class exemption at 49 C.F.R. § 1152.50 to abandon an 8.54-mile rail line on its Southern Region, Huntington Division East, Georges Creek Subdivision, between Morrison, Milepost BAI 27.0, and Carlos at the end of track, Milepost BAI 18.46, in Allegany County, Maryland. The following stations are on the Line:

Station	Milepost	OPSL
Phi Con 10	BAI 14	56198
Carlos	BAI 18	56195
Delta 3	BAI 19	56202
Ocean	BAI 20	56200
Lonaconing	BAI 22	55530
Mine 5	BAI 24	56215.

(4) Map. *See* Exhibit B.

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

(8) List of all United States Postal Service ZIP Codes that the line proposed for abandonment traverses. The Line traverses ZIP Codes 21532, 21539, and 21521.

(e) Rural and community impact.

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

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

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

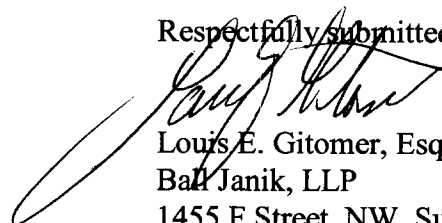
5. Certification. Certificates of compliance with the notice requirements of 49 C.F.R. §§ 1152.50(d)(1) and 1105.11 are attached as Exhibit C.

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

7. Historic Report. *See* Exhibit E.

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

Respectfully submitted,



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

Attorneys for: CSX TRANSPORTATION,
INC.

Dated: August 5, 2005

EXHIBIT A

STATE OF FLORIDA)
) SS.
COUNTY OF DUVAL)

I hereby certify that no local traffic has moved over CSXT's 8.54-mile rail line on its Southern Region, Huntington Division East, Georges Creek Subdivision, between Morrison, Milepost BAI 27.0, and Carlos at the end of track, Milepost BAI 18.46, in Allegany County, Maryland, for at least two years prior to the date hereof, and that any overhead traffic on the line can be rerouted over other lines. Further, no formal complaint filed by a user of rail service on the line (or a State or local government entity acting on behalf of such user) regarding cessation of service over the line either is pending with the Surface Transportation Board or any U.S. District Court or has been decided in favor of a complainant within the two-year period. The foregoing certification is made on behalf of CSXT by the undersigned after due and careful investigation of the matters herein certified and based on the best of the knowledge, information, and belief of the undersigned.

Ellen M. Preslar

SUBSCRIBED AND SWORN TO before me this 1st day of August, 2005.

My Commission Expires: Oct. 27, 2007



Notary Public

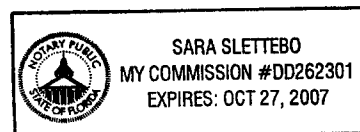
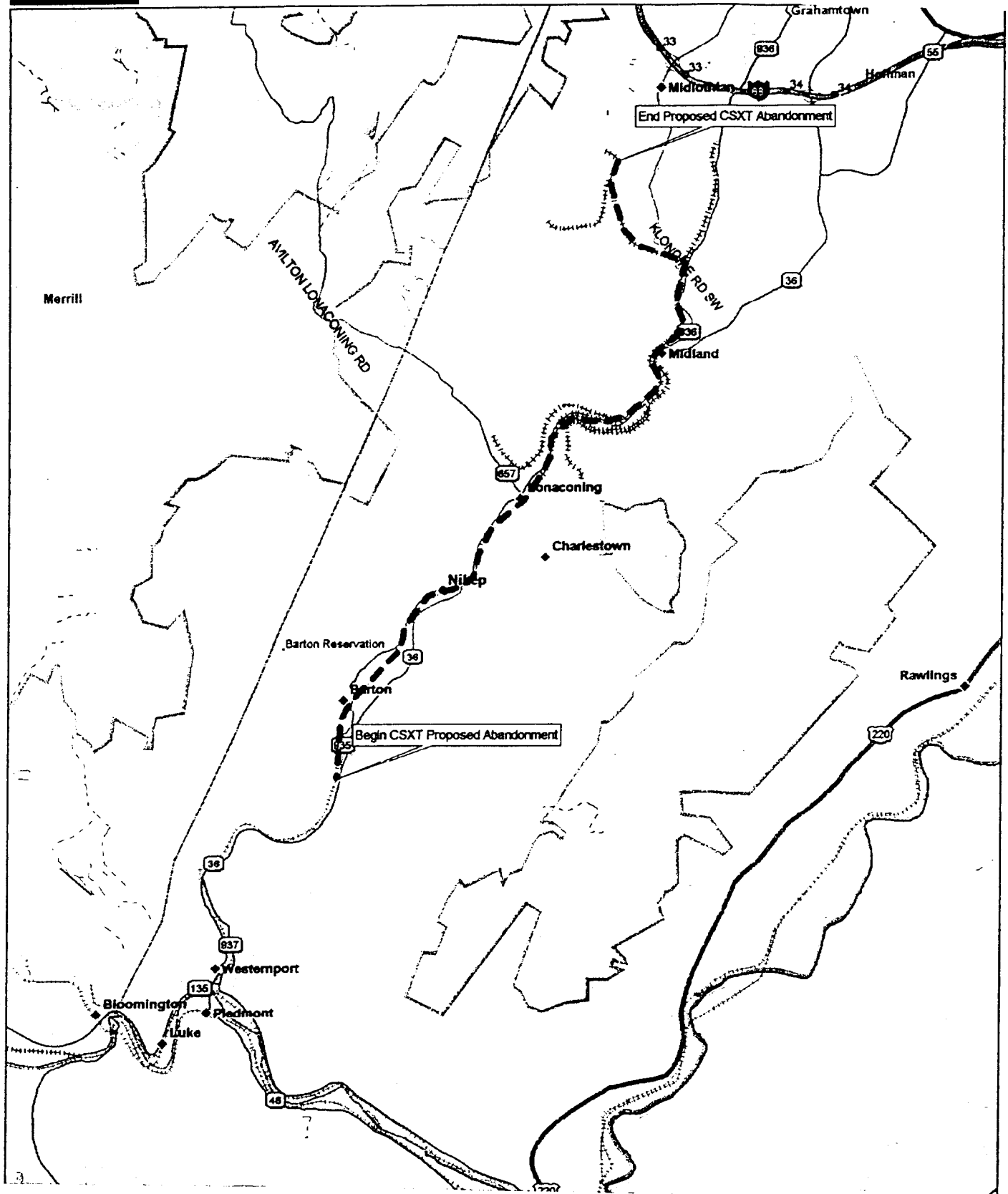


EXHIBIT B

MAP

DeLORME



CSX Transportation, Inc

Georges Creek Subdivision (a portion of), Allegany County, Maryland
 Milepost BAI 27.0 (near Morrison) to Milepost BAI 18.46 (near Carlos)

8.54 miles of line proposed to abandon

Line WATC - Washington Terminal (SW. DC)
WW - Winchester and Western
WWRC - Wilmington and Western

Attachment 2

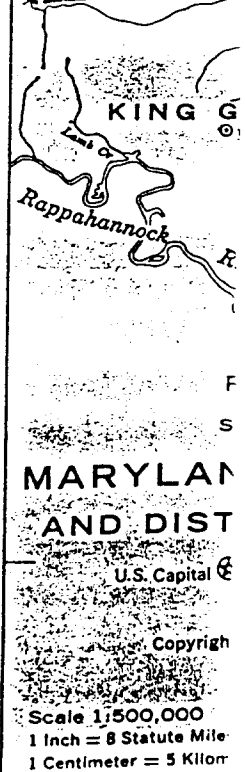
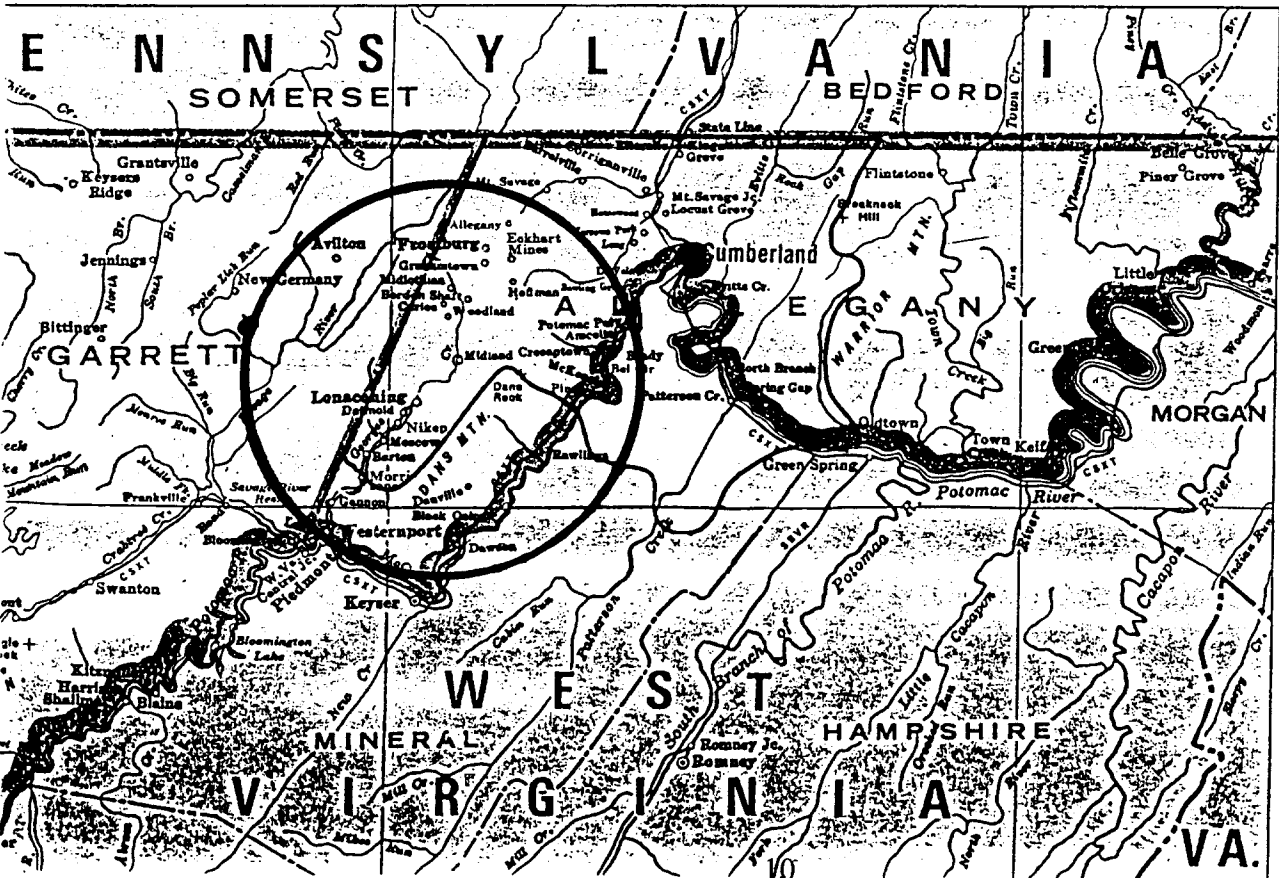
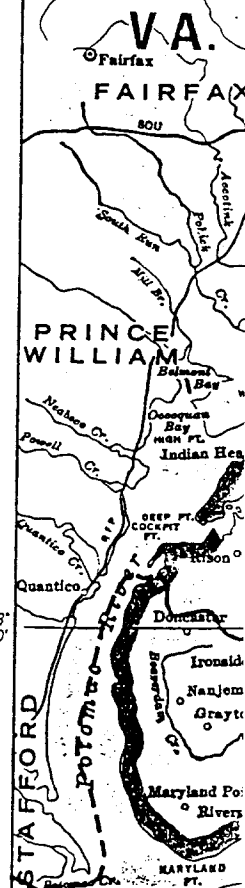
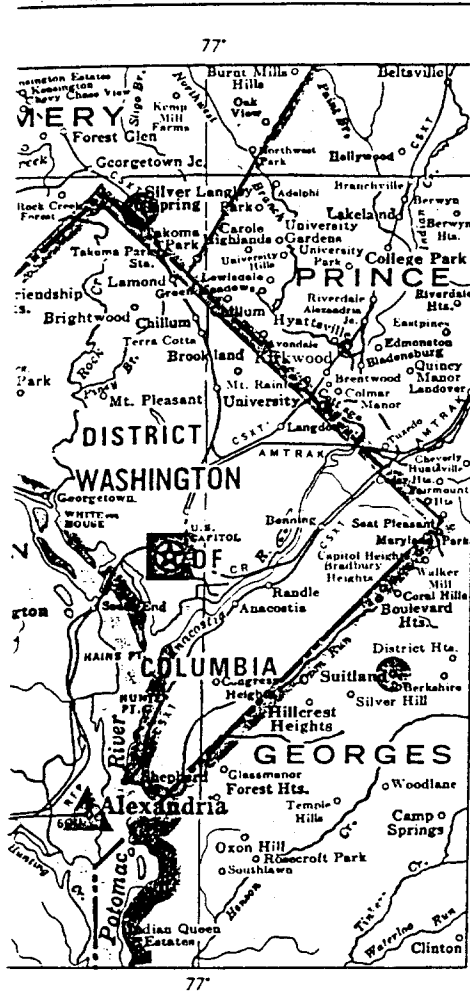


EXHIBIT C

CERTIFICATE OF SERVICE

Pursuant to 49 C.F.R. § 1152.50 (d) (1), the undersigned hereby certifies that notice of the proposed abandonment in Docket No. AB-55 (Sub-No. 659X) was mailed via first class mail on July 25, 2005, to the following parties:

State Public Service Commission

Maryland Public Service Commission
6 St. Paul Street
Baltimore, MD 21202-6806

Military Traffic Management Command

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

National Park Service

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

National Park Service

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

U.S. Department of Agriculture

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

A handwritten signature in black ink, appearing to read 'L. Gitomer', is written over a horizontal line.

Louis E. Gitomer
August 5, 2005

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WASHINGTON, D.C. 20005

www.balljanik.com

TELEPHONE 202-638-3307

FACSIMILE 202-783-6947

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

lgitomer@dc.bjllp.com

July 25, 2005

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

RE: Docket No. AB-55 (Sub-No. 659X), *CSX Transportation, Inc.—
Abandonment Exemption—in Allegany County, MD*

Dear Sir/Madam:

Please be advised that on or after August 5, 2005, CSX Transportation, Inc. ("CSXT") expects to file with the Surface Transportation Board ("STB") a Notice of Exemption seeking authority to abandon an 8.54-mile rail line on its Southern Region, Huntington Division East, Georges Creek Subdivision, between Morrison, Milepost BAI 27.0, and Carlos at the end of track, Milepost BAI 18.46, in Allegany County, Maryland (the "Line"). Based on information in our possession, the Line does not contain any federally granted right of way. Any documentation in CSXT's possession will be made available promptly to those requesting it.

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

1. Name of railroad. CSX Transportation, Inc.
2. Description of line to be abandoned. CSXT proposes to abandon an 8.54-mile rail line on its Southern Region, Huntington Division East, Georges Creek Subdivision, between Morrison, Milepost BAI 27.0, and Carlos at the end of track, Milepost BAI 18.46, in Allegany County, Maryland. The Line traverses U.S. Postal ZIP Codes 21532, 21539, and 21521.

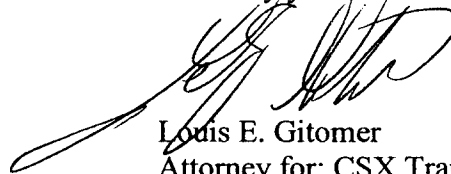
U.S. Department of Agriculture
July 25, 2005
Page 2

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

4. Date of filing. CSXT expects to file the Notice of Exemption with the STB on or after August 5, 2005.

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

Sincerely yours

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

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

Enclosures

BALL JANIK LLP

A T T O R N E Y S

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WASHINGTON, D.C. 20005

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FACSIMILE 202-783-6947

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

lgitomer@dc.bjllp.com

July 25, 2005

Maryland Public Service Commission
6 St. Paul Street
Baltimore, MD 21202-6806

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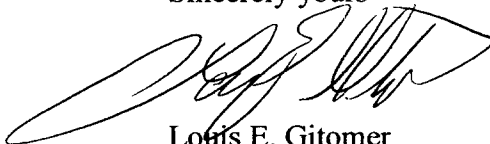
Maryland Public Service Commission
July 25, 2005
Page 2

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

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FACSIMILE 202-783-6947

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

lgitomer@dc.bjllp.com

July 25, 2005

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

RE: Docket No. AB-55 (Sub-No. 659X), *CSX Transportation, Inc.—
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National Park Service
July 25, 2005
Page 2

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Sincerely yours

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

Enclosures

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WASHINGTON, D.C. 20005

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LOUIS E. GITOMER
OF COUNSEL
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lgitomer@dc.bjllp.com

July 25, 2005

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

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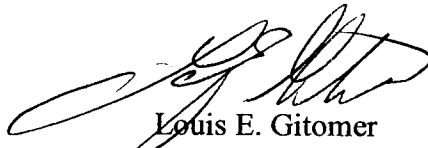
MTMCTEA
July 25, 2005
Page 2

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Sincerely yours

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

Enclosures

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WASHINGTON, D.C. 20005

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

lgitomer@dc.bjllp.com

July 25, 2005

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

RE: Docket No. AB-55 (Sub-No. 659X), *CSX Transportation, Inc.—
Abandonment Exemption—in Allegany County, MD*

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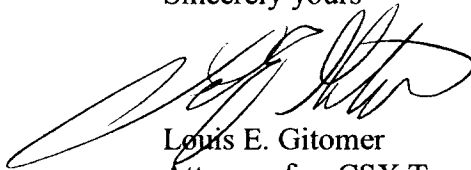
Mr. Tom Ross
July 25, 2005
Page 2

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Sincerely yours

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

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

Enclosures

CERTIFICATE OF PUBLICATION

The undersigned hereby certifies that notice of the proposed abandonment in Docket No. AB-55 (Sub-No. 659X) was advertised on July 29, 2005 in the Cumberland-Times News, a newspaper of general circulation in Allegany County, MD, as required by 49 C.F.R. § 1105.12.

A handwritten signature in black ink, appearing to read 'L. Gitomer', is written over a horizontal line.

Louis E. Gitomer
August 5, 2005

EXHIBIT D

**ENVIRONMENTAL REPORT
CERTIFICATE OF SERVICE**

Pursuant to the requirements of 49 C.F.R. § 1105.7, the undersigned hereby certifies that a copy of the Environmental Report in Docket No. AB-55 (Sub-No. 659X) was mailed via first class mail on July 13, 2005 to the following parties:

Allegany County Planning Department
Attn: Mr. David W. Eberly
701 Kelly Road, Suite 405
Cumberland, MD 21502

Town of Barton
City Planning Department
19018 Legislative Road
PO Box 153
Barton, MD 21521

Town of Lonaconing
City Planning Department
7 Jackson Street
Lonaconing, MD 21539

Midland City Planning Department
Town Hall
19823 Big Lane
PO Box 306
Midland, MD 21542

EPA Region 3
1650 Arch Street
Philadelphia, PA 19103

Environmental Science Center
United States Environmental Protection Agency
701 Mapes Road
Ft. Meade, MD 20755-5350

U.S. Department of the Interior
Fish & Wildlife Commission
1825-B Virginia Street
Annapolis, MD 21401

U.S. Army Corps of Engineers
Baltimore District
P.O. Box 1715
Baltimore, MD 21203-1715

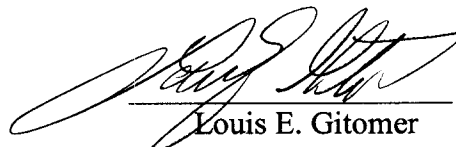
USDA – NRCS
Cumberland Service Center
12407 Naves Crossroads NE
Cumberland, MD 21502-8212

Maryland State Clearinghouse
Department of State Planning
301 West Preston Street
Baltimore, MD 21201-2365

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

Coastal Resources Division
Department of Natural Resources
Tawes State Office Building B-3
Annapolis, MD 21401

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


Louis E. Gitomer
August 5, 2005

ENVIRONMENTAL REPORT

CSX TRANSPORTATION, INC.

DOCKET AB-55 (SUB-NO. 659X)

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

(1) PROPOSED ACTION AND ALTERNATIVES

Describe the proposed action, including commodities transported, the planned disposition (if any) of any rail line and other structures that may be involved, and any possible changes in current operations or maintenance practices. Also describe any reasonable alternatives to the proposed action. Include a readable, detailed map and drawings clearly delineating the project.

CSX Transportation (CSXT) proposes to abandon 8.54 miles of rail line between from Railroad Milepost BAI 27.0 near Morrison to the end of track at Railroad Milepost BAI 18.46 near Carlos in Allegany County, Maryland. During the last four years this line has not generated any originating or terminating traffic. The principal commodity shipped over this line segment has been coal. There is no longer a potential for this coal business.

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

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

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

(2) TRANSPORTATION SYSTEM

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

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

systems or patterns.

(3) LAND USE

- (i) Based on consultation with local and/or regional planning agencies and/or a review of the official planning documents prepared by such agencies, state whether the proposed action is consistent with existing land use plans. Describe any inconsistencies.**

Applicant has not received a response to its inquiry dated June 24, 2005 to the Allegany County Planning Department, Town of Barton Planning Department, Town of Lonaconing Planning Department and the Midland City Planning Department seeking information regarding this statement. (See Attachments 3, 4 5 and 6.)

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

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

Applicant has not received a response to its inquiry dated June 24, 2005 to the U.S. Department of Agriculture, Natural Resources Conservation Service for Allegany County seeking information regarding this statement. (See Attachment 7.)

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

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

Applicant received a response dated July 6, 2005 from the Maryland Department of Natural Resources stating *"From our review of this information we have determined that the proposed activities are not located within Maryland's Coastal Zone Management Area. The proposed activities do not conflict with any Department goals, objectives or programs."* (See Attachment 8.)

- (iv) If the proposed action is an abandonment, state whether or not the right of way is suitable for alternative public use under 49 U.S.C. 10906 and explain why.**

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

(4) ENERGY

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

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

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

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

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

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

- (iv) If the proposed action will cause diversions from rail to motor carriage of more than: (A) 1,000 rail carloads a year; or (B) an average of 50 rail carloads per mile per year for any part of the affected line, quantify the resulting net change in energy consumption and show the data and methodology used to arrive at the figure given.**

There will be no diversion of rail traffic to motor carriage.

(5) AIR

- (i) If the proposed action will result in either: (A) an increase in rail traffic of at least 100% (measured in gross ton miles annually) or an increase of at least eight trains a day on any segment of rail line affected by the proposal, or (B) an increase in rail yard activity of at least 100% (measured by carload activity), or (C) an average increase in truck traffic of more than 10% of the average daily traffic or 50 vehicles a day on any affected road segment, quantify the anticipated effect on air emissions.**

The above thresholds will not be exceeded.

- (ii) If the proposed action affects a class I or non-attainment area under the Clean Air Act; and will it result in either: (A) an increase in rail traffic of a least 50% (measured in gross ton miles annually) or an increase of at least three trains a day on any segment of rail line, or (B) an increase in rail yard activity of a least 20% (measured by carload activity), or (C) an average increase in truck traffic of more than 10% of the average daily traffic or 50 vehicles a day on a given road segment, then state whether any expected increased emissions are within the parameters established by the State Implementation Plan.

The above thresholds will not be exceeded.

- (iii) If transportation of ozone depleting materials (such as nitrogen oxide and freon) is contemplated, identify: the materials and quantity, the frequency of service; safety practices (including any speed restriction); the applicant's safety record (to the extent available) on derailments, accidents and spills; contingency plans to deal with accidental spills; and the likelihood of an accidental release of ozone depleting materials in the event of a collision or derailment.

Not applicable.

(6) NOISE

If any of the thresholds identified in item (5)(i) of this section are surpassed, state whether the proposed action will cause: (i) an incremental increase in noise levels of three decibels Ldn or more, or (ii) an increase to a noise level of 65 decibels Ldn or greater. If so, identify sensitive receptors (e.g., schools, libraries, hospitals, residences, retirement communities, and nursing homes) in the project area, and quantify the noise increase for these receptors if the thresholds are surpassed.

The above thresholds will not be exceeded.

(7) SAFETY

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

Applicant believes that the abandonment will result in improvement to public safety by the elimination of twenty five (25) road crossings.

- (ii) If hazardous materials are expected to be transported, identify: the materials and quantity; the frequency of service; whether chemicals are being transported that, if mixed, could react to form more hazardous compounds; safety practices (including any speed restrictions); the applicant's safety record (to the extent available) on derailments, accidents and hazardous spills; the contingency plans to deal with accidental spills; and the likelihood of an accidental release of hazardous materials.

Not applicable.

- (iii) If there are any known hazardous waste sites or sites where there have been known hazardous material spills on the right of way, identify the location of those sites and the types of hazardous materials involved.

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

(8) BIOLOGICAL RESOURCES

- (i) Based on consultation with the U. S. Fish and Wildlife Service, state whether the proposed action is likely to adversely affect endangered or threatened species or areas designated as a critical habitat, and if so, describe the effects.

Applicant has not received a response to its inquiry of June 24, 2005, to the U. S. Department of the Interior, Fish and Wildlife Service in Annapolis, Maryland, seeking information regarding this statement. (See Attachment 9.)

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

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

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

(9) WATER

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

Applicant has not received a response to its inquiry of June 24, 2005 to the U.S. Environmental Protection Agency Regional Office in Philadelphia requesting information regarding this statement. (See Attachment 10.)

Applicant has received a response dated July 14, 2005 from the Maryland Department of the Environment stating *"According to Maryland law, an approved erosion and sediment control plan is required for any earth disturbances of 5,000 square feet or 100 cubic yards or more."* (See Attachment 11.)

Any necessary permits or applications will be obtained as well as compliance with conditions or procedures required by regulatory agencies.

- (ii) **Based on consultation with the U. S. Army Corps of Engineers, state whether permits under Section 404 of the Clean Water Act (33 U.S.C. 1344) are required for the proposed action and whether any designated wetlands or 100-year flood plains will be affected. Describe the effects.**

Applicant has not received a response to its inquiry of June 24, 2005 to the U.S. Army Corps of Engineers in Baltimore, Maryland, requesting information regarding this statement. (See Attachment 12.)

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

Upon receiving abandonment authority, removal of material will be accomplished by use of the right of way for access, along with existing public and private crossings, and no new access roads are contemplated. We do not intend to disturb any of the underlying roadbed or perform any activities that would cause sedimentation or erosion of the soil, and do not anticipate any dredging or use of fill in the removal of the track material. The crossties and/or other debris will be transported away from the rail line and will not be discarded along the right of way nor be placed or left in streams or wetlands, or along the banks of such waterways. Also, during track removal, appropriate measures will be implemented to prevent or control spills

from fuels, lubricants or any other pollutant materials from entering any waterways. Based upon this course of action, Applicant does not believe a permit under Section 404 of the Clean Water Act will be required.

- (iii) **State whether permits under Section 402 of the Clean Water Act (33 U.S.C. 1342) are required for the proposed action. (Applicants should contact the U. S. Environmental Protection Agency or the state environmental protection or equivalent agency if they are unsure whether such permits are required).**

Applicant has not received a response to its inquiry of June 24, 2005 to the U.S. Environmental Protection Agency Regional Office in Philadelphia, Pennsylvania requesting information regarding this statement. (See Attachment 10.)

Applicant has received a response dated July 14, 2005 from the Maryland Department of the Environment stating *"According to Maryland law, an approved erosion and sediment control plan is required for any earth disturbances of 5,000 square feet or 100 cubic yards or more."* (See Attachment 11.)

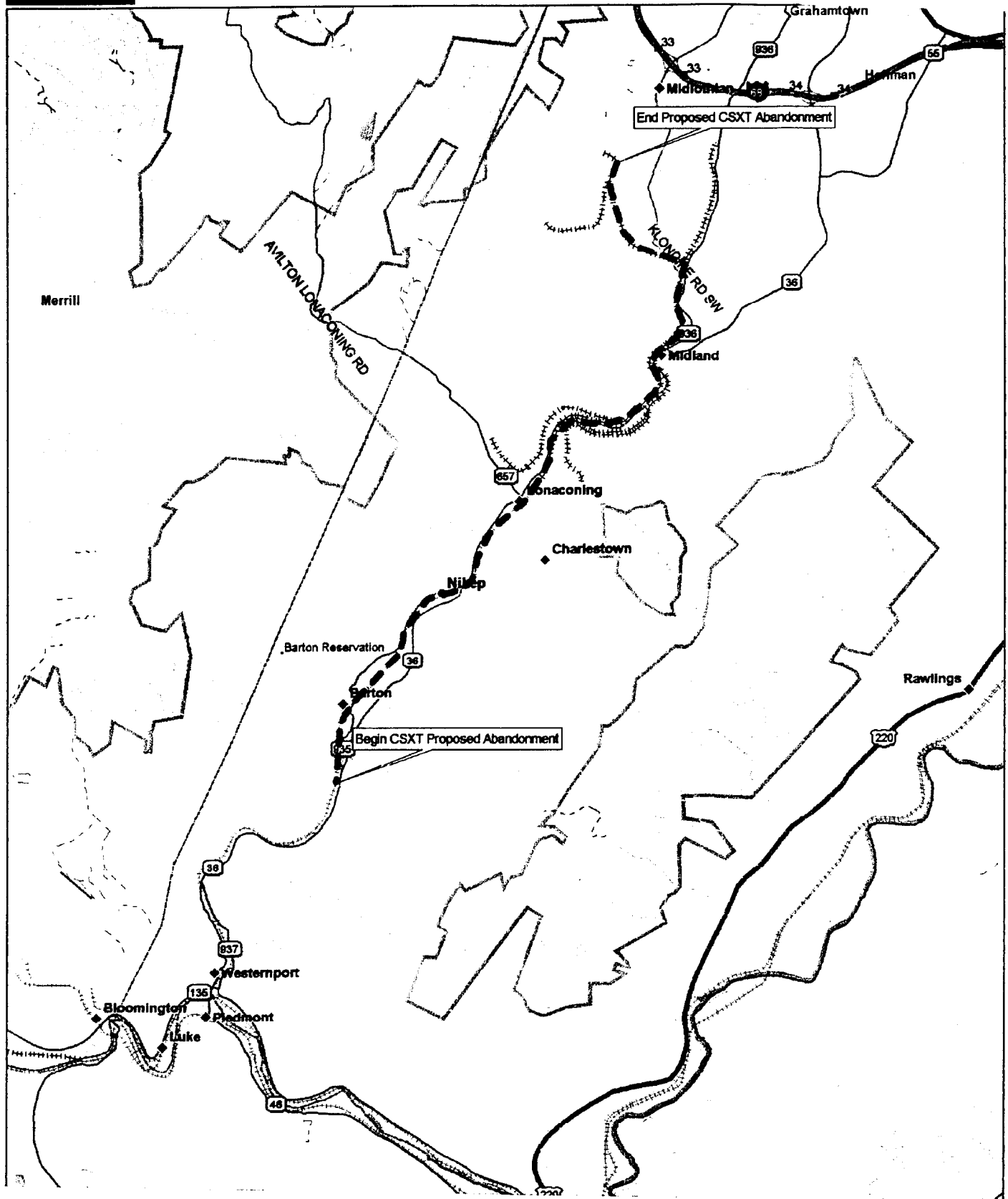
Any necessary permits or applications will be obtained as well as compliance with conditions or procedures required by regulatory agencies.

10. MITIGATION

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

Applicant does not believe there will be any adverse environmental impacts in the project area as a result of this abandonment. However, if any adverse impacts are discovered, Applicant will comply with State and Federal regulations and obtain any necessary permits required.

DE LORME



CSX Transportation, Inc

Georges Creek Subdivision (a portion of), Allegany County, Maryland
 Milepost BAI 27.0 (near Morrison) to Milepost BAI 18.46 (near Carlos)

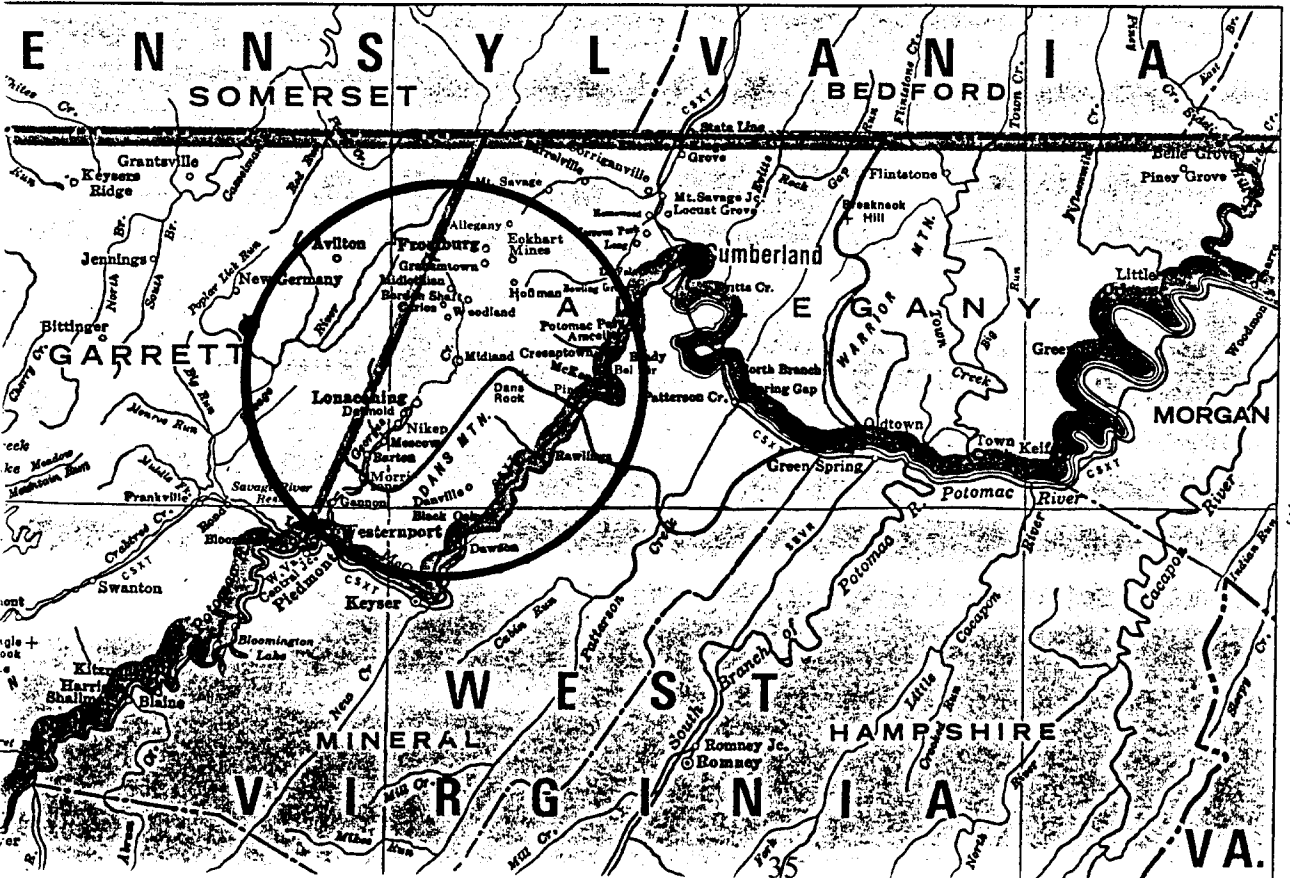
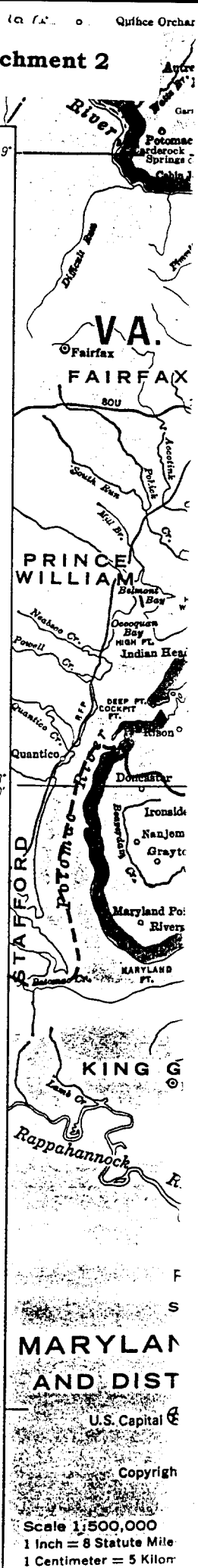
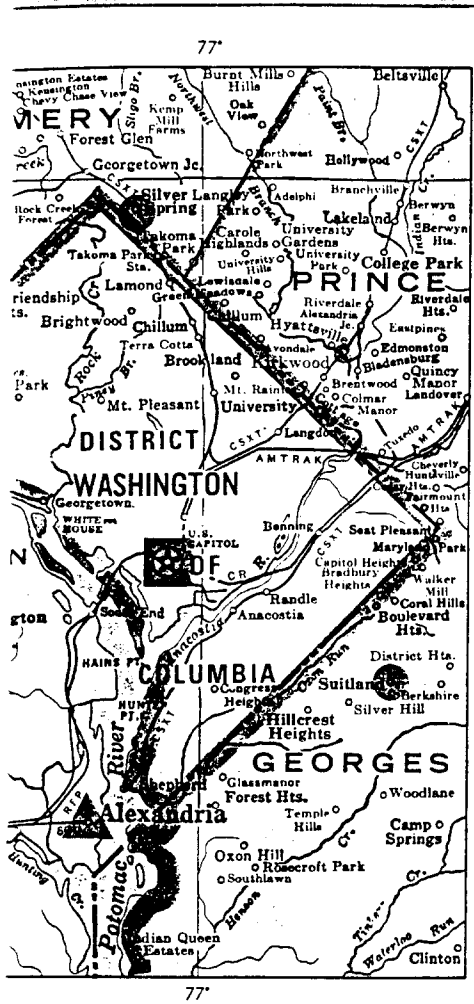
34



8.54 miles of line proposed to abandon

tion, Inc. USG United States Government
Line WATC Washington Terminal (Sw. Rd)
relaware WW Winchester and Western
WWRC Wilmington and Western

Attachment 2



Copyright
Scale 1:500,000
1 inch = 8 Statute Mile
1 Centimeter = 5 Kilom



Dave Geraci
Manager - Network Rationalization

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

Attachment 3

June 24, 2005

Allegany County Planning Department
Attn: Mr. David W. Eberly
701 Kelly Road, Suite 405
Cumberland, MD 21502

Dear Mr. Eberly:

Please be advised that CSX Transportation, Inc. is considering abandonment of a portion of its rail line from railroad Milepost BAI 27.0 near Morrison to the end of track at Milepost BAI 18.46 near Carlos, in Allegany County, Maryland as depicted on the attached map.

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

"Based on consultation with local and/or regional planning agencies and/or a review of the official planning documents prepared by such agencies, state whether the proposed action is consistent with existing land use plans. Describe any inconsistencies."

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

Sincerely,

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

Attachment



TRANSPORTATION
Dave Geraci

Manager - Network Rationalization

500 Water Street - J200

Jacksonville, FL 32202

Phone: (904) 359-1086

FAX: (904) 359-1111

E-Mail: Dave_Geraci@CSX.com

Attachment 4

June 24, 2005

Town of Barton
City Planning Department
19018 Legislative Road
PO Box 153
Barton, MD 21521

Gentlemen:

Please be advised that CSX Transportation, Inc. is considering abandonment of a portion of its rail line from railroad Milepost BAI 27.0 near Morrison to the end of track at Milepost BAI 18.46 near Carlos, in Allegany County, Maryland as depicted on the attached map.

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

"Based on consultation with local and/or regional planning agencies and/or a review of the official planning documents prepared by such agencies, state whether the proposed action is consistent with existing land use plans. Describe any inconsistencies."

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

Sincerely,

Attachment



TRANSPORTATION
Dave Geraci
Manager - Network Rationalization

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

Attachment 5

June 24, 2005

Town of Lonaconing
City Planning Department
7 Jackson Street
Lonaconing, MD 21539

Gentlemen:

Please be advised that CSX Transportation, Inc. is considering abandonment of a portion of its rail line from railroad Milepost BAI 27.0 near Morrison to the end of track at Milepost BAI 18.46 near Carlos, in Allegany County, Maryland as depicted on the attached map.

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

"Based on consultation with local and/or regional planning agencies and/or a review of the official planning documents prepared by such agencies, state whether the proposed action is consistent with existing land use plans. Describe any inconsistencies."

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

Sincerely,

Attachment



TRANSPORTATION
Dave Geraci
Manager - Network Rationalization

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

Attachment 6

June 24, 2005

Midland City Planning Department
Town Hall
19823 Big Lane
PO Box 306
Midland, MD 21542

Gentlemen:

Please be advised that CSX Transportation, Inc. is considering abandonment of a portion of its rail line from railroad Milepost BAI 27.0 near Morrison to the end of track at Milepost BAI 18.46 near Carlos, in Allegany County, Maryland as depicted on the attached map.

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

"Based on consultation with local and/or regional planning agencies and/or a review of the official planning documents prepared by such agencies, state whether the proposed action is consistent with existing land use plans. Describe any inconsistencies."

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

Sincerely,

Attachment

CSX
TRANSPORTATION
Dave Geraci
Manager - Network Rationalization

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

Attachment 7

June 24, 2005

USDA - NRCS
Cumberland Service Center
12407 Naves Crossroads NE
Cumberland, MD 21502-8212

Gentlemen:

Please be advised that CSX Transportation, Inc. is considering abandonment of a portion of its rail line from railroad Milepost BAI 27.0 near Morrison to the end of track at Milepost BAI 18.46 near Carlos, in Allegany County, Maryland as depicted on the attached map.

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

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

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

Sincerely,



Attachment



Robert L. Ehrlich, Jr., Governor

Michael S. Steele, Lt. Governor

C. Ronald Franks, Secretary

July 6, 2005

Mr. Dave Geraci
CSX Transportation, Inc.
500 Water Street – J200
Jacksonville, Florida 32202

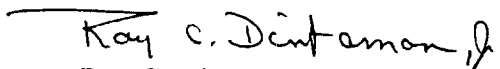
Dear Mr. Geraci:

This letter is in response to your letter, dated June 24, 2005, requesting environmental screening related to designated Coastal Zone Management Areas for the proposed abandonment of the CSX rail line from Milepost BAI 27.0 near Morrison to the end of track at Milepost BAI 18.46 near Carlos in Allegany County, Maryland. It is our understanding that only the metal material from the top layer of gravel ballast will be removed and that no dredging or use of fill will be used for the project.

The Environmental Review Unit of the Department of Natural Resources has reviewed the information you provided. From our review of this information we have determined that the proposed activities are not located within Maryland's Coastal Zone Management Area. The proposed activities do not conflict with any Department goals, objectives or programs.

Thank you for the opportunity to review and comment on this project. If you should have any questions concerning our review, please contact me at 410-260-8331.

Sincerely,


Ray C. Dintaman, Jr., Director
Environmental Review Unit



Dave Geraci
Manager - Network Rationalization

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

Attachment 9

June 24, 2005

U.S. Department of the Interior
Fish & Wildlife Commission
1825-B Virginia Street
Annapolis, MD 21401

Gentlemen:

Please be advised that CSX Transportation, Inc. is considering abandonment of a portion of its rail line from railroad Milepost BAI 27.0 near Morrison to the end of track at Milepost BAI 18.46 near Carlos, in Allegany County, Maryland as depicted on the attached map.

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

(i) Based on consultation with the U. S. Fish and Wildlife Service state whether the proposed action is likely to adversely affect endangered or threatened species or areas designated as a critical habitat, and if so, describe the effects.

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

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

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

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

Sincerely,

Attachment

500 Water Street - J200



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

Dave Geraci
Manager - Network Rationalization

Attachment 10

June 24, 2005

EPA Region 3
1650 Arch Street
Philadelphia, PA 19103

Gentlemen:

Please be advised that CSX Transportation, Inc. is considering abandonment of a portion of its rail line from railroad Milepost BAI 27.0 near Morrison to the end of track at Milepost BAI 18.46 near Carlos, in Allegany County, Maryland as depicted on the attached map.

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

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

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

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

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

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

Sincerely,

Attachment



MARYLAND DEPARTMENT OF THE ENVIRONMENT

1800 Washington Boulevard • Baltimore MD 21230
410-537-3000 • 1-800-633-6101

Attachment 11

Robert L. Ehrlich, Jr., Governor
Michael S. Steele, Lt. Governor

Kendl P. Philbrick, Secretary
Jonas A. Jacobson, Deputy Secretary

July 14, 2005

Mr. Dave Geraci, Manager
Network Rationalization
CSX Transportation
500 Water Street – J200
Jacksonville, FL 32202

Dear Mr. Geraci:

The Maryland Department of the Environment, Water Management Administration (MDE/WMA) has received your correspondence regarding rail line abandonment in Allegany County. Federal regulations require that the State be informed of any issues regarding applicable State, federal, or local water quality standards and whether permits under Section 402 of the Clean Water Act (CWA) are required. MDE appreciates CSX's efforts to provide details regarding this proposed project and to ensure that State, federal, and local laws are addressed.

According to Maryland law, an approved erosion and sediment control plan is required for any earth disturbance of 5,000 square feet or 100 cubic yards or more. Additionally, the CWA requires that all stormwater discharges related to construction activity as defined by 40 Code of Federal Regulations, Section 122.26 (b) obtain National Pollutant Discharge Elimination System (NPDES) general permit coverage. Because the proposed length of track to be removed is 8.54 miles (approximately 45,000 linear feet), erosion and sediment control plan approval will be required and a Notice of Intent (NOI) form for coverage under Maryland's General Permit for Construction Activity should be submitted to MDE.

For information regarding erosion and sediment control plans and approval, please contact the Allegany Soil Conservation District (SCD) at 301-777-1494. Details regarding Maryland's NPDES construction general permit can be found at MDE/WMA's Compliance Program at 410-537-3510 or by visiting our website at <http://www.mde.state.md.us/water/>. If you have any additional questions, please contact me or Mr. William Page at 410-537-3543.

Sincerely,

Brian S. Clevenger
Water Management Administration

cc: Mr. Craig Hartsock, Allegany SCD
Ms. Karen Smith, MDE Compliance Program

Attachment 12

June 24, 2005

U.S. Army Corps of Engineers
Baltimore District
P.O. Box 1715
Baltimore, MD 21203-1715

Gentlemen:

Please be advised that CSX Transportation, Inc. is considering abandonment of a portion of its rail line from railroad Milepost BAI 27.0 near Morrison to the end of track at Milepost BAI 18.46 near Carlos, in Allegany County, Maryland as depicted on the attached map.

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

"Based on consultation with the U. S. Army Corps of Engineers, state whether permits under Section 404 of the Clean Water Act (33 U.S.C. 1344) are required for the proposed action and whether any designated wetlands or 100 year flood plains will be affected. Describe the effects."

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

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

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

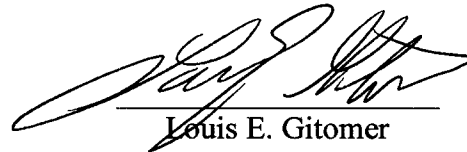
Sincerely,



Attachment

**HISTORIC REPORT
CERTIFICATE OF SERVICE**

Pursuant to the requirements of 49 C.F.R. § 1105.8(c), the undersigned hereby certifies that a copy of the Historic Report in Docket No. AB-55 (Sub-No. 659X) was mailed via first class mail on July 1, 2005, to the following parties:



Louis E. Gitomer
August 5, 2005



Dave Geraci
Manager - Network Rationalization

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

July 1, 2005

Ms. Beth Cole,
Administrator of Project
Review & Compliance
Office of Preservation Services
Maryland Historic Trust
Crownsville, MD 21031

RE: CSX Transportation, Inc.
Proposed Line Abandonment
Allegany County, Maryland
Docket AB-55 (Sub-No. 659X)

Dear Ms. Cole:

Please be advised that on August 5, 2005, CSX Transportation, Inc. (CSXT) expects to file with the Surface Transportation Board ("Board") a Notice of Exemption seeking authority to abandon service over approximately 8.54 miles of railroad from Railroad Milepost BAI 27.0 near Morrison to the end of track at Railroad Milepost BAI 18.46 near Carlos in Allegany County, Maryland as shown in the attached historic report.

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

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

Sincerely,

Attachments

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

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

HISTORIC REPORT

CSX TRANSPORTATION, INC.

**(Morrison to the end of track Carlos, Allegany County, Maryland)
DOCKET AB-55 (SUB-NO. 659X)**

1105.7(e)(1)

PROPOSED ACTION AND ALTERNATIVES. Describe the proposed action, including commodities transported, the planned disposition (if any) of any rail line and other structures that may be involved, and any possible changes in current operations or maintenance practices. Also describe any reasonable alternatives to the proposed action. Include a readable detailed map and drawings clearly delineating the project.

CSX Transportation (CSXT) proposes to abandon 8.54 miles of rail line between from Railroad Milepost BAI 27.0 near Morrison to the end of track at Railroad Milepost BAI 18.46 near Carlos in Allegany County, Maryland. During the last four years this line has not generated any originating or terminating traffic. The principal commodity shipped over this line segment has been coal and there is no longer a potential for this coal business to return.

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

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

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

1105.8(d)

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

Attached are copies the Barton and Lonaconing quadrangle topographic maps as prepared by the U. S. Department of Interior Geological Survey. The line to be abandoned has been identified by a heavy black diagonal line. (See Attachments 3, 4 and 5.)

There are 10 CSXT-owned structures that are 50 years old or older that may be eligible for listing in the National Register that are part of the proposed action.

Given the close proximity of some bridges on the Topographic maps a series of CSXT Bernie Beavers Maps have been included to show exact location of these structures. (See Attachments 6, 7, 8 and 9.)

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

The right of way widths along this line vary between 30 and 50 feet from the center-line of track. The rail line traverses many small communities, rivers and streams. It closely parallels Georges Creek and is located in a mountainous, forested area that contained several coal mines.

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

Photographs have been taken of each bridge facing North, South, East and West. (See Attachments 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43 and 44.)

- (4) **The date(s) of construction of the structure(s), and the date(s) and**

extent of any major alterations, to the extent such information is known:

Bridge Key	Bridge Number	Location	Type	Date Built	Length
3006	2019	BAI 20.20	Girder (steel)	1906	61'
3007	2064	BAI 20.64	Girder (steel)	1906	61'
3008	2130	BAI 21.30	Girder (steel)	1906	14'
3009	2158	BAI 21.60	Girder (steel)	1906	96'
3010	2246	BAI 22.50	Girder (steel)	1906	83'
3011	2261	BAI 22.60	Beam (steel)	1906	33'
3012	2310	BAI 23.10	Concrete	1906	18'
3013	2406	BAI 24.0	Girder (steel)	1906	120'
3014	2540	BAI 25.40	Girder (steel)	1902	99'
3015	2675	BAI 26.70	Girder (steel)	1902	140'

Also included are CSXT bridge detail reports for each bridge.
(See Attachments 10, 11, 12, 13, 14, 15, 16, 17, 18 and 19).

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

This property was originally acquired between 1852 and 1905 by the Cumberland and Pennsylvania Railway (CPRR). The CPRR was acquired by the Western Maryland Railroad (WM) in 1944.

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

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

- (6) **A brief summary of documents in the carrier's possession, such as**

engineering drawings, that might be useful in documenting a structure that is found to be historic:

All available Engineering Sketches have been enclosed. (See Attachments 20, 21, 22, 23 and 24.)

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

A review of our records indicates there are ten (10) CSXT-owned structures over 50 years old on this line segment that may be eligible for listing in the National Register.

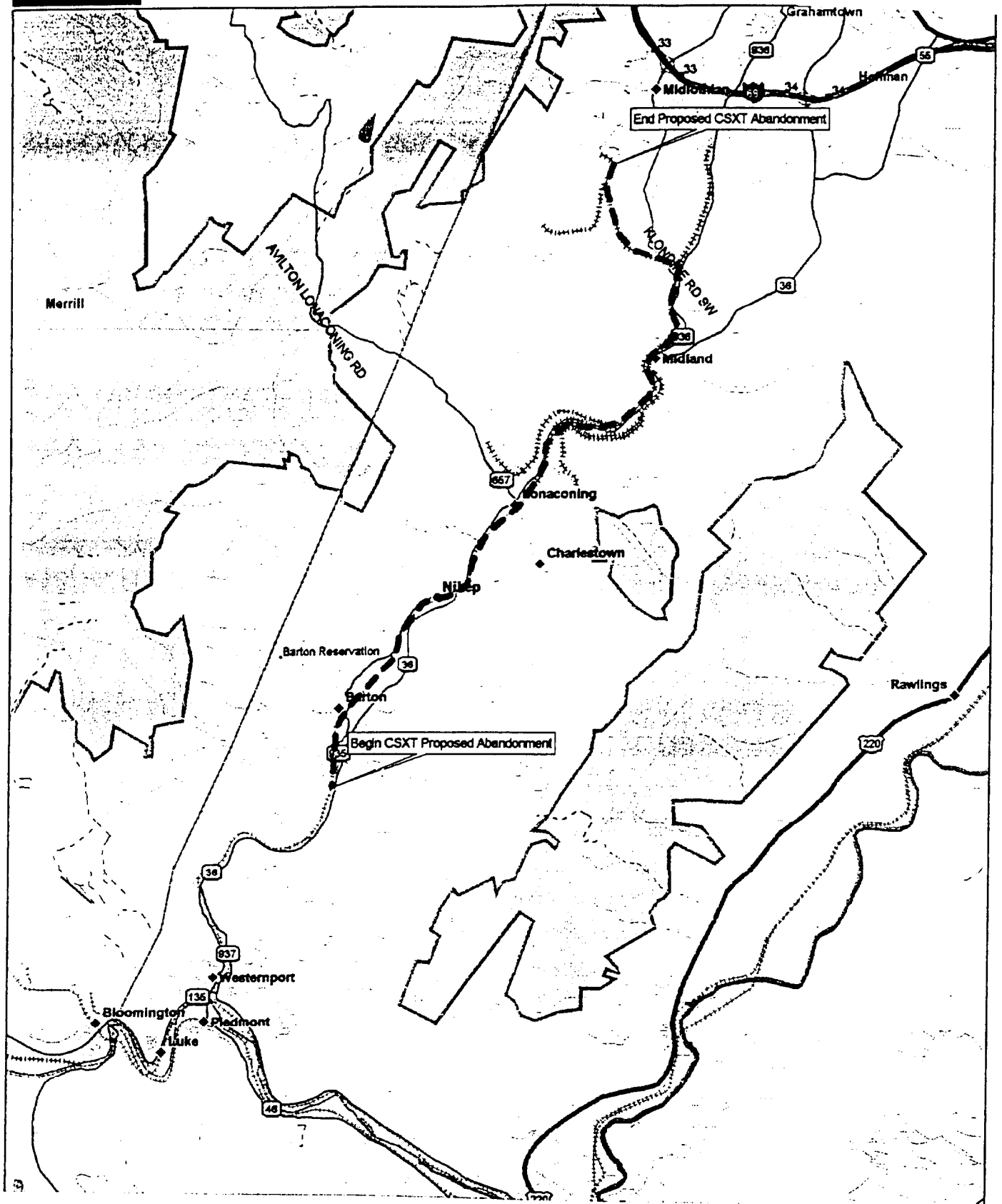
We do not know of any significance or uniqueness to these structures that would warrant your consideration, since to our knowledge, they are not associated with any event that has made a contribution to the broad patterns of history; or were not associated with lives of persons significant to our past;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

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

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

The line was disturbed during construction by cuts and fill and any archeological resources that may have been located in the proposed project area would have been affected at that time versus during the proposed salvage operations

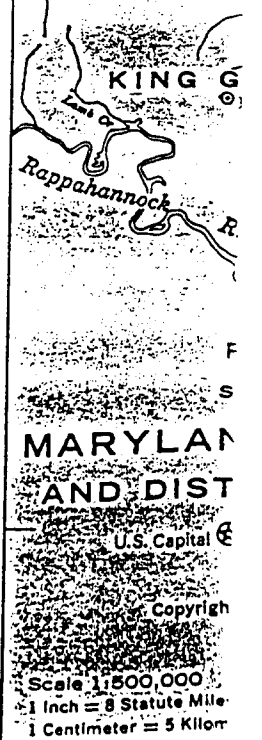
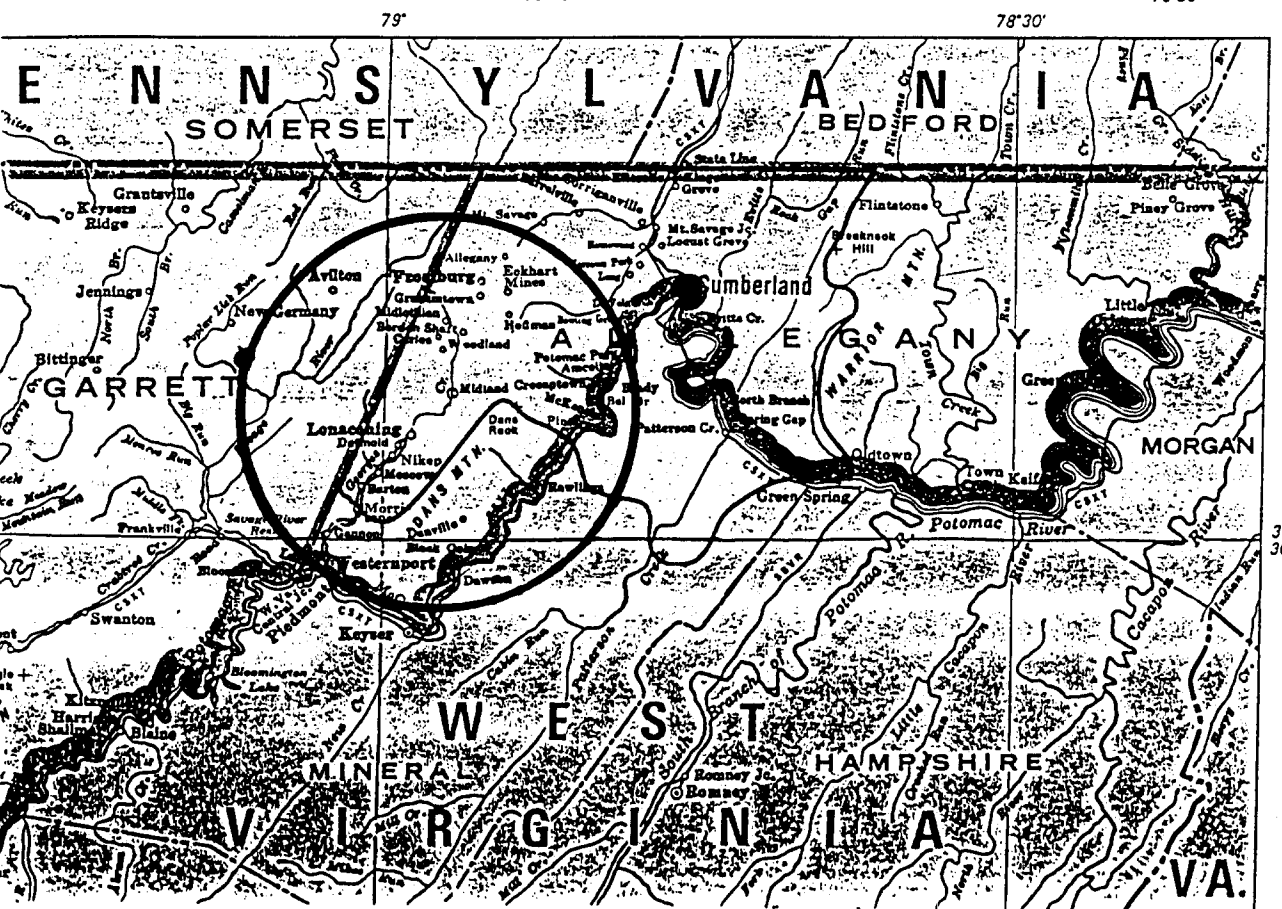
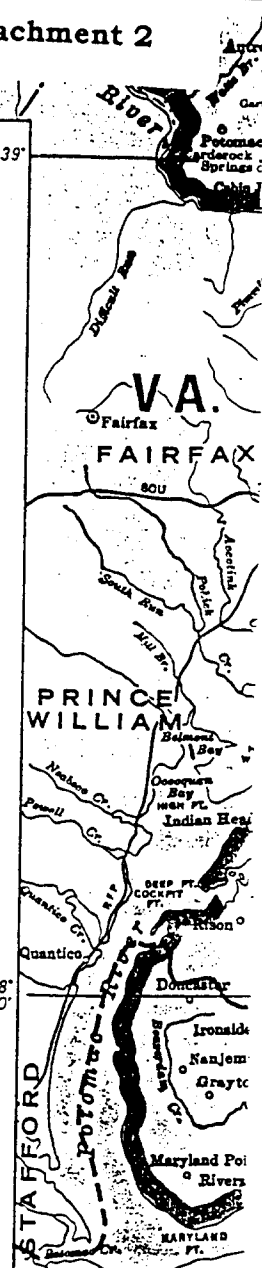
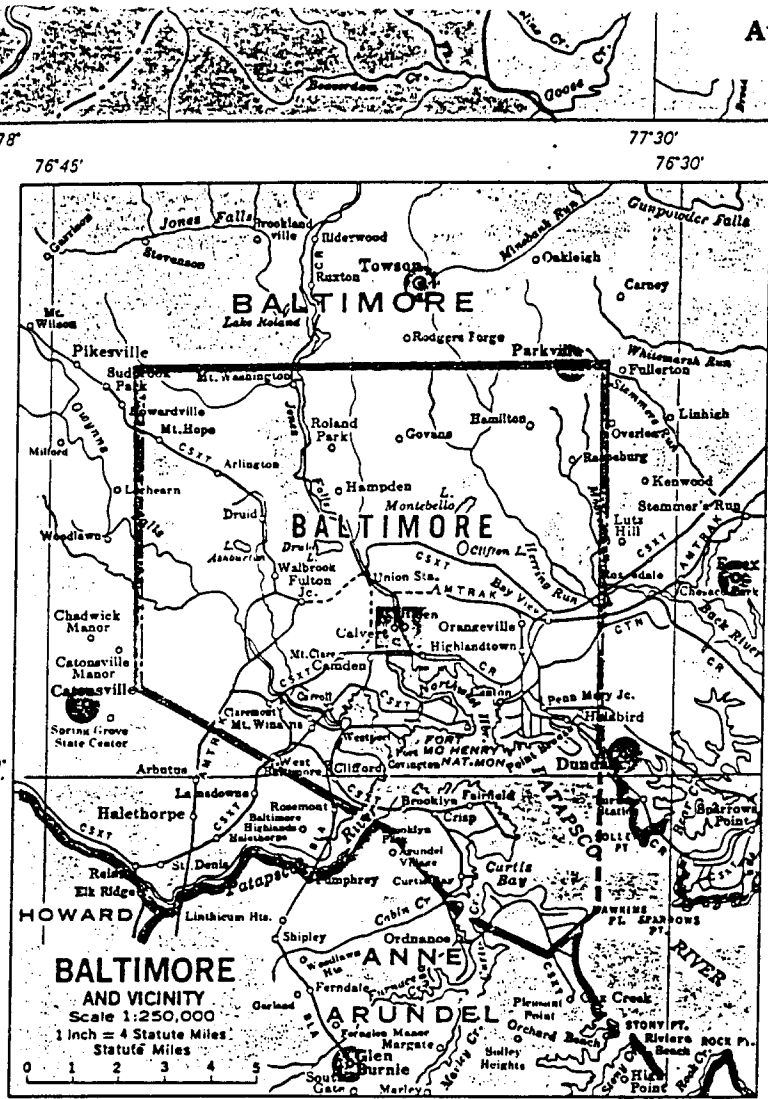
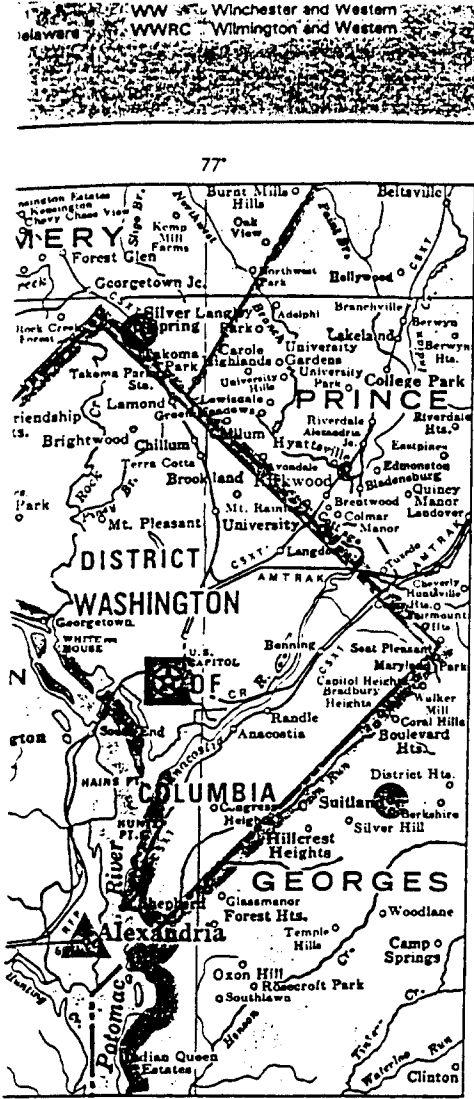
associated with rail removal. Our records do not indicate that any swampy conditions exist, or that any hazardous material spills have occurred within the project area.

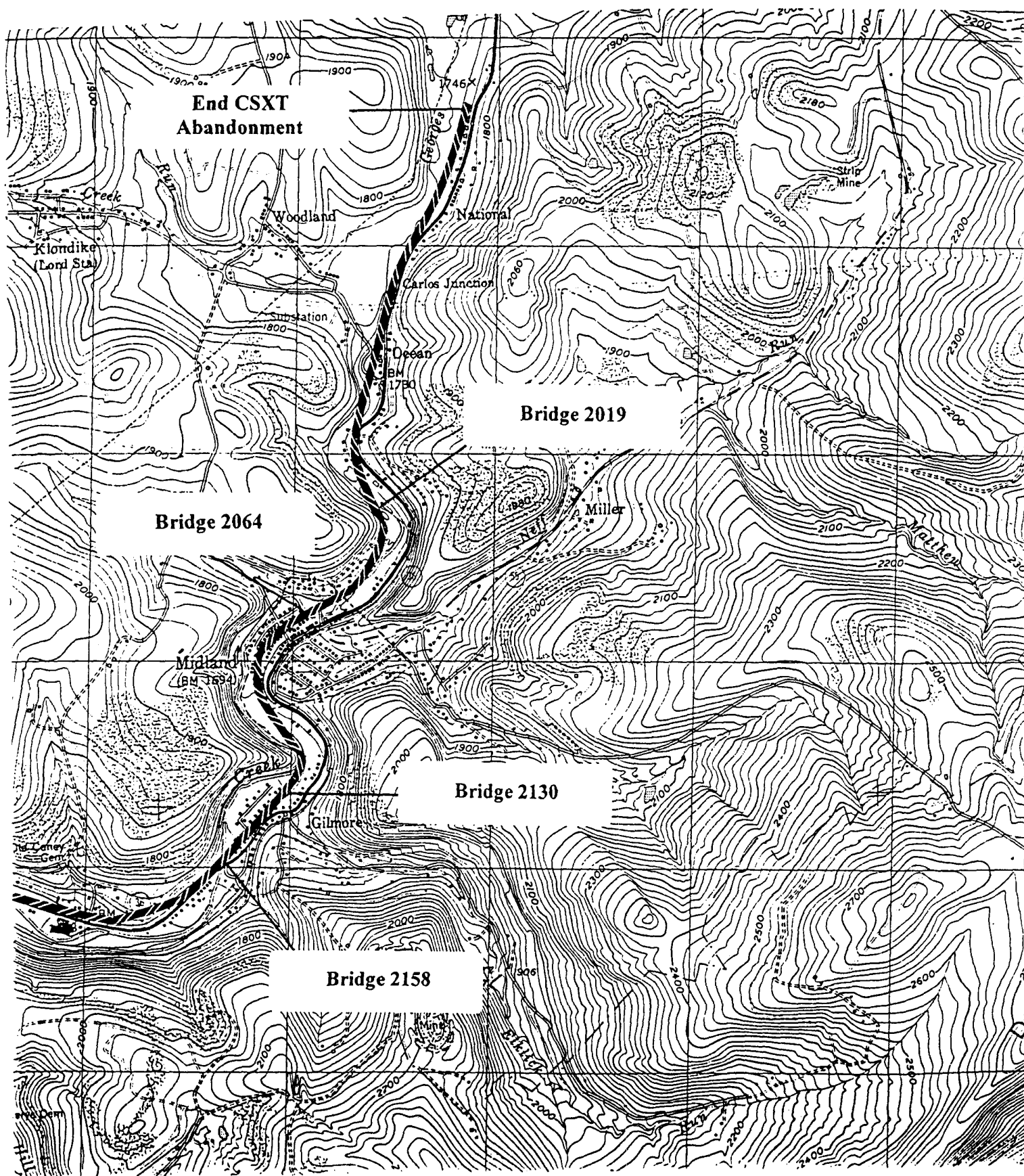


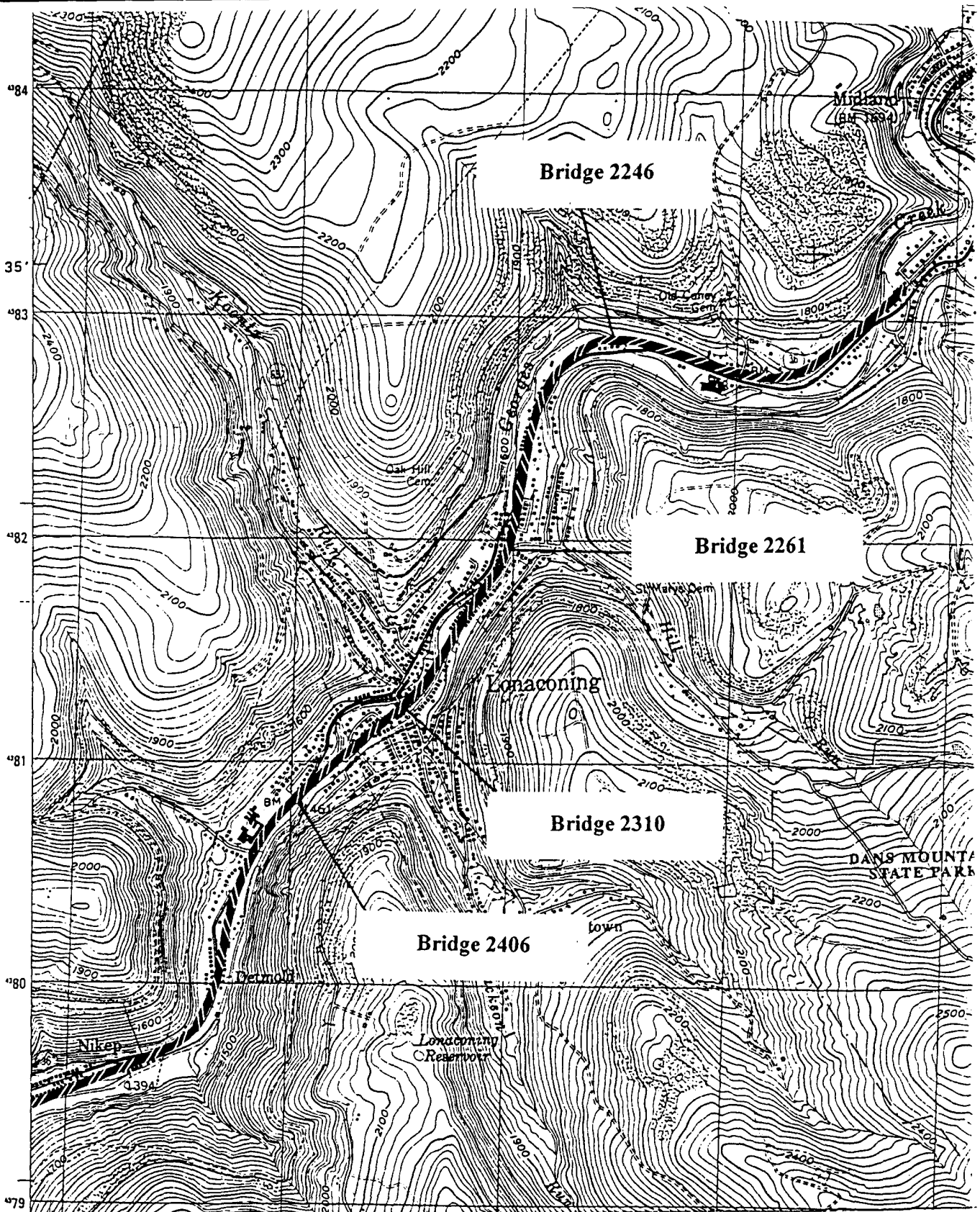
CSX Transportation, Inc

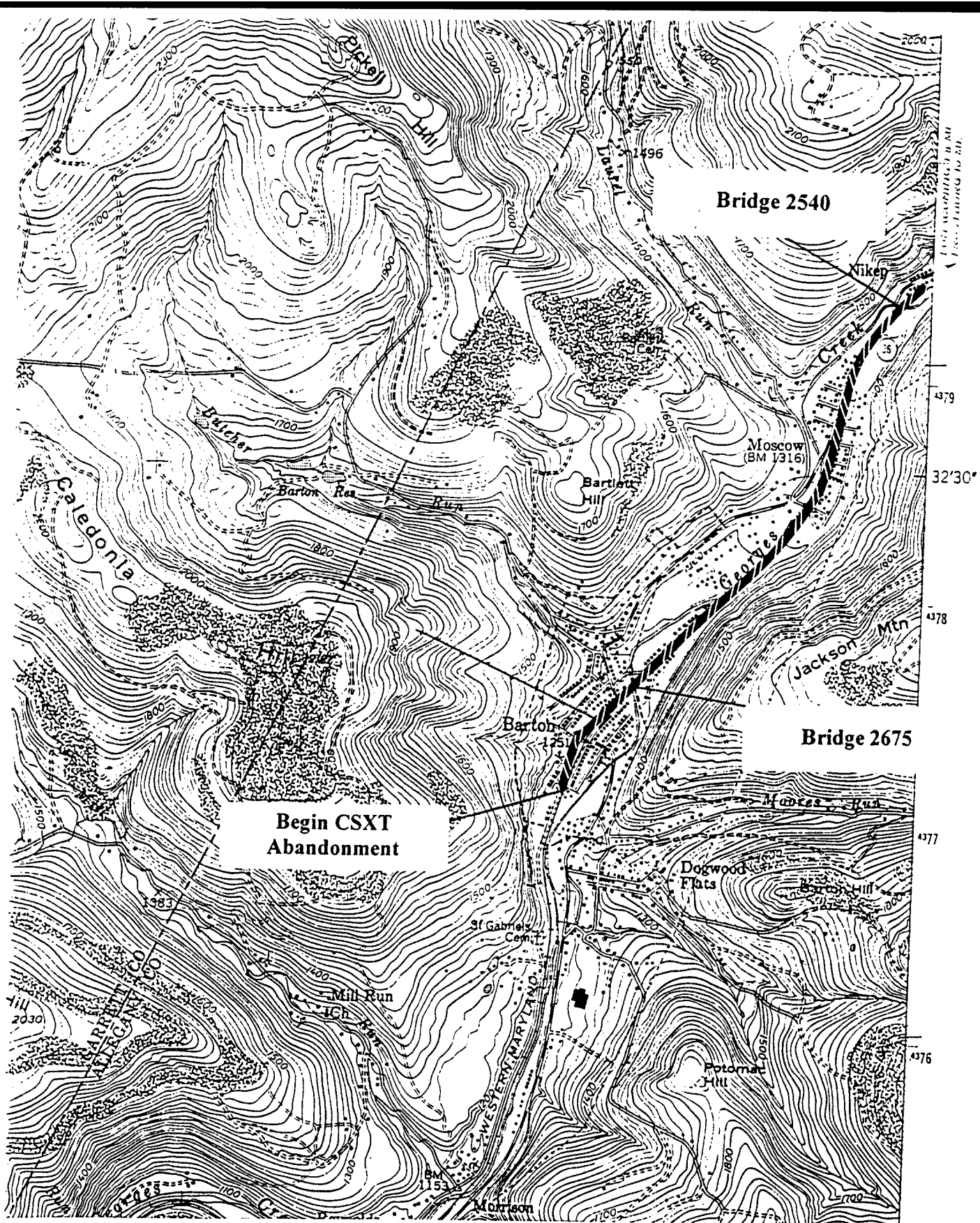
Georges Creek Subdivision (a portion of), Allegany County, Maryland
Milepost BAI 27.0 (near Morrison) to Milepost BAI 18.46 (near Carlos)

8.54 miles of line proposed to abandon









MORRISON SIDING

MORRISON BAI 28.4

Attachment 6

EAST

MILE POST
28

BRIDGE
2832

NOT INCLUDED
IN ABANDONMENT

Begin CSXT
Abandonment

Bridge 2675

MILE POST
27

TOWN
OF
DAWSON

BRIDGE
2675

HILL ST.

B ST.

TEMPERANCE
ROW

DAWSON BAI 26.3

MILE POST
26

TOWN
OF
MOSCOW

WEST

PACIFIC

Bridge 2540

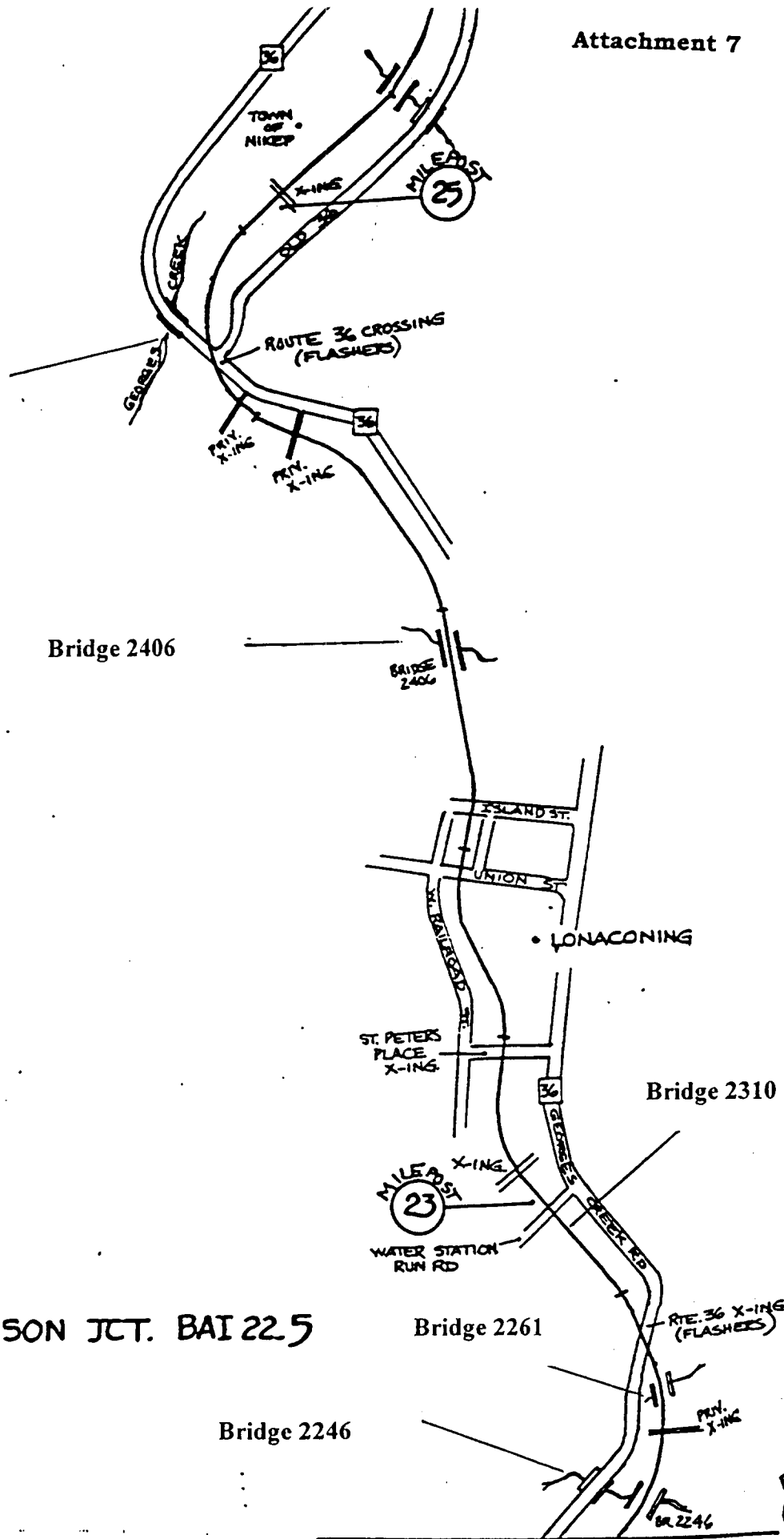
Bridge 2406

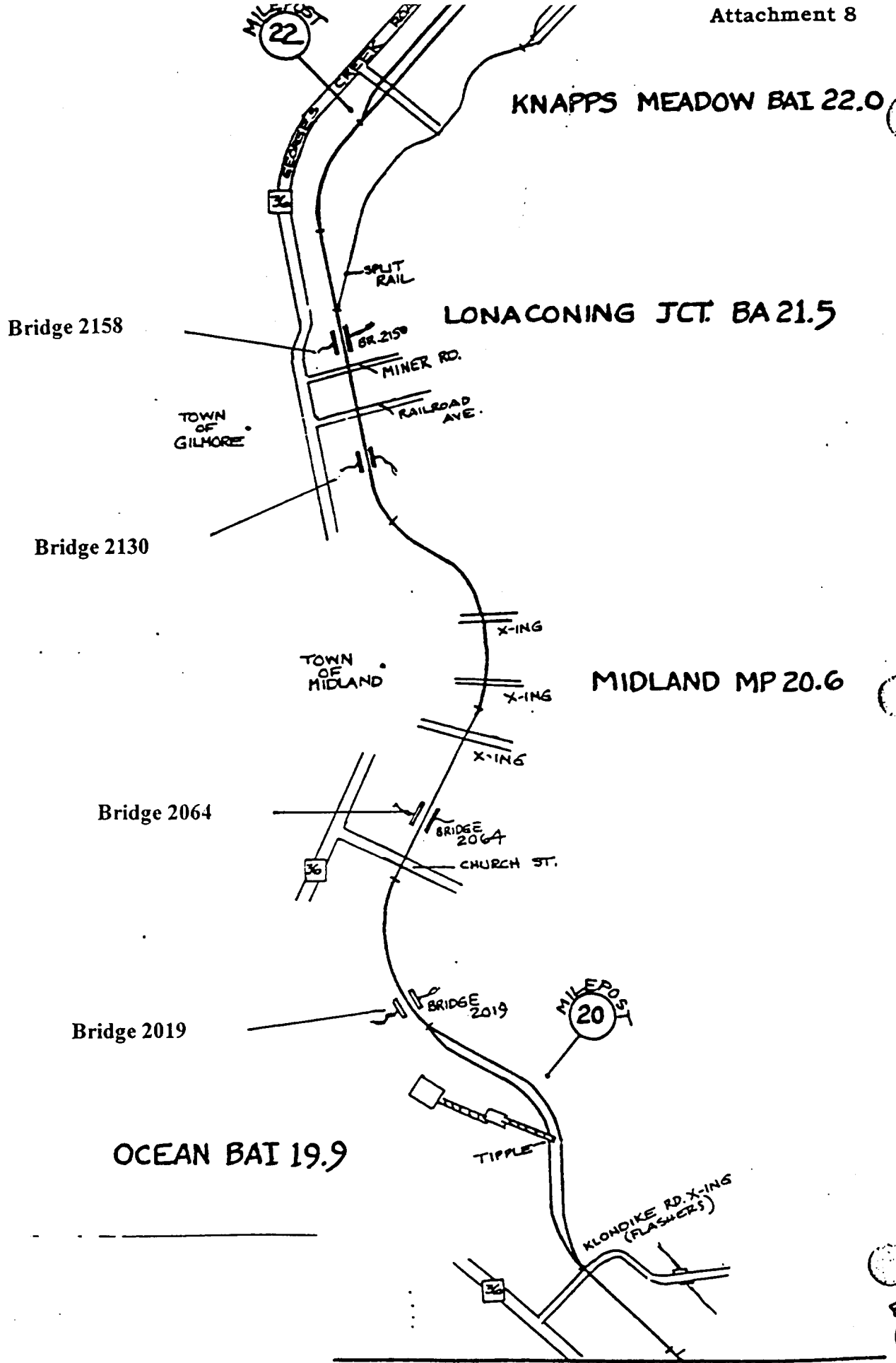
Bridge 2310

Bridge 2261

Bridge 2246

JACKSON JCT. BAI 22.5



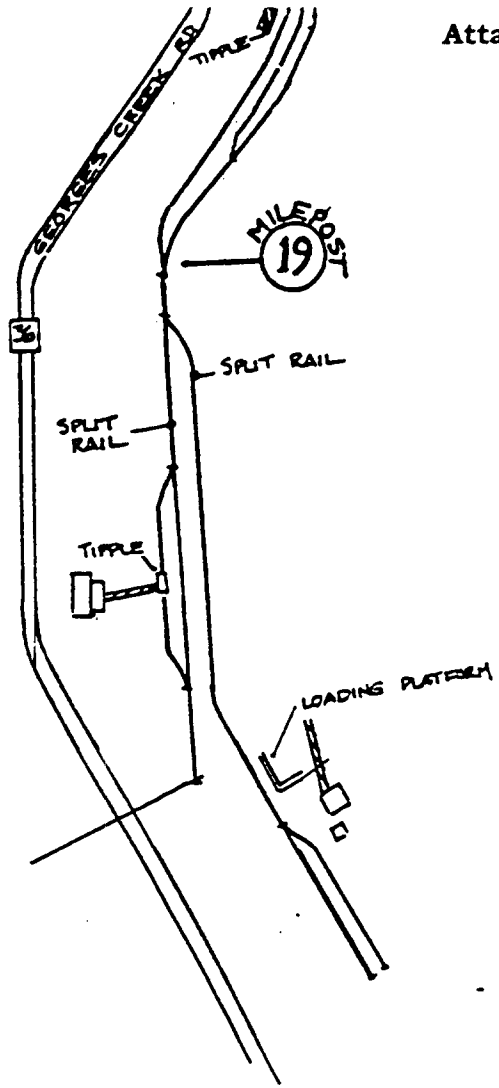


CARLOS BAI 19.3

PHILLIPS PLANT BAI 18.8

CONSOL NO.10

End CSXT
Abandonment



Prefix Milepost Sequence

Detail

Quick Search

Snapshot



Location
 Bridge Key 3006
 Prefix BAI
 Milepost 20.20
 Sequence 0
 Bridge Number 2019
 Crossing Georges Creek
 Road
 Division C&O
 Subdivision GK - Georges Creek
 Branch
 Service Route Secondary (Red)
 State MD
 County Allegany
 Town Ocean
 Timetable Direction South
 Milepost Direction Decreasing

Bridge Status
 Status Rebuilt
 Inspection Status Current

Superstructure Types

1. Through Plate Girder

Deck Types

1. Timber Open Deck

Movable Types

No movable structures on bridge

Structural Summary

Superstructure Units 1
 Total Length 61' 0"
 Under-clearance (ft) N/A
 Year Built 1906
 Built By Western Maryland

Responsibility
 Ownership CSX Transportation
 Maintenance CSX Transportation
 R&L Code 0BAF45

Inspection Summary

No Inspection Information Found

Events

Options	Actions	Type	Description	Event Date	Created By	Created Date
---------	---------	------	-------------	------------	------------	--------------

Prefix Milepost Sequence

Detail

Quick Search

Snapshot



Location
 Bridge Key 3007
 Prefix BAI
 Milepost 20.60
 Sequence 0
 Bridge Number 2064
 Crossing Georges Crk
 Road
 Division C&O
 Subdivision GK - Georges Creek
 Branch
 Service Route Secondary (Red)
 State MD
 County Allegany
 Town Midland
 Timetable Direction South
 Milepost Direction Decreasing
 Bridge Status
 Status Rebuilt
 Inspection Status Current

Superstructure Types

1. Through Plate Girder

Deck Types

1. Timber Open Deck

Movable Types

No movable structures on bridge

Structural Summary

Superstructure Units 1
 Total Length 61' 0"
 Under-clearance (ft) N/A
 Year Built 1906
 Built By Western Maryland
 Responsibility
 Ownership CSX Transportation
 Maintenance CSX Transportation
 R&L Code 0BAF45

Inspection Summary

No Inspection Information Found

Events

Options	Actions	Type	Description	Event Date	Created By	Created Date
---------	---------	------	-------------	------------	------------	--------------

Prefix Milepost Sequence

Detail

Quick Search

Snapshot



Location

Bridge Key 3008
 Prefix BAI
 Milepost 21.30
 Sequence 0
 Bridge Number 2130
 Crossing Midland
 Road
 Division C&O
 Subdivision GK - Georges Creek
 Branch
 Service Route Secondary (Red)
 State MD
 County Allegany
 Town Gilmore
 Timetable Direction South
 Milepost Direction Decreasing
 Bridge Status
 Status Rebuilt
 Inspection Status Current

Superstructure Types

1. Concrete Encased Deck Girder

Deck Types

1. Concrete Ballasted Deck

Movable Types

No movable structures on bridge

Structural Summary

Superstructure Units 2
 Total Length 14' 0"
 Under-clearance (ft) N/A
 Year Built 1906
 Built By Western Maryland
 Responsibility
 Ownership CSX Transportation
 Maintenance CSX Transportation
 R&L Code 0BAF45

Inspection Summary

No Inspection Information Found

Events

Options	Actions	Type	Description	Event Date	Created By	Created Date
---------	---------	------	-------------	------------	------------	--------------

Prefix Milepost Sequence

Detail

Quick Search

Snapshot



Location

Bridge Key

3009

Prefix

BAI

Milepost

21.60

Sequence

0

Bridge Number

2158

Crossing

Georges Creek

Road

Division

C&O

Subdivision

GK - Georges Creek

Branch

Service Route

Secondary (Red)

State

MD

County

Allegany

Town

Gilmore

Timetable Direction

South

Milepost Direction

Decreasing

Bridge Status

Status

Rebuilt

Inspection Status

Current

Superstructure Types

1.

Through Plate Girder

Deck Types

1.

Timber Open Deck

Movable Types

No movable structures on bridge

Structural Summary

Superstructure Units 1

Total Length 96' 0"

Under-clearance (ft) N/A

Year Built 1906

Built By Western Maryland

Responsibility

Ownership CSX Transportation

Maintenance CSX Transportation

R&L Code 0BAF45

Inspection Summary

No Inspection Information Found

Events

Actions

Type

Description

Event Date

Created By

Created Date

Prefix Milepost Sequence

Detail

Quick Search

Snapshot



Location

Bridge Key 3010
 Prefix BAI
 Milepost 22.50
 Sequence 0
 Bridge Number 2246
 Crossing Georges Creek
 Road
 Division C&O
 Subdivision GK - Georges Creek
 Branch
 Service Route Secondary (Red)
 State MD
 County Allegany
 Town Lonaconing
 Timetable Direction South
 Milepost Direction Decreasing
 Bridge Status
 Status Rebuilt
 Inspection Status Current

Superstructure Types

1. Through Plate Girder

Deck Types

1. Timber Open Deck

Movable Types

No movable structures on bridge

Structural Summary

Superstructure Units 1
 Total Length 83' 0"
 Under-clearance (ft) N/A
 Year Built 1906
 Built By Western Maryland
 Responsibility
 Ownership CSX Transportation
 Maintenance CSX Transportation
 R&L Code OBAF45

Inspection Summary

No Inspection Information Found

Events

Options	Actions	Type	Description	Event Date	Created By	Created Date
---------	---------	------	-------------	------------	------------	--------------

Prefix Milepost Sequence

Detail

Quick Search

Snapshot



Location

Bridge Key 3011
 Prefix BAI
 Milepost 22.60
 Sequence 0
 Bridge Number 2261
 Crossing Stream
 Road
 Division C&O
 Subdivision GK - Georges Creek
 Branch
 Service Route Secondary (Red)
 State MD
 County Allegany
 Town Lonaconing
 Timetable Direction South
 Milepost Direction Decreasing

Bridge Status

Status Rebuilt
 Inspection Status Current

Superstructure Types

1. Deck Beam

Deck Types

1. Timber Open Deck

Movable Types

No movable structures on bridge

Structural Summary

Superstructure Units 2
 Total Length 33' 0"
 Under-clearance (ft) N/A
 Year Built 1906
 Built By Western Maryland
 Responsibility
 Ownership CSX Transportation
 Maintenance CSX Transportation
 R&L Code 0BAF45

Inspection Summary

No Inspection Information Found

Events

Options	Actions	Type	Description	Event Date	Created By	Created Date
---------	---------	------	-------------	------------	------------	--------------

Prefix Milepost Sequence

Detail

Quick Search

Snapshot



Location

Bridge Key 3012
 Prefix BAI
 Milepost 23.10
 Sequence 0
 Bridge Number 2310
 Crossing Water Station Run
 Road
 Division C&O
 Subdivision GK - Georges Creek
 Branch
 Service Route Secondary (Red)
 State MD
 County Allegany
 Town Lonaconing
 Timetable Direction South
 Milepost Direction Decreasing
 Bridge Status
 Status Rebuilt
 Inspection Status Current

Superstructure Types

1. Concrete Encased Deck Girder

Deck Types

1. Concrete Ballasted Deck

Movable Types

No movable structures on bridge

Structural Summary

Superstructure Units 2
 Total Length 18' 0"
 Under-clearance (ft) N/A
 Year Built 1906
 Built By Western Maryland
 Responsibility
 Ownership CSX Transportation
 Maintenance CSX Transportation
 R&L Code 0BAF45

Inspection Summary

No Inspection Information Found

Events

Actions	Type	Description	Event Date	Created By	Created Date
---------	------	-------------	------------	------------	--------------

Prefix Milepost Sequence

Detail

Quick Search

Snapshot



Location

Bridge Key 3013

Prefix BAI

Milepost 24.00

Sequence 0

Bridge Number 2406

Crossing Georges Crk

Road

Division C&O

Subdivision GK - Georges Creek

Branch

Service Route Secondary (Red)

State MD

County Allegany

Town Lonaconing

Timetable Direction South

Milepost Direction Decreasing

Bridge Status

Status Rebuilt

Inspection Status Current

Superstructure Types

1. Through Plate Girder

Deck Types

1. Timber Open Deck

Movable Types

No movable structures on bridge

Structural Summary

Superstructure Units 2

Total Length 120' 0"

Under-clearance (ft) N/A

Year Built 1906

Built By Western Maryland

Responsibility

Ownership CSX Transportation

Maintenance CSX Transportation

R&L Code 0BAF45

Inspection Summary

No Inspection Information Found

Events

Actions	Type	Description	Event Date	Created By	Created Date
---------	------	-------------	------------	------------	--------------

Prefix Milepost Sequence

Detail

Quick Search

Snapshot



Location

Bridge Key 3014

Prefix BAI

Milepost 25.40

Sequence 0

Bridge Number 2540

Crossing Georges Crk

Road

Division C&O

Subdivision GK - Georges Creek

Branch

Service Route Secondary (Red)

State MD

County Allegany

Town Pekin

Timetable Direction South

Milepost Direction Decreasing

Bridge Status

Status Rebuilt

Inspection Status Current

Superstructure Types

1. Through Plate Girder

Deck Types

1. Timber Open Deck

Movable Types

No movable structures on bridge

Structural Summary

Superstructure Units 1

Total Length 99' 0"

Under-clearance (ft) N/A

Year Built 1902

Built By Western Maryland

Responsibility

Ownership CSX Transportation

Maintenance CSX Transportation

R&L Code 0BAF45

Inspection Summary

No Inspection Information Found

Events

Actions	Type	Description	Event Date	Created By	Created Date
---------	------	-------------	------------	------------	--------------

Prefix **BAI** Milepost **26.70** Sequence **0**   

Detail

Quick Search

Snapshot



Location
Bridge Key 3015
Prefix BAI
Milepost 26.70
Sequence 0
Bridge Number 2675
Crossing Georges Crk
Road
Division C&O
Subdivision GK - Georges Creek
Branch
Service Route Secondary (Red)
State MD
County Allegany
Town Barton
Timetable Direction South
Milepost Direction Decreasing

Bridge Status
Status Rebuilt
Inspection Status Current

Superstructure Types

1. Through Plate Girder

Deck Types

1. Timber Open Deck

Movable Types

No movable structures on bridge

Structural Summary

Superstructure Units 2
Total Length 140' 0"
Under-clearance (ft) N/A
Year Built 1902
Built By Western Maryland

Responsibility
Ownership CSX Transportation
Maintenance CSX Transportation
R&L Code 0BAF45

Inspection Summary

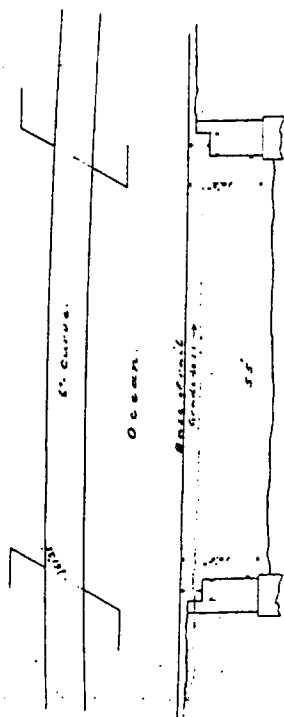
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Events

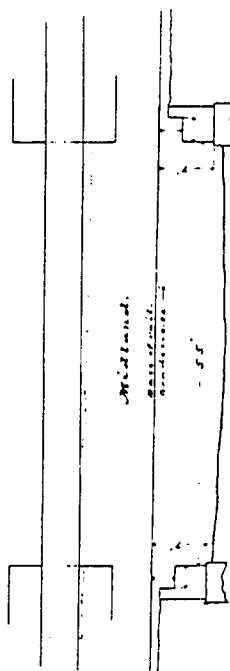
Options	Actions	Type	Description	Event Date	Created By	Created Date
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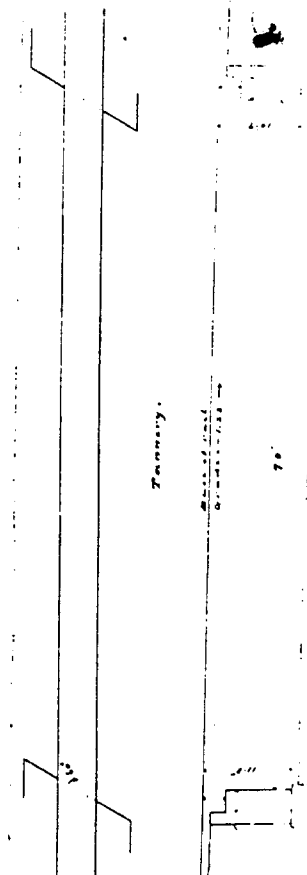
Bridge 2019



...Bridge 2064

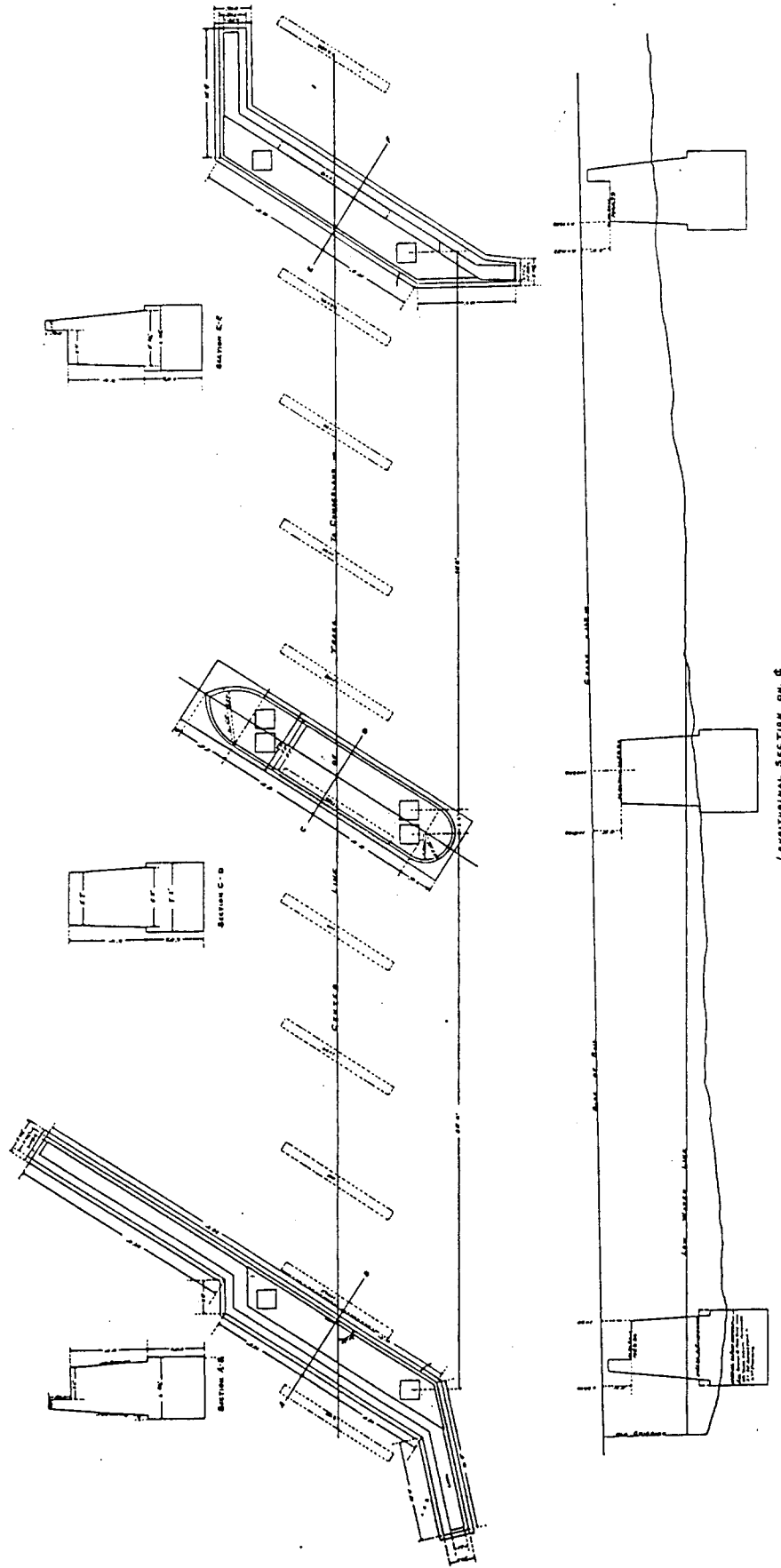


Bridge 2158



B0123552.CIT

Bridge 2406



Attachment 22

C & P R R CO.
PLAN OF MASONRY
BRIDGE AT DETMOLD
FOR
OPENING
REMARKS

1
B0123552

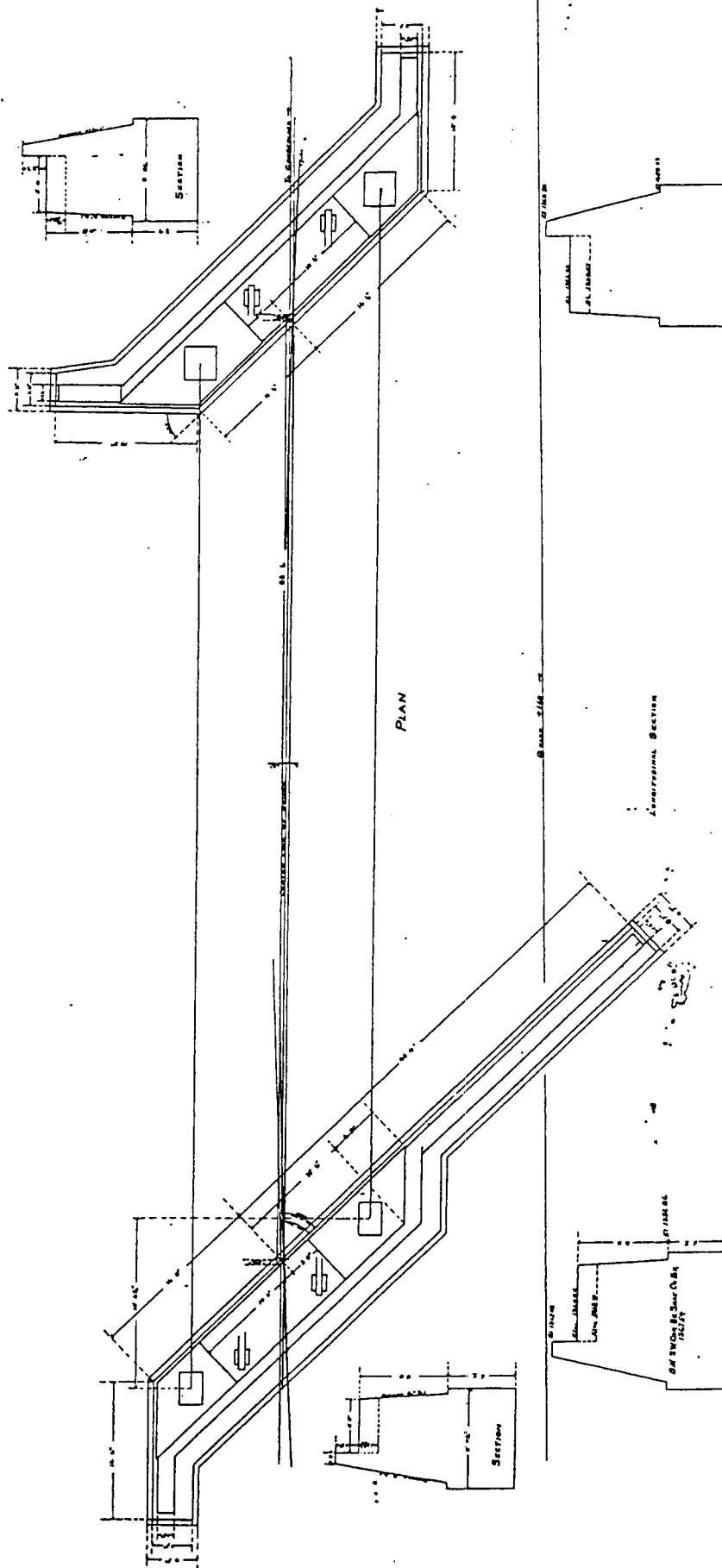
11574264

2406

B0123517.CIT

Bridge 2540

Attachment 23



SCAT. 110 8512351
C & P R R Co.
PLAN OF MASONRY
FOR
UPPER PART BRIDGE
Sheet No. 1

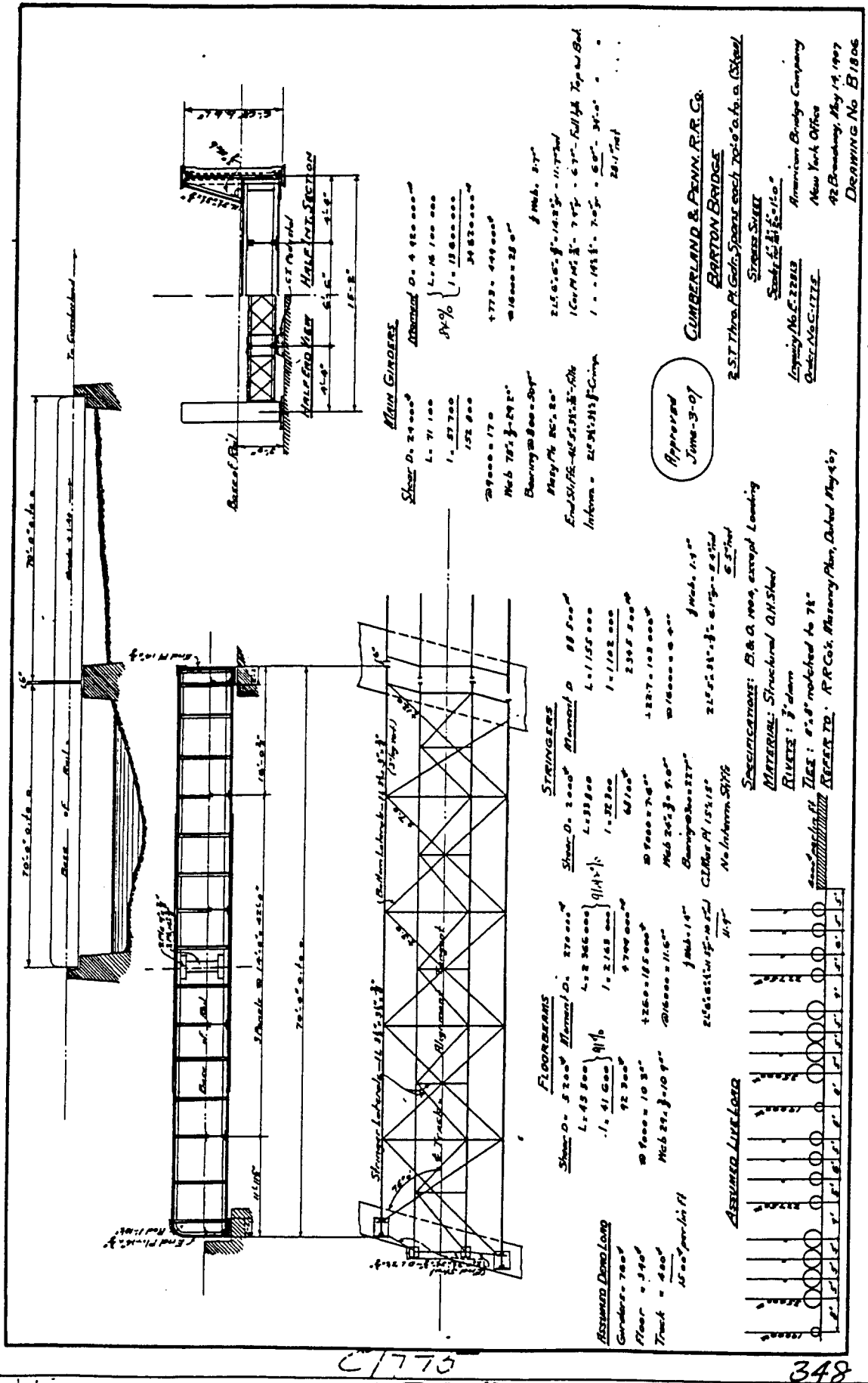
38 1/4 x 21 1/2

Attachment A 132-1

2540

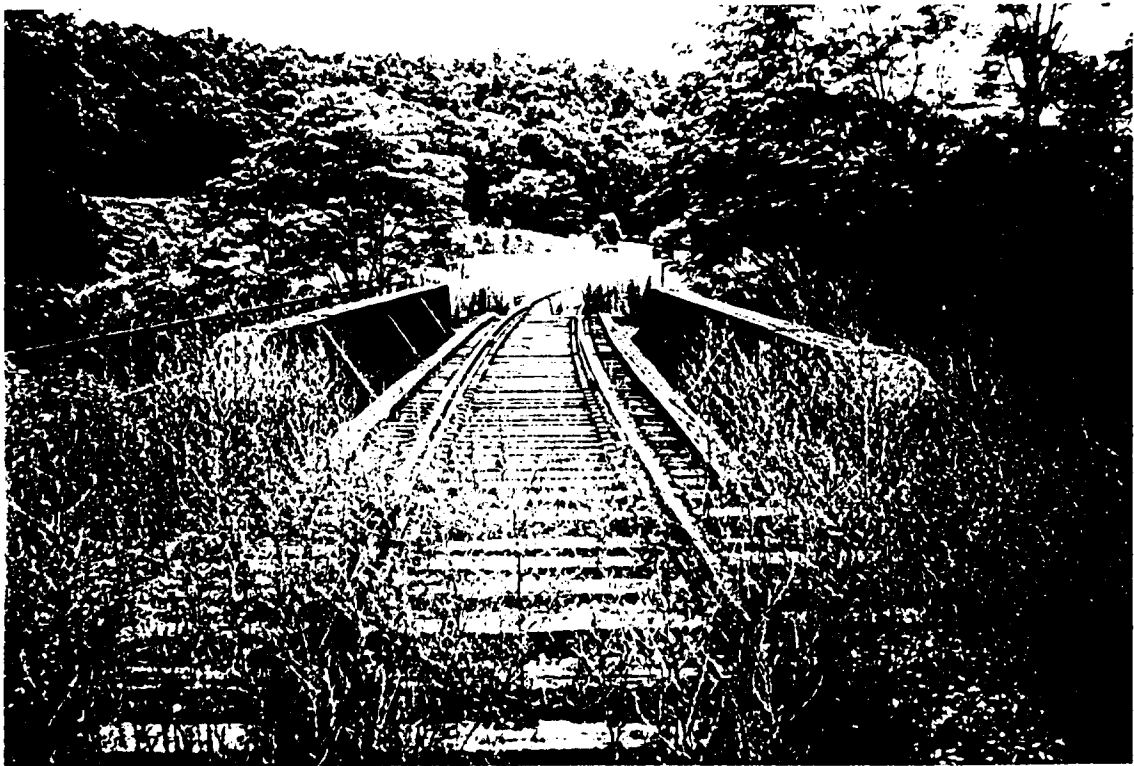
B0123471.CIT

Bridge 2675





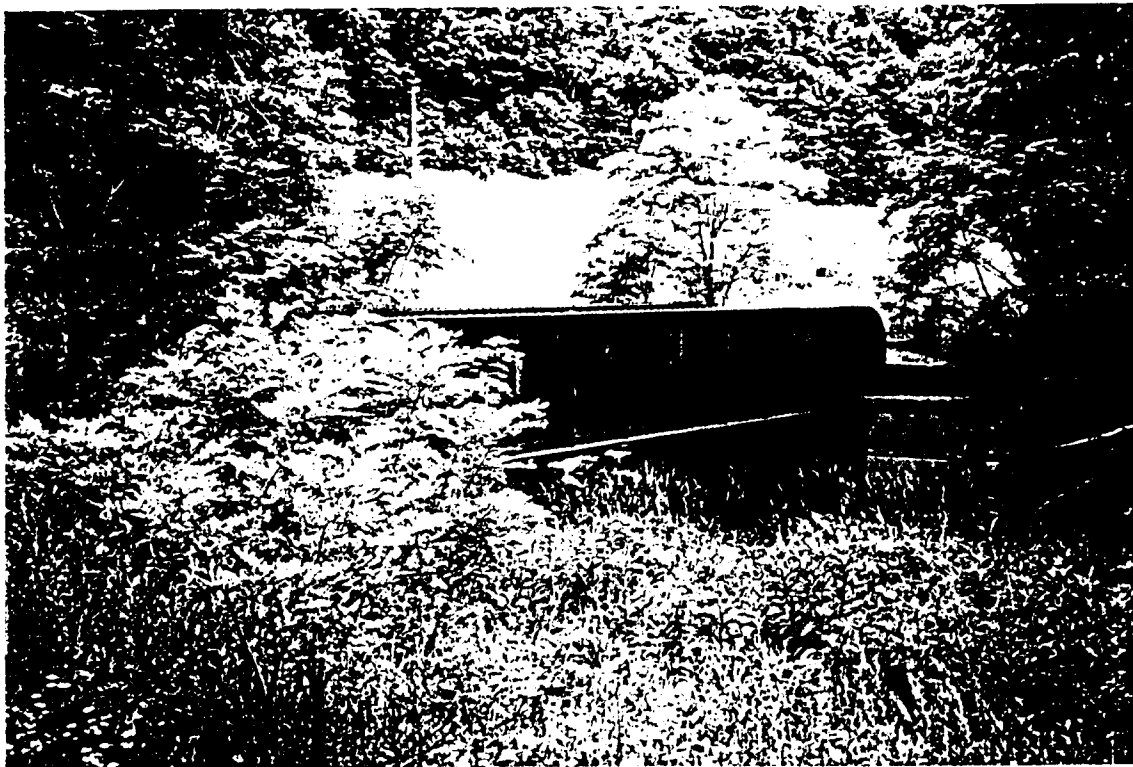
Bridge 2019
Looking West



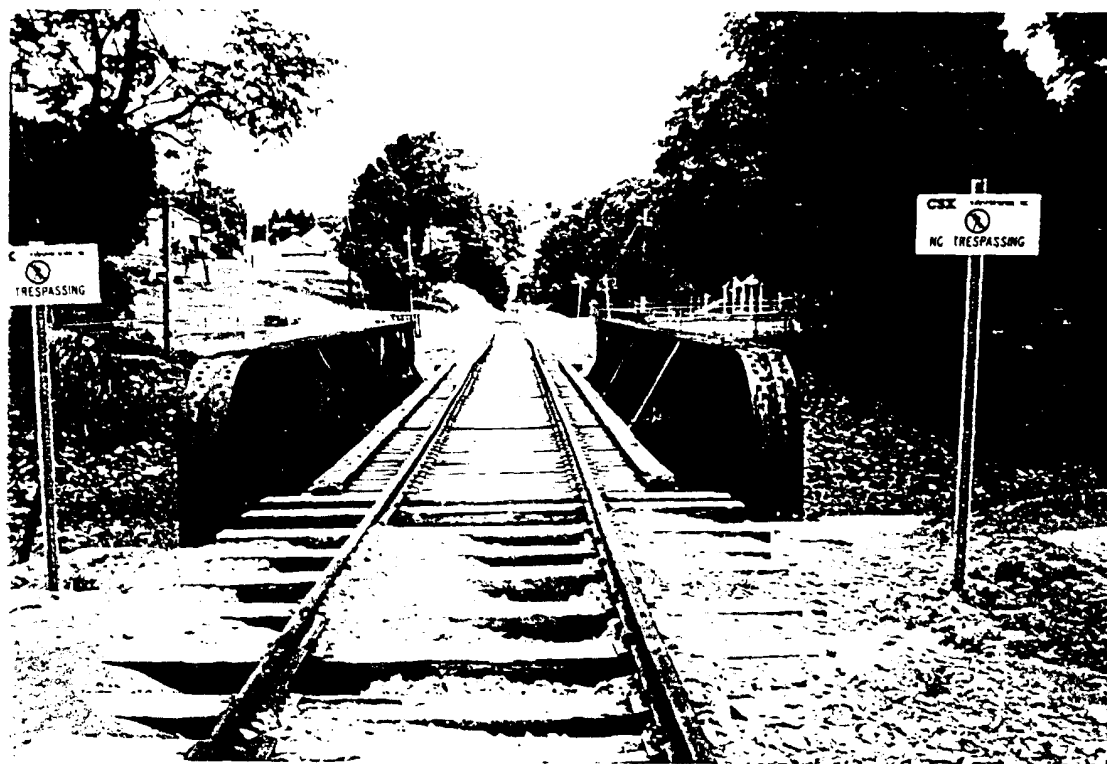
Bridge 2019
Looking East



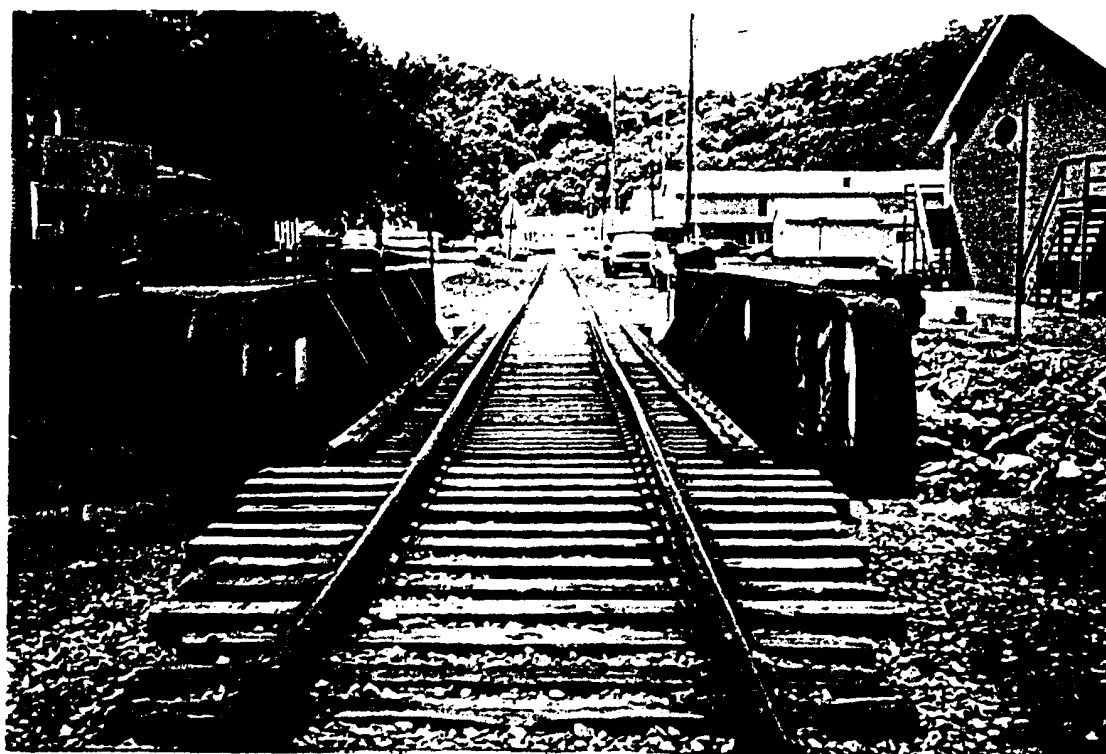
Bridge 2019
North Face



Bridge 2019
South Face



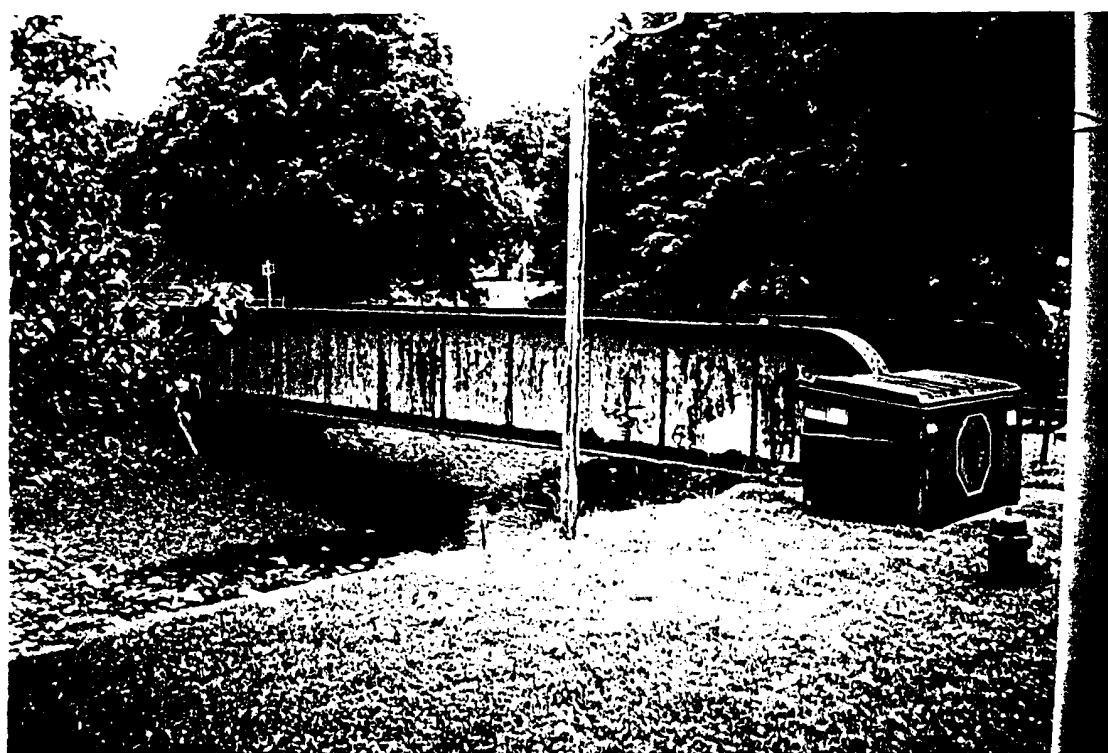
Bridge 2064
Looking West



Bridge 2064
Looking East



Bridge 2064
North Face



Bridge 2064
South Face



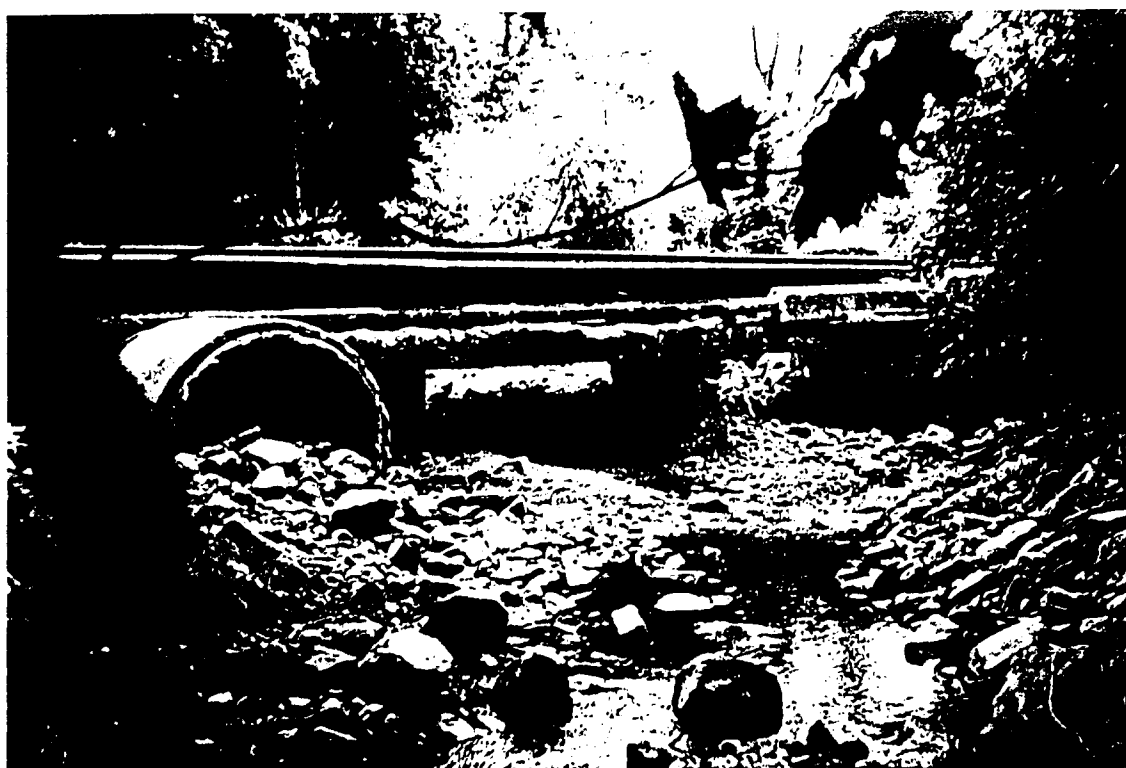
Bridge 2130
Looking West



Bridge 2130
Looking East



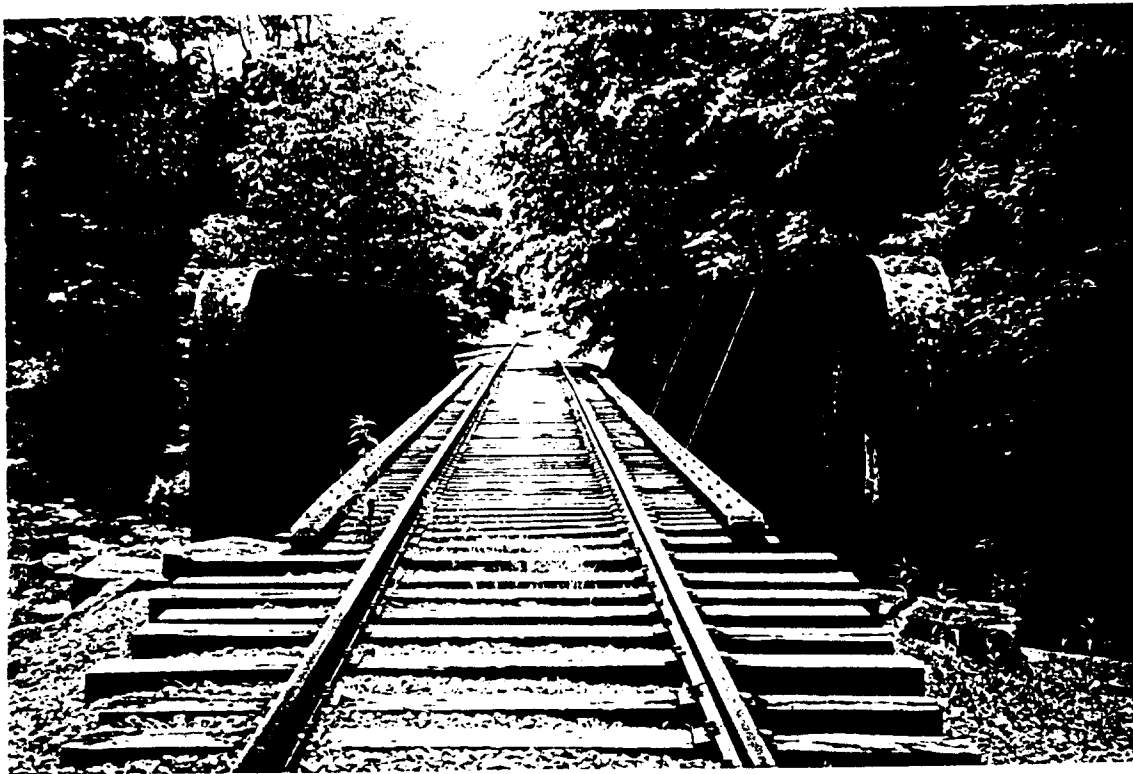
Bridge 2130
North Face



Bridge 2130
South Face



Bridge 2158
Looking West



Bridge 2158
Looking East



Bridge 2158
North Face



Bridge 2158
South Face



Bridge 2246
Looking West



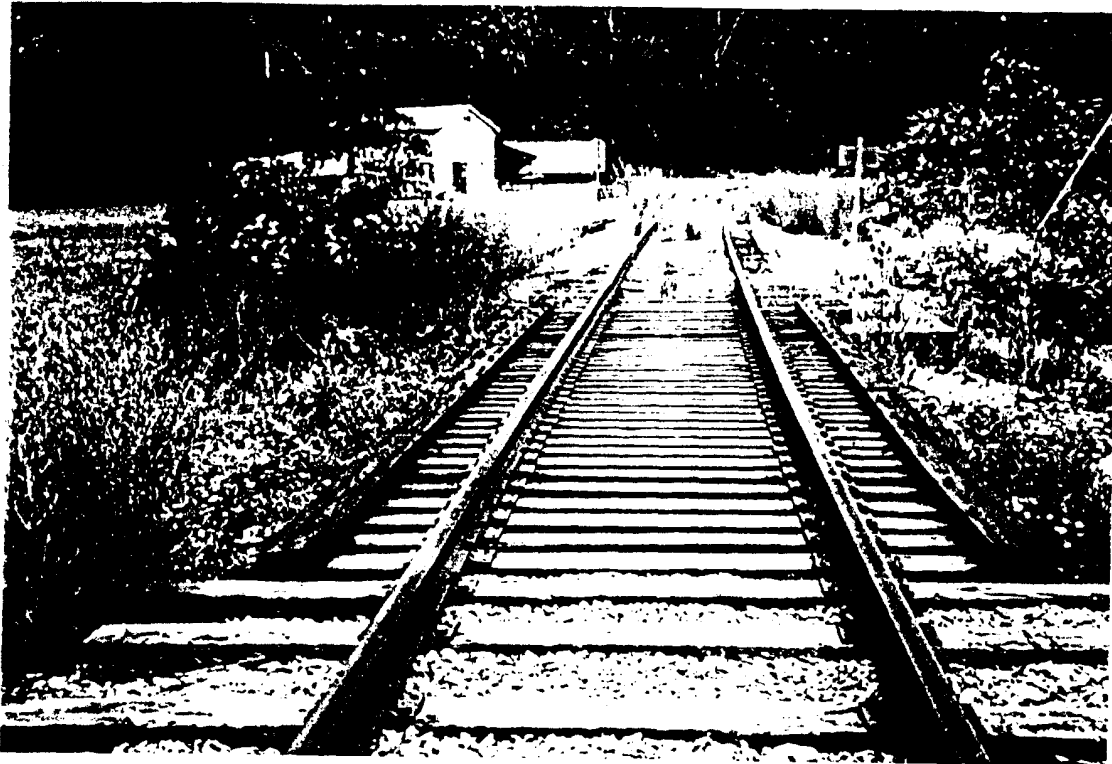
Bridge 2246
Looking East



Bridge 2246
North Face



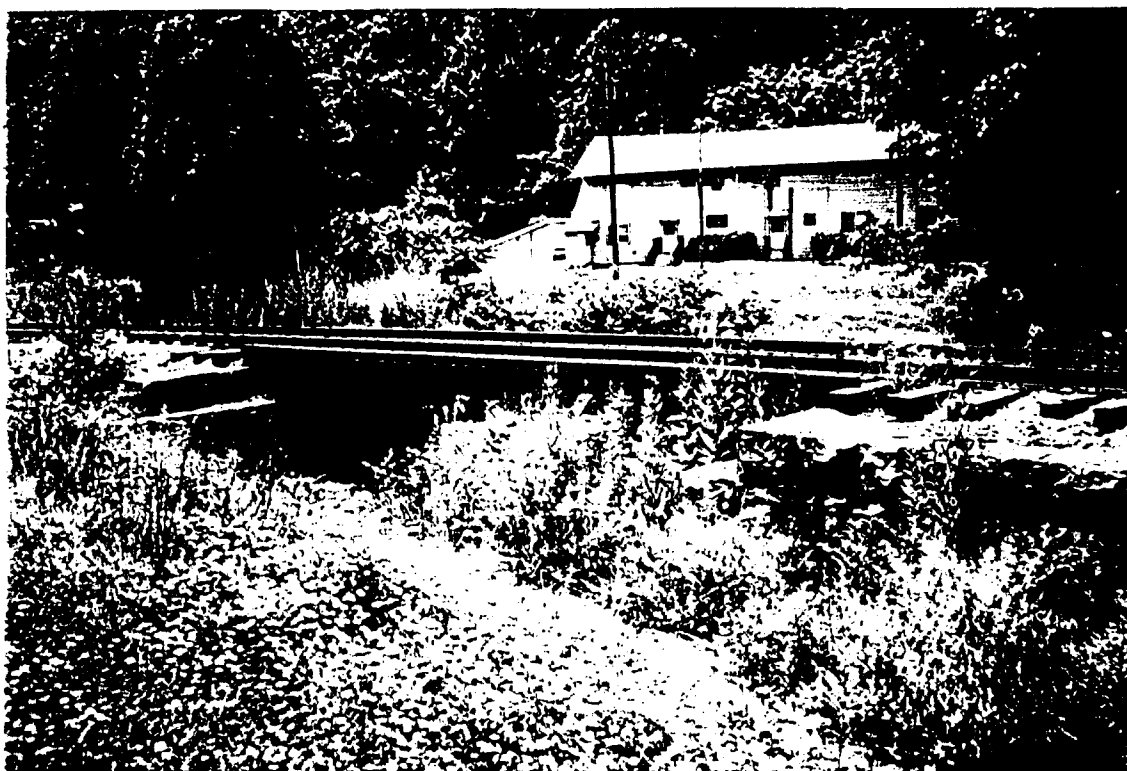
Bridge 2246
South Face



Bridge 2261
Looking West



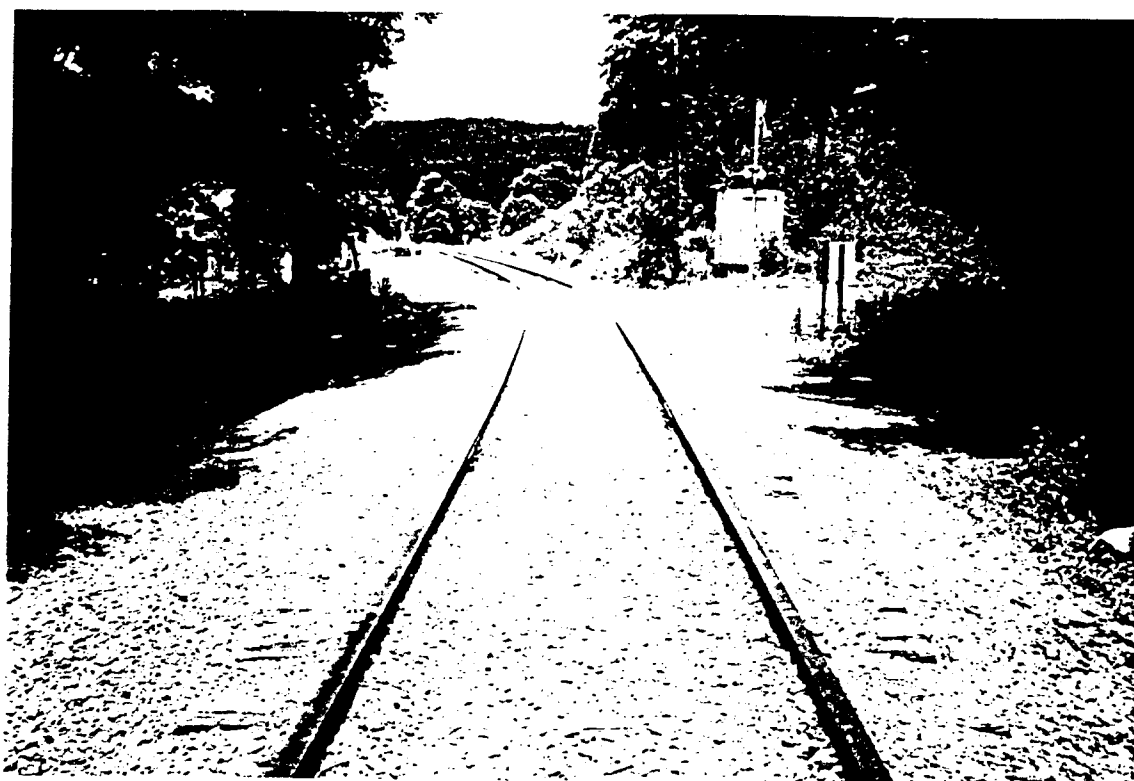
Bridge 2261
Looking East



Bridge 2261
North Face



Bridge 2261
South Face



Bridge 2310
Looking West



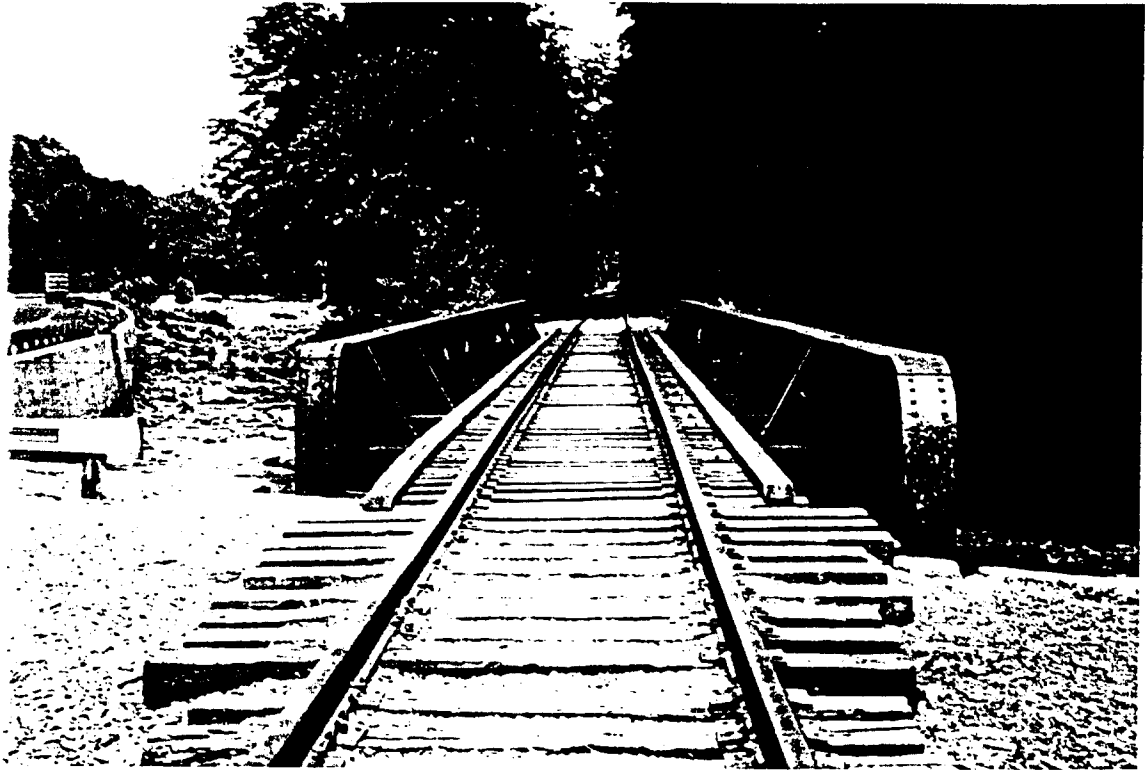
Bridge 2310
Looking East



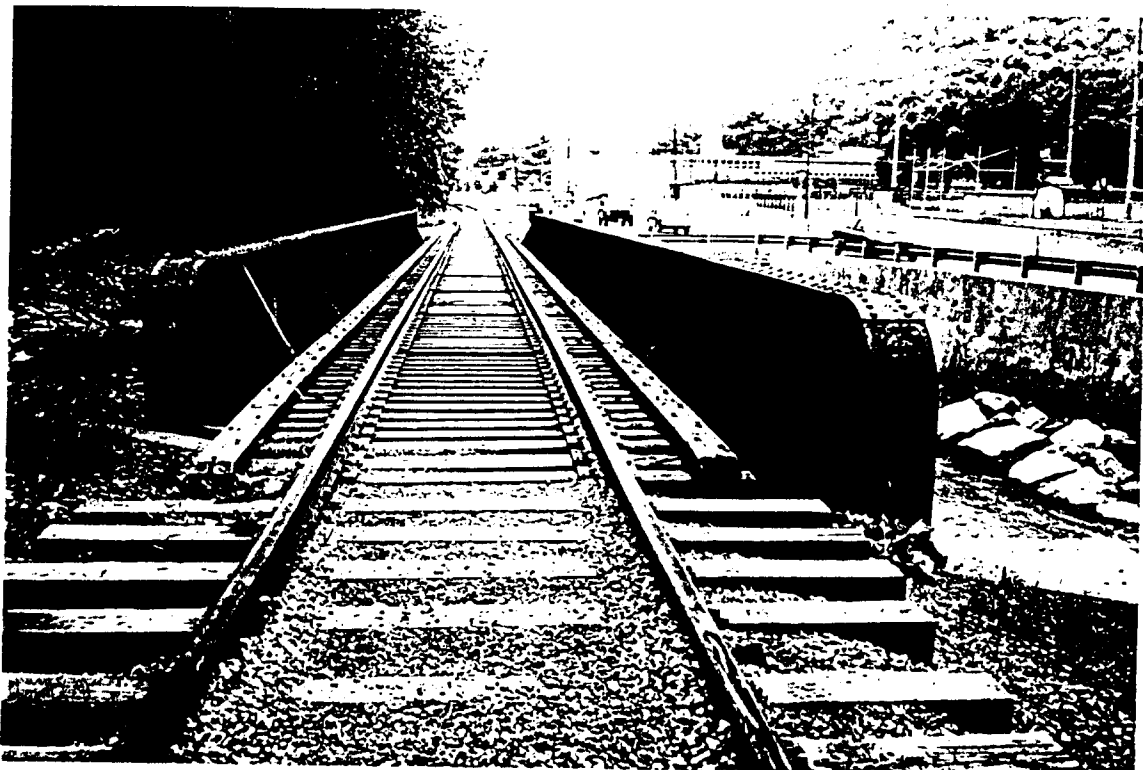
Bridge 2310
North Face



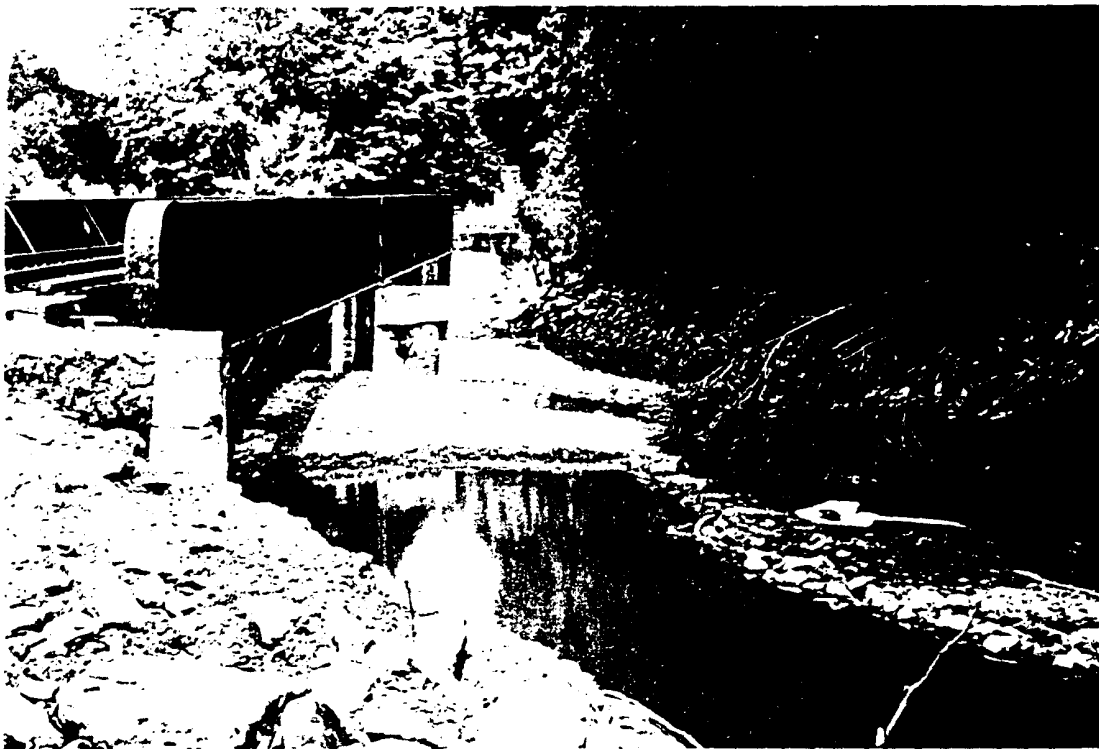
Bridge 2310
South Face



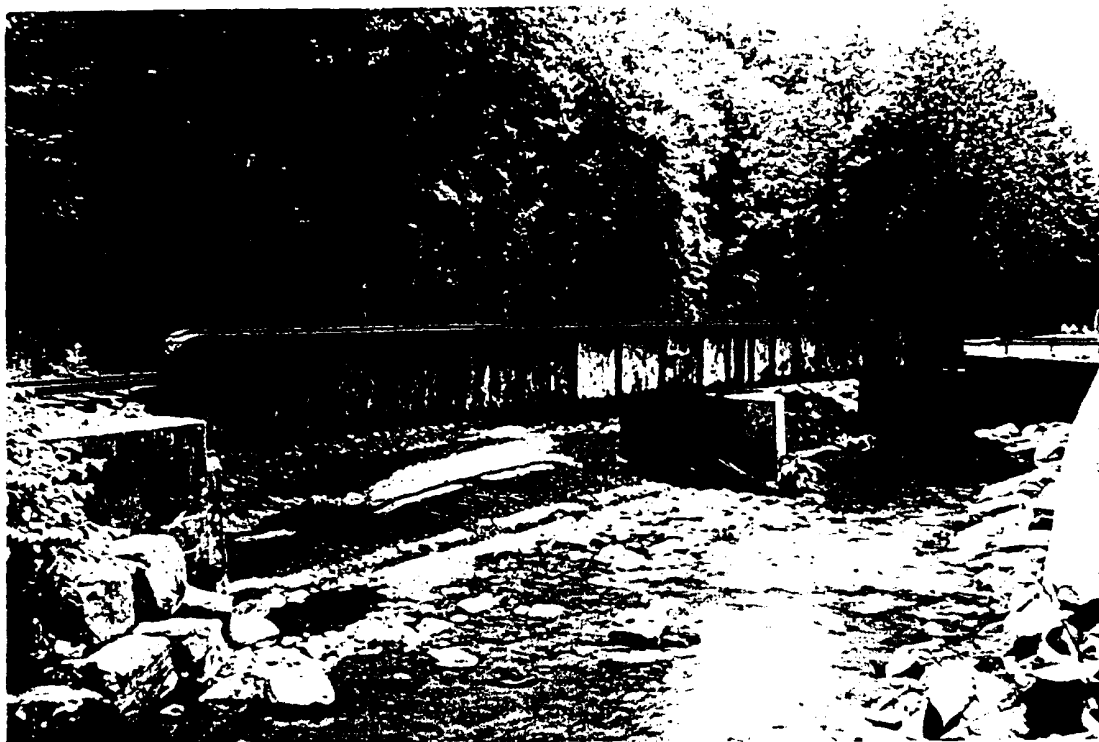
Bridge 2406
Looking West



Bridge 2406
Looking East



Bridge 2406
North Face



Bridge 2406
South Face



Bridge 2540
Looking West



Bridge 2540
Looking East



Bridge 2675
Looking West



Bridge 2675
Looking East



Bridge 2675
North Face



Bridge 2675
South Face