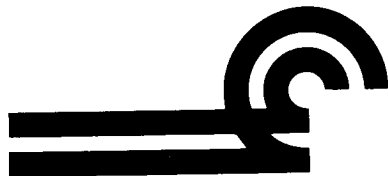


CONRAIL®



September 29, 2005

214786
FILED



Vernon A. Williams, Secretary
Surface Transportation Board
1925 K Street, NW
Room 700
Washington, DC 20423-0001

Re: STB No. AB 167 (Sub-No. 1186X)
Consolidated Rail Corporation -- Abandonment
Exemption -- in Cumberland County, New Jersey

Dear Mr. Williams:

Enclosed for filing with the Board are the original and ten copies of a Notice of Exemption in reference to the above-described abandonment, which are submitted pursuant to 49 C.F.R. §1152.50, together with the \$3,000 filing fee. Pursuant to 49 C.F.R. §1104.2, the original and all copies are paginated consecutively to assist with scanning. Because the textual submission is less than twenty pages in length, no electronic copies are included. *See* 49 C.F.R. §1104.3(b)(1).

Also enclosed is the requisite environmental and historic report in conformance with 49 C.F.R. §§1105.7 and 1105.8; copies of letters consulting governmental agencies and officials with regard to environmental and historical matters as specified in §§1105.7 and 1105.8; copies of the responses Conrail has received from those agencies; and copies of letters that were mailed pursuant to §§1152.50(d)(1) and 1105.7(b), (e)(1) giving advance notice of this filing as required by those sections.

Please time stamp the enclosed extra copy of this letter and return it to me in the enclosed self-addressed, stamped envelope.

Sincerely,

John K. Enright
Associate General Counsel
1000 Howard Boulevard, 4th Floor
Mt. Laurel, NJ 08054
(856) 231-7206

Enclosures

cc: All Parties on Attached Service List

ENTERED
Office of Proceedings
SEP 30 2005
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Public Record

SERVICE LIST

Vernon A. Williams, Secretary
Surface Transportation Board
1925 K Street, NW
Room 700
Washington, DC 20423-0001

Bradley M. Campbell, Commissioner
State Historic Preservation Office
NJ Department of Environmental Protection
401 East State Street, P.O. Box 404
Trenton, NJ 08625-0404

Ruth Ehringer, Program Manager
NJ Dept. of Environmental Protection
Office of Coastal Planning & Program Coordination
401 East State Street, P.O. Box 418
Trenton, NJ 08625-0418

Kenneth C. Koschek
NJ Department of Environmental Protection
Office of Permit Coordination & Environmental Review
P.O. Box 418
Trenton, NJ 08625-0418

Bruce T. Peterson, Director
Cumberland County Board of Freeholders
790 E. Commerce Street
Bridgeton, NJ 08302

The District Engineer
U.S. Army Engineer District, New York
Jacob K. Javits Federal Building
26 Federal Plaza, Room 2109
New York, NY 10278-0090

U.S. Fish & Wildlife Service
Ecological Services
New Jersey Field Office
927 North Main Street, Building D
Pleasantville, NJ 08232

U.S. Environmental Protection Agency
290 Broadway
New York, NY 10007-1866

Richard Snay, Chief
Spatial Reference System Division
National Geodetic Survey
1315 East-West Highway
Silver Spring, MD 20910-3282

U.S. Department of the Interior
National Park Service
Chief, Recreation Resources Assistance Division
1849 C Street, NW - Room 3606
Washington, DC 20240

Stephen L. Kehs, Director
Cumberland County Department
of Planning and Development
800 E. Commerce Street
Bridgeton, NJ 08302

State Conservationist
Natural Resources Conservation Service
220 Davidson Avenue, 4th Floor
Somerset, NJ 08873-4115

Bradley M. Campbell, Commissioner
NJ Department of Environmental Protection
401 East State Street
P.O. Box 402
Trenton, NJ 08625-0402

New Jersey State Clearinghouse
State Review Process
Office of the Governor
P.O. Box 001
Trenton, NJ 08625-0001

Bob Korpanty
Department of Defense
720 Thimble Shoals Boulevard
Suite 130
Newport News, VA 23606-2574

U.S. Department of the Interior
National Park Service
Chief, Land Resources Division
1849 C Street, NW - 7th Floor
Washington, DC 20240

Dale Bosworth, Chief
USDA Forest Service
Sidney R. Yates Federal Building
4NW Yates
201 14th Street, SW
Washington, DC 20250

James P. Fox, Commissioner
New Jersey Department of Transportation
1035 Parkway Avenue
CN-600
Trenton, NJ 08625

Edwin Muniz
Natural Resources Conservation Service
854 S. White Horse Pike – Suite 3
Hammonton, NJ 08037

Robert N. Cubberly, Environmental Scientist
NJ Department of Environmental Protection
Land Use Regulation Program
P.O. Box 439
Trenton, NJ 08625-0439

D. C. Agrawal, Assistant Executive Director
Corporate Strategy, Policy, and Contracts
NJ TRANSIT
One Penn Plaza East
Newark, NJ 07105-2246

214786

BEFORE THE
SURFACE TRANSPORTATION BOARD
WASHINGTON, D.C. 20423

ENTERED
Office of Proceedings

SEP 30 2005

Part of
Public Record

STB NO. AB 167 (SUB-NO. 1186X)

CONSOLIDATED RAIL CORPORATION – ABANDONMENT
EXEMPTION – IN CUMBERLAND COUNTY, NEW JERSEY

NOTICE OF EXEMPTION

FILED

SEP 30 2005

THOMAS J. HARRIS
CLERK

1. Consolidated Rail Corporation (“Conrail”) hereby files its verified notice of exemption pursuant to 49 C.F.R. 1152.50 to abandon the line of railroad described below. A map showing the location of the line and more specifically describing the portion to be abandoned is attached hereto as Exhibit A.

Name: Clayville Industrial Track

Location: Cumberland County, New Jersey

Description of Track: A portion of the Clayville Industrail Track between railroad milepost 0.0± and railroad milepost 1.0± in the City of Vineland, Cumberland County, New Jersey, which traverses United States Postal Service Zip Code 08360

Length of Track: 1.0 miles±

2. Conrail certifies that (a) no local or overhead traffic has moved over the line for at least two years, and (b) 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 Board or any United Sates District Court or has been decided in favor of a complainant within the last two years.

3. The proposed consummation date of the abandonment is November 30, 2005.

4. The exact name of the applicant is Consolidated Rail Corporation
5. Conrail is a common carrier by railroad subject to Subtitle IV, Part A, of Title 49, United States Code, and is not a part of any other railroad system.
6. The relief Conrail seeks is abandonment of the above-described line.
7. Applicant's representative to whom correspondence relating to this matter should be addressed is John K. Enright, Associate General Counsel, Consolidated Rail Corporation, 1000 Howard Boulevard, 4th Floor, Mt. Laurel, NJ 08054, Telephone (856) 231-7206.
8. Conrail is aware of no alternative public purpose for which the property is suitable.
9. Conrail acknowledges that the Board must require provisions for protection of the interests of employees as a condition of any abandonment and that it may not in the exercise of its exemption authority relieve a rail carrier from an obligation to protect the interests of employees. See 49 U.S.C. 10903(b)(2) and 10502(g), as amended. Conrail believes that the appropriate level of labor protection to be imposed is that contained in the conditions set forth in Oregon Short Line Railroad Company – Abandonment – Goshen, 360 I.C.C. 91 (1979).
10. Attached hereto as Exhibit B is an Environmental and Historic Report in conformance with 49 C.F.R. 1105.7 and 1105.8.
11. The undersigned counsel for Conrail certifies that (a) the notice requirements of 49 C.F.R. 1152.50(d)(1) have been complied with by the sending on August 29, 2005, of letters to the agencies and entities specified in 49 C.F.R. 1152.50(d)(1) (copies of which are attached hereto); (b) the requirements of 49 C.F.R.

1105.7(b) and 49 C.F.R. 1105.11 have been fulfilled by the sending on July 28, 2005 of letters to the specified governmental agencies (copies of which are attached hereto), and the sending on August 29, 2005 of copies of the Environmental and Historic Report containing the information required in 49 C.F.R. 1105.7(e)(1) to the specified governmental agencies; (c) the requirements of 49 C.F.R. 1105.8(c) have been met by the sending on August 29, 2005 of a copy of the Environmental and Historic Report to the New Jersey State Historic Preservation Office; and (d) the requirements of 49 C.F.R. 1105.12 have been fulfilled by the publishing of a notice on September 1, 2005 in the Press of Atlantic City, a newspaper of general circulation in Cumberland County, New Jersey. An Affidavit of Publication and a copy of the text of this notice is attached hereto as Exhibit C.

A handwritten signature in black ink, appearing to read "John K. Enright", is written over a horizontal line.

JOHN K. ENRIGHT

Associate General Counsel
Consolidated Rail Corporation
1000 Howard Boulevard – 4th Floor
Mt. Laurel, NJ 08054
(856) 231-7206

Attorney for Consolidated Rail Corporation

DATE: September 29, 2005

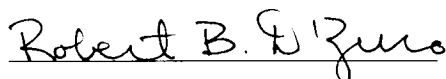
VERIFICATION

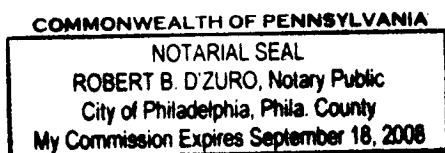
COMMONWEALTH OF PENNSYLVANIA :
: SS
COUNTY OF PHILADELPHIA :

Jonathan M. Broder, being duly sworn, makes oath and says that he is Vice President – General Counsel and Corporate Secretary of Consolidated Rail Corporation, that he has been authorized by proper corporate action of Consolidated Rail Corporation to verify and file with the Surface Transportation Board the foregoing Notice of Exemption; that he has general knowledge of the facts and matters relied upon in such Notice; and that all representations set forth therein are true and correct to the best of his knowledge, information and belief.

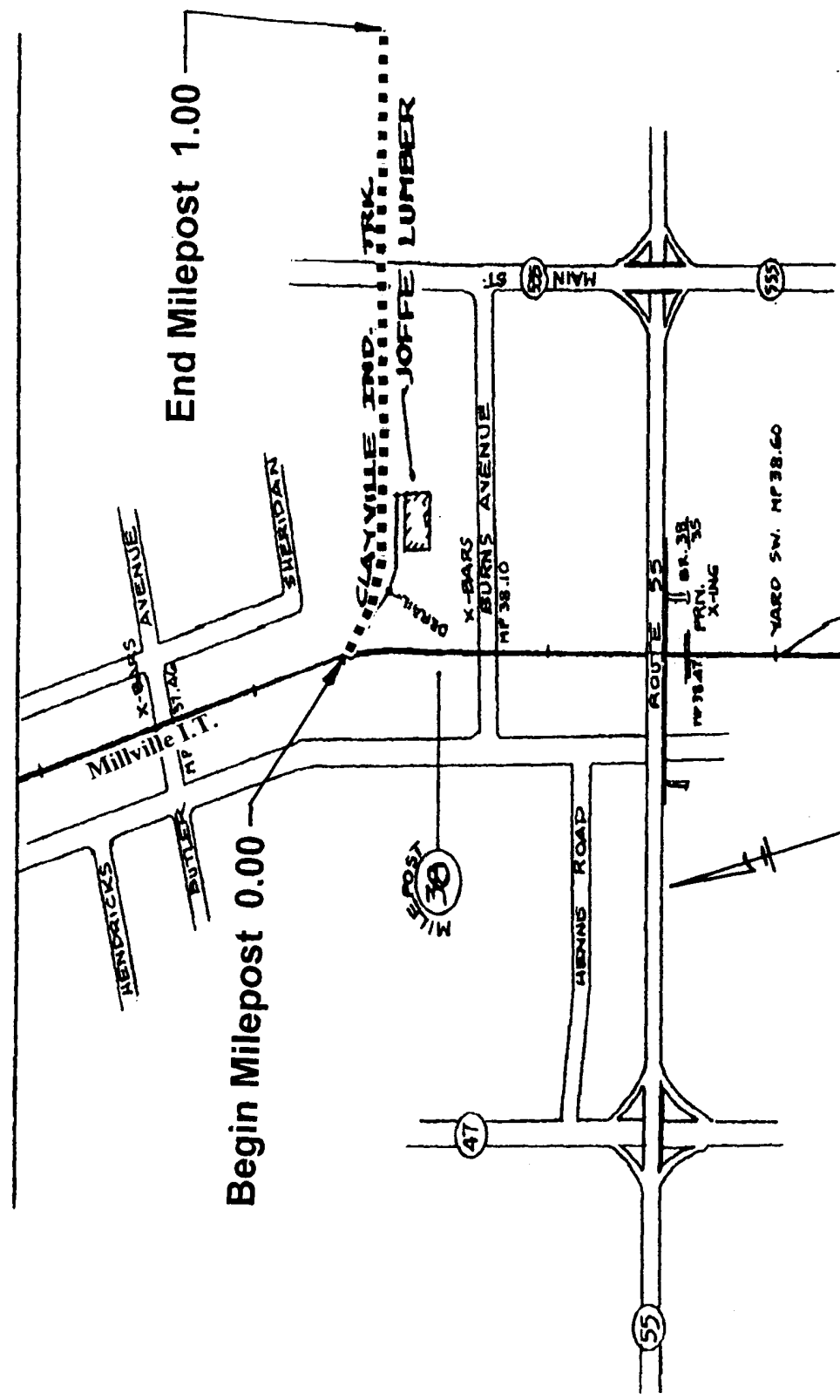

JONATHAN M. BRODER

Sworn To and Subscribed
Before Me This 28th Day
Of September, 2005


Notary Public



Clayville Industrial Track



ANTICIPATED LINE ABANDONMENT

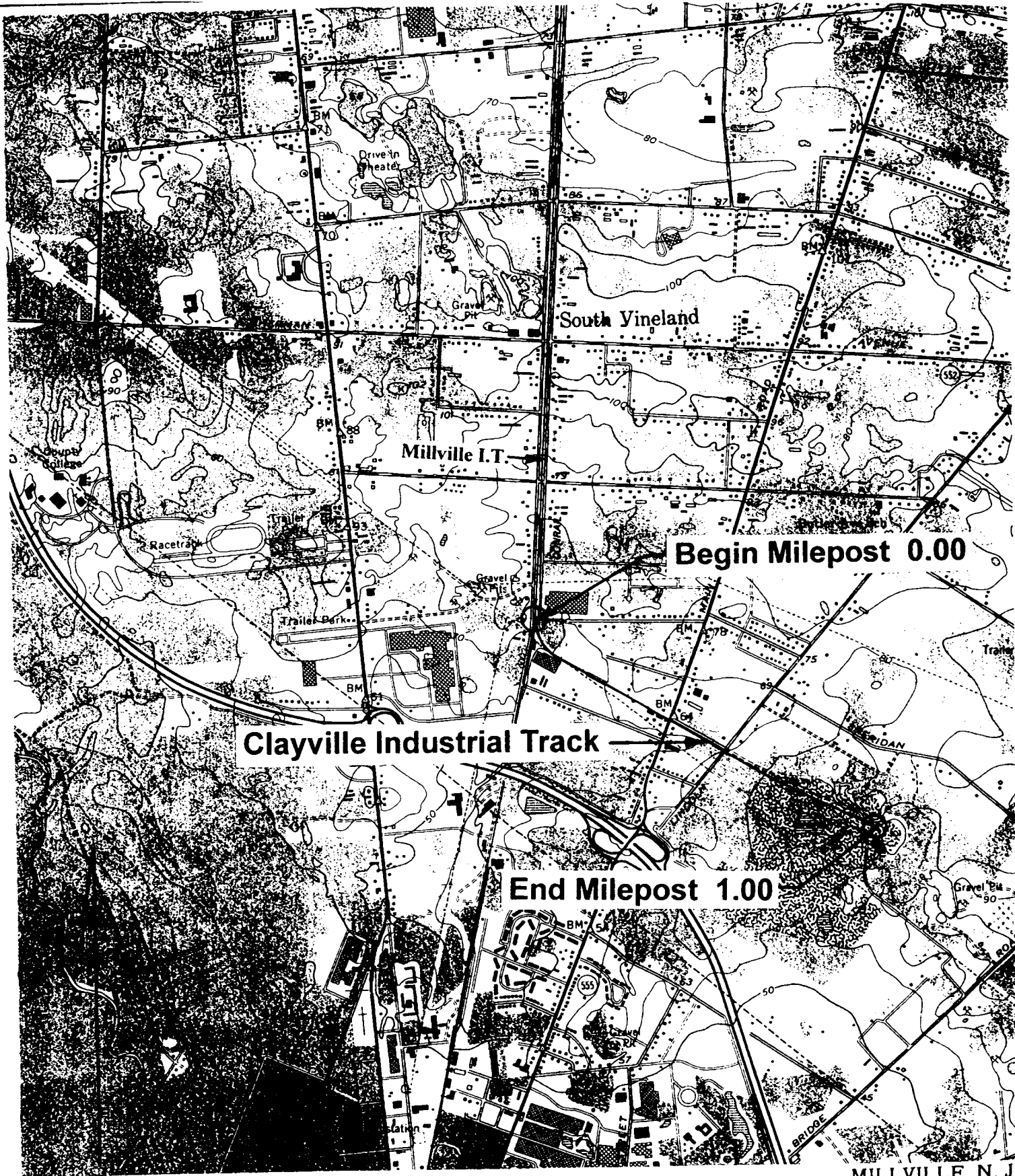
CLAYVILLE INDUSTRIAL TRACK

..... ANTICIPATED ABANDONMENT

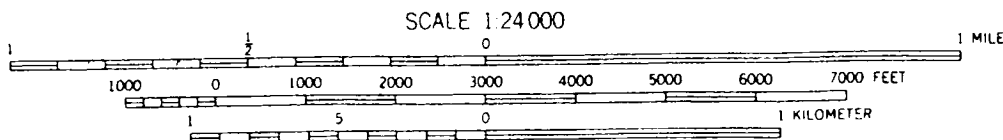
———— CONRAIL LINES

NOT TO SCALE

EXHIBIT "A"
1 of 2



MILLVILLE, N. J.
39075-D1-TF-024



CONTOUR INTERVAL 10 FEET
NATIONAL GEODETIC VERTICAL DATUM OF 1929

1953
PHOTOREVISED 1986
DMA 5982 I NE - SERIES V82

EXHIBIT "A"
2 of 2

BEFORE THE
SURFACE TRANSPORTATION BOARD
WASHINGTON, D.C. 20423

STB NO. AB 167 (SUB-NO. 1186X)

CONSOLIDATED RAIL CORPORATION – ABANDONMENT EXEMPTION – IN
CUMBERLAND COUNTY, NEW JERSEY

NOTICE OF EXEMPTION

ENVIRONMENTAL AND HISTORIC REPORT

Consolidated Rail Corporation (“Conrail”) submits this Environmental and Historic Report in accordance with 49 C.F.R. §§ 1105.7 & 1105.8. Conrail has fulfilled the requirements of sections 1105.7 and 1105.8 that it consult specified public agencies by sending letters to such agencies and requesting comments on the effect of this action on the environment and on matters of historic preservation concern. Copies of the letters and all responses Conrail has received to date are attached to this Report. Any responses received in the future will be promptly furnished to the Board.

ENVIRONMENTAL

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.

1. The proposed action is abandonment of a portion of a line of railroad known as the Clayville Industrial Track, from approximately milepost 0.0± to approximately milepost 1.0±, in the city of Vineland, Cumberland County, New Jersey, traversing United States Postal Service Zip Code 08360 (the "Line"). Conrail expects to file a Notice of Exemption to abandon this line on or about September 29, 2005. As the subject line has been out of service for more than two years, no commodities are transported on the line and no changes in current operations or maintenance practices will result from the proposed action. Conrail has no plans to dispose of the structures on the line; track, track material, and crossties are planned for removal. The only reasonable alternative is that of no action. A detailed map is attached to the Notice of Exemption as Exhibit "A".

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.

2. The subject line is out of service and is used for no freight or passenger service. Consequently, the proposed abandonment will have no effect upon regional or local transportation systems and patterns and will cause no diversion of passengers or freight to other transportation systems or modes.

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 the existing land use plans. Describe any inconsistencies. (ii) Based on consultation with the U.S. Soil Conservation Service,

state the effect of the proposed action on any prime agricultural land. (iii) If the action affects land or water uses within a designated coastal zone, include the coastal zone information required by § 1105.9. (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. 10905 and explain why.

3. (i) Conrail is aware of no inconsistencies of the proposed action with existing land use plans. The Director of the Cumberland County Board of Freeholders and the Cumberland County Department of Planning and Development have been consulted in this regard. Conrail wrote to these agencies on July 28, 2005 to request that they comment on the proposed abandonment. Upon receipt of any response, Conrail will forward same to the Board. The National Geodetic Survey has also been consulted in this regard. In its response dated August 4, 2005, this agency stated “no geodetic markers have been identified that may be affected by the proposed abandonment.” The New Jersey State Clearinghouse forwarded the proposed action to NJ TRANSIT for response and in its September 14, 2005 response NJ TRANSIT stated it “does not have any issues” with the proposed abandonment and that “[t]his segment does not connect with any of NJ TRANSIT’s rail lines.”

(ii) The United States Soil Conservation Service, now renamed the Natural Resources Conservation Service (“NRCS”), has been consulted in this regard. In its response dated August 2, 2005, this agency stated the “removal of the rail, track material, and crossties will not present a negative effect in the prime farmland of the surrounding area.”

(iii) The New Jersey Department of Environmental Protection (“NJDEP”) - Office of Permit Coordination and Environmental Review, has been consulted in this regard. Conrail wrote to this agency on July 28, 2005 to request that it comment on the proposed abandonment. Upon receipt of any response, Conrail will forward same to the Board. The NJDEP – Office of Coastal Planning and Program Coordination, has also been consulted in this regard. In its response dated August 15, 2005, this agency stated “the New Jersey Coastal Management Program has determined that the proposed rail line to be abandoned is approximately 1300 feet outside of New Jersey’s coastal zone. Further the application to the Surface Transportation Board for the

abandonment of a rail line is not a listed activity. Therefore, a Federal Consistency Determination is not required.”

(iv) Conrail is not aware of an alternative public use under 49 U.S.C. 10905 for which the right-of-way is suitable.

4. Energy. (i) Describe the effect of the proposed action on transportation of energy resources. (ii) Describe the effect of the proposed action on recyclable commodities. (iii) State whether the proposed action will result in an increase or decrease in overall energy efficiency and explain why. (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.

4. Because the subject line is out of service and has handled no local or overhead traffic during the last two years, the proposed abandonment will not affect transportation of energy resources or recyclable commodities, will not result in an increase or decrease in overall energy efficiency, and will cause no traffic diversion from rail to motor carriage.

5. Air. (i) If the proposed action will result in either: (A) An increase in rail traffic of at least 100 percent (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 percent (measured by carload activity), or (C) An average increase in truck traffic of more than 10 percent of the average daily traffic or 50 vehicles a day on any affected road segment, quantify the anticipated effect on air emissions. For a proposal under 49 U.S.C. 10901 (or 10505) to construct a new line or reinstitute service over a previously abandoned line, only the eight train a day provision in subsection (5) (i)(A) will apply. (ii) If the proposed action affects a class I or non-attainment area under the Clean Air Act, and will result in either: (A) An increase in rail traffic of at least 50 percent (measured in gross ton miles annually) or an increase of at least three trains a day on any segment of rail line, (B) An increase in rail yard activity of at least 20 percent (measured by carload activity), or (C) An average increase in truck traffic of more than 10 percent of the average daily traffic or 50 vehicles a day on any given road segment, then state whether any expected increased emissions are within the parameters established by the State Implementation Plan. (iii) If transportation of ozone depleting material is contemplated, identify the materials and quantity, the frequency of service, safety practices, the applicant's safety record 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.

5. Because the subject line is out of service and has handled no traffic within the past two years, the proposed abandonment will cause no increase or decrease in rail or motor carrier traffic and will have no impact upon air quality. The proposed action will not affect the transportation of ozone depleting material.

6. Noise. If any of the thresholds identified in Item (5) are surpassed, will the proposed action 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 affected area, and quantify the noise increase for these receptors if the thresholds are surpassed.

6. Inapplicable because none of the thresholds identified in Item (5) is surpassed.

7. Safety. (i) Describe any effects of the proposed action on public health and safety (including vehicle delay time at railroad grade 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. (iii) If there are any known hazardous waste site or sites where there have been known hazardous materials spills on the right-of-way, identify the location of those sites and the types of hazardous materials involved.

7. (i) Because the subject line is out of service and has handled no traffic within the past two years, public health and safety will not be affected by the proposed action.

(ii) No hazardous materials will be transported as a result of the proposed abandonment.

(iii) Conrail is aware of no hazardous waste sites or hazardous materials spills on the right-of-way.

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

8. (i) Conrail is aware of no endangered species or area designated as a critical habitat likely to be adversely affected by the proposed abandonment. The United States Fish and Wildlife Service has been consulted in this regard. In its response dated August 1, 2005, this agency stated “[e]xcept for an occasional transient bald eagle (*Haliaeetus leucocephalus*), no other federally listed or proposed endangered or threatened flora or fauna under Service jurisdiction are known to occur within the vicinity of the proposed project site. Therefore, no further consultation pursuant to Section 7 of the Endangered Species Act is required by the Service.” The National Park Service has also been consulted in this regard. Conrail wrote to this agency on July 28, 2005, to request that it comment on the proposed abandonment. Any comment received from the Park Service will be promptly forwarded to the Board.

(ii) Conrail is aware of no wildlife sanctuary or refuge or National or State park or forest likely to be adversely affected by the proposed abandonment. The United States Fish and Wildlife Service, in its response of August 1, 2005, identified no such areas within the vicinity of the line. The National Park Service has also been consulted in this regard. Conrail wrote to this agency on July 28, 2005, to request that it comment on the proposed abandonment. Upon receipt of any response, Conrail will forward same to the Board.

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 (usually applicable only in the context of rail line construction application and abandonments that will require in-stream salvage operations), and describe any inconsistencies. (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 and whether any designated wetlands or 100-year flood plains will be affected, and describe any effects. (iii) State whether permits under section 402 of the Clean Water Act (33 U.S.C. 1342) are required for the proposed action.

9. (i) No in-stream salvage operations will be required, and Conrail is aware of no inconsistency of the proposed action with applicable federal, state, and local water quality standards. The New Jersey Department of Environmental Protection ("NJDEP") has been consulted in this regard. In his response dated August 22, 2005, Robert N. Cubberly of the NJDEP – Land Use Regulation Program stated a "Waterfront Development Permit will not be required...a Coastal Wetlands Permit is not required as the project is not within the regulatory area of the Act...a CAFRA [Coastal Area Facility Review Act] permit will not be required as the project is not within the regulatory area of the Act... [and] the Flood Hazard Control Act (N.J.S.A. 58:16A et seq.) is not applicable to the proposed development." Mr. Cubberly further stated that "[b]ased on my August 19, 2005 site inspection, the Freshwater Wetlands Protection Act is not applicable to the proposed abandonment of the Clayville Industrial Track."

(ii) The proposed abandonment contemplates only removal of the rail, track material, and cross ties, and no clearing, grading, or alteration of the topography will result from the abandonment. No dredging or discharge of dredge or fill materials into navigable waters will be involved, and therefore no permits will be required under Section 404 of the Clean Water Act (33 U.S.C. 1344). The proposed abandonment will have no effect upon designated wetlands or 100-year flood plains. The U.S. Army Corps of Engineers ("Corps") has been consulted in this regard. Michael Michelli of the Corps (telephone no.: 917-790-8520) on August 10 and 15, 2005, indicated that the Corps has no jurisdiction with respect to the proposed abandonment, and that jurisdiction lies with the NJDEP.

(iii) The abandonment will not result in the discharge of any pollutant which would require a permit under Section 402 of the Clean Water Act (33 U.S.C. 1342). The question of permitting in New Jersey under Section 402 has been delegated to the NJDEP. Conrail wrote to this agency on July 28, 2005, to request that it comment on the proposed abandonment. Upon receipt of any response, Conrail will forward same to the Board. The U.S. Environmental Protection Agency has also been consulted in this regard. Conrail wrote to this agency on July 28, 2005, to request that it comment on the proposed abandonment. Upon receipt of any response, Conrail will forward same to the Board.

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

10. Inapplicable, in that there are no adverse environmental impacts.

HISTORIC

Pursuant to 49 C.F.R. § 1105.8, Conrail provides the following report on specified historic matters.

Proposed Action and Alternatives.

The proposed action and alternatives are described in Item 1 of the Environmental section of this report.

1. Map. Attach 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.

1. A map of the subject line is attached to the Notice of Exemption as Exhibit "A".

2. Description of Right-of-Way. A written description of the right-of-way (including approximate widths, to the extent known), and the topography and urban and/or rural characteristics of the surrounding area.

2. The right-of-way proposed for abandonment is located in city of Vineland, Cumberland County, New Jersey, traversing United States Postal Service Zip Code 08360. It extends from approximately milepost 0.0± to milepost 1.0±. The right-of-way is 15 feet wide. The topography of the surrounding area is flat, as shown on the topographic map as Exhibit "A". The track is located in a suburban residential/industrial area.

3. Photographs. Good quality photographs of railroad structures on the property that are 50 years old or older and of the immediately surrounding area.

3. Inapplicable, as there are no railroad structures or bridges located along this line segment.

4. Construction Dates. The date(s) of construction of the structure(s), and the date(s) and extent of any major alteration, to the extent such information is known.

4. Inapplicable, as there are no railroad structures or bridges located along this line segment.

5. Carrier Operations. 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.

5. The subject line was used for rail freight operations. However, the line is out of service and has handled no traffic within the past two years. Accordingly, no change in operations is contemplated as a result of the proposed action.

6. Summary of Documents. 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.

6. Inapplicable, as there are no railroad structures or bridges located along this line segment.

7. Opinion regarding historical matters. 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 consultation with the State Historic Preservation Office, local historical societies or universities).

7. Based upon readily available information in its possession and the consultation described below, Conrail is of the opinion that the site of the subject line and the railroad structures thereon do not meet the criteria for listing on the National Register of Historic Places (36 C.F.R. 60.4), and there is not a likelihood of archeological

resources or any other previously unknown historic properties on the subject line. The bases for these opinions are the absence of any document in Conrail's possession indicating that the site or any structure meet historical criteria or that there is a likelihood that archeological resources or historic properties exist on the line, and on-site inspection of the subject line conducted by Conrail field engineers on May 10, 2005. The New Jersey State Historic Preservation Office has been consulted in this regard. Conrail wrote to this agency on July 28, 2005, to request that it comment on the proposed abandonment. Upon receipt of any response, Conrail will forward same to the Board.

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

8. Based on readily available information in its possession, Conrail is aware of no prior subsurface ground disturbance or fill or environmental conditions (naturally occurring or man-made) that might affect the archeological recovery of resources. The New Jersey State Historic Preservation Office has been consulted in this regard. Conrail wrote to this agency on July 28, 2005, to request that it comment on the proposed abandonment. Upon receipt of any response, Conrail will forward same to the Board.



UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL OCEAN SERVICE
National Geodetic Survey
Silver Spring, Maryland 20910-3282

AUG 4 2005

Ms. Victoria J. Rutson
Chief, Section of Environmental Analysis
Surface Transportation Board
1925 K Street, N.W.
Washington, D.C. 20423-0001

Dear Ms. Rutson:

The area in question on the map with the Environmental and Historic Reports for the proposed rail line abandonment of Conrail, for a portion of railroad known as the Clayville Industrial Track, between milepost 0.00 and milepost 1.00, in the city of Vineland, Cumberland County, New Jersey, STB Docket No. – Not Available, has been reviewed within the areas of National Geodetic Survey (NGS) responsibility and expertise and in terms of the impact of the proposed actions on NGS activities and projects.

As a result of this review, no geodetic station markers have been identified that may be affected by the proposed abandonment.

If further information is needed, contact Mr. Frank C. Maida. His address is NOAA, N/NGS2, Room 8736, 1315 East-West Highway, Silver Spring, Maryland 20910-3282, telephone: 301-713-3198, fax: 301-713-4324, e-mail: Frank.Maida@noaa.gov.

Sincerely,

Richard A. Snay
Chief, Spatial Reference System Division

Enclosures

cc: N/NGS1 - G. Mitchell
N/NGS1x1 – W. Payton
John K. Enright, Associate General Counsel, Conrail



Printed on Recycled Paper



Richard J. Codey
Acting Governor

Jack Lettiere
Board Chairman

George D. Warrington
Executive Director



September 14, 2005

Mr. John Enright
Associate General Counsel
Consolidated Rail Corporation
1000 Howard Boulevard 4th Floor
Mount Laurel, NJ 08054

Dear Mr. Enright:

This is in response to your letter of July 28, 2005 to the New Jersey State Clearinghouse in the Office of the Governor, which was referred to NJ TRANSIT for response.

Please be advised that New Jersey Transit does not have any issues with your proposed plans to abandon a portion of the Clayville Industrial Track between Mileposts 0.00 and 1.00 in the City of Vineland, N.J. This segment does not connect with any of NJ TRANSIT's rail lines.

In future, in order to expedite our response, please copy this office directly on such abandonment notices in addition to sending the notices to the NJ State Clearinghouse.

Sincerely,

A handwritten signature in black ink, appearing to read "D. C. Agrawal", is positioned above the printed name.

D. C. Agrawal
Assistant Executive Director
Corporate Strategy, Policy, and Contracts

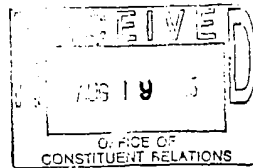
c: George Warrington

J Transit
The way to go!

Correspondence
Tracking
Application

Version 2.0.3

CONRAIL



687019

RECEIVED
OFFICE OF THE
EXECUTIVE DIRECTOR

AUG 1 2005

July 28, 2005

RR
New Jersey State Clearinghouse
State Review Process
Office of the Governor
P.O. Box 001
Trenton, NJ 08625-0001

Field To: D. C. Agrawal
Copies To: L. B. Bowser
W. Duggan
R. Sales

Dear Sir/Madam:

Conrail is proposing to abandon a portion of railroad line known as the Clayville Industrial Track, between milepost 0.00 and milepost 1.00, in the City of Vineland, Cumberland County, NJ. To begin this abandonment process, Conrail must file an application with Surface Transportation Board (STB). We are required to contact the state clearinghouse concerning the abandonment. I would appreciate any comments you may have concerning the proposal.

I am enclosing a copy of a U.S.G.S. map with the area of the subject track defined. In this case, the abandonment would involve the salvage and removal of only the rail, track material and crossties.

Please forward your comments regarding this proposal, in writing to the address below. Because of the necessary time schedules for the STB filing, I would appreciate your response within 30 days of the date of this letter. If I may be of any further assistance, please contact me at (856) 231-7206.

Thank you for your cooperation.

Sincerely,

John K. Enright / rkd
John K. Enright
Associate General Counsel
1000 Howard Boulevard, 4th Floor
Mt. Laurel, NJ 08054

Enclosures

CONSOLIDATED RAIL CORPORATION



State of New Jersey

OFFICE OF THE GOVERNOR

PO Box 001

TRENTON NJ 08625-0001

RICHARD J. CODEY
Acting Governor

August 19, 2005

Mr. John Enright
Conrail
1000 Howard Boulevard
Fourth Floor
Mount Laurel, New Jersey 08054

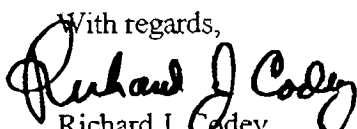
Dear Mr. Enright:

Thank you for contacting the Office of the Governor. I appreciate your taking the time to share your thoughts with me.

Through transmission of this letter to New Jersey Transit Corporation Executive Director George Warrington, I am requesting that he review the information set forth in your letter with all due attention and consideration. Should you wish to contact the Department directly, Executive Director Warrington's Office may be reached at the New Jersey Transit Corporation, One Penn Plaza East, Newark, New Jersey 07105 or by calling (973) 491-7000.

My Administration is committed to providing a State government that works for all the people of New Jersey. With stability and dignity, we have the power to make our lives better. For more information on our initiatives, please visit the State website at www.nj.gov.

With regards,


Richard J. Codey
Acting Governor

cc: George Warrington

United States Department of Agriculture



Natural Resources Conservation Service
854 S. White Horse Pike - Suite 3
Hammonton, NJ 08037

Telephone: (609) 561-3223
Fax: (609) 561-2765
Web site: www.nj.nrcs.usda.gov

Tuesday, August 02, 2005

In regards to: The Prime Farmland in the surrounding of the Clayville Industrial track

John K Enright
Associate General Counsel
1000 Howard Boulevard, 4th Floor
Mt. Laurel, NJ 08054

Dear John K Enright:

As requested by your office, I'm sending a soil map and a list with the farmland classification for the soils that occur in the area of interest.

The attached soil map shows the presence of several prime soils in the vicinity of the track. The removal of the rail, track material, and crossties will not present a negative effect in the prime farmland of the surrounding area. The only concern with the prime farmland in the area of interest will be with future management if the percentage of coarse fragment (greater than 3 inches) in the soil surface is greater than 10 percent as dictated in the CFR Title 7, Volume 6, Part 657, Section 657.5, a, 2, ix.

Sincerely,


Edwin Muñoz
Soil Scientist Project Leader
USDA-NRCS

cc: Olynyk, Max - Somerset, NJ
Acting State Soil Scientist

Prime and other Important Farmlands

Cumberland County, New Jersey

Map symbol	Map unit name	Farmland classification
AucB	Aura loamy sand, 0 to 5 percent slopes	All areas are prime farmland
AugB	Aura sandy loam, 2 to 5 percent slopes	All areas are prime farmland
DoeA	Downer sandy loam, 0 to 2 percent slopes	All areas are prime farmland
DoeB	Downer sandy loam, 2 to 5 percent slopes	All areas are prime farmland
WoeA	Woodstown sandy loam, 0 to 2 percent slopes	All areas are prime farmland
DocB	Downer loamy sand, 0 to 5 percent slopes	Farmland of statewide importance
DocC	Downer loamy sand, 5 to 10 percent slopes	Farmland of statewide importance
FamA	Fallsington sandy loam, 0 to 2 percent slopes	Farmland of statewide importance
FodB	Fort Mott loamy sand, 0 to 5 percent slopes	Farmland of statewide importance
Gamb	Galloway loamy sand, 0 to 5 percent slopes	Farmland of statewide importance
HbmB	Hammonton loamy sand, 0 to 5 percent slopes	Farmland of statewide importance
AtsAr	Atsion sand, 0 to 2 percent slopes, rarely flooded	Farmland of unique importance

Map Unit Text

Cumberland County, New Jersey

[Only those mapunits that have entries for the selected text kinds and categories are included in this report]

Map unit: AtsAr - Atsion sand, 0 to 2 percent slopes, rarely flooded

Text kind/Category: Nontechnical description/AGR

AtsAr=Atsion sand, 0 to 2 percent slopes, rarely flooded

Atsion soils make up 85 percent of the map unit. This soil is poorly drained. The depth to a restrictive feature is 16 to 40 inches to a ortstein. The slowest soil permeability within a depth of 60 inches is rapid. Available water capacity to a depth of 60 inches is low, and shrink swell potential is low. Annual flooding is rare, and annual ponding is none. The minimum depth to the top of the seasonal high water table is at 2 inches. The potential runoff class is negligible. It is nonirrigated land capability subclass 5w. This soil is not suitable for cultivated crops. This soil is farmland of unique importance. This component is a hydric soil. The assigned Kw erodibility factor is .17.

Map unit: AucB - Aura loamy sand, 0 to 5 percent slopes

Text kind/Category: Nontechnical description/AGR

AucB=Aura loamy sand, 0 to 5 percent slopes

Aura soils make up 90 percent of the map unit. This soil is well drained. The depth to a restrictive feature is 15 to 40 inches to a fragipan. The slowest soil permeability within a depth of 60 inches is moderately slow. Available water capacity to a depth of 60 inches is moderate, and shrink swell potential is low. Annual flooding is none, and annual ponding is none. The minimum depth to the top of the seasonal high water table is at 20 inches. The potential runoff class is medium. It is nonirrigated land capability subclass 2s. This soil has very low potential productivity for cultivated crops. This soil is prime farmland. This component is not a hydric soil. The assigned Kw erodibility factor is .15.

Map unit: AugB - Aura sandy loam, 2 to 5 percent slopes

Text kind/Category: Nontechnical description/AGR

AugB=Aura sandy loam, 2 to 5 percent slopes

Aura soils make up 85 percent of the map unit. This soil is well drained. The depth to a restrictive feature is 15 to 40 inches to a fragipan. The slowest soil permeability within a depth of 60 inches is moderately slow. Available water capacity to a depth of 60 inches is moderate, and shrink swell potential is low. Annual flooding is none, and annual ponding is none. The minimum depth to the top of the seasonal high water table is at 20 inches. The potential runoff class is medium. It is nonirrigated land capability subclass 2e. This soil has medium potential productivity for cultivated crops. This soil is prime farmland. This component is not a hydric soil. The assigned Kw erodibility factor is .20.

Map unit: DocB - Downer loamy sand, 0 to 5 percent slopes

Text kind/Category: Nontechnical description/AGR

DocB=Downer loamy sand, 0 to 5 percent slopes

Downer soils make up 85 percent of the map unit. This soil is well drained. The depth to a restrictive feature is greater than 60 inches. The slowest soil permeability within a depth of 60 inches is moderate. Available water capacity to a depth of 60 inches is moderate, and shrink swell potential is low. Annual flooding is none, and annual ponding is none. The minimum depth to a water table is greater than 6 feet. The potential runoff class is very low. It is nonirrigated land capability subclass 2s. This soil has low potential productivity for cultivated crops. This soil is farmland of statewide importance. This component is not a hydric soil. The assigned Kw erodibility factor is .15.

Map Unit Text

Cumberland County, New Jersey

Map unit: DocC - Downer loamy sand, 5 to 10 percent slopes

Text kind/Category: Nontechnical description/AGR

DocC=Downer loamy sand, 5 to 10 percent slopes

Downer soils make up 90 percent of the map unit. This soil is well drained. The depth to a restrictive feature is greater than 60 inches. The slowest soil permeability within a depth of 60 inches is moderate. Available water capacity to a depth of 60 inches is moderate, and shrink swell potential is low. Annual flooding is none, and annual ponding is none. The minimum depth to a water table is greater than 6 feet. The potential runoff class is low. It is nonirrigated land capability subclass 3e. This soil has low potential productivity for cultivated crops. This soil is farmland of statewide importance. This component is not a hydric soil. The assigned Kw erodibility factor is .15.

Map unit: DoeA - Downer sandy loam, 0 to 2 percent slopes

Text kind/Category: Nontechnical description/AGR

DoeA=Downer sandy loam, 0 to 2 percent slopes

Downer soils make up 90 percent of the map unit. This soil is well drained. The depth to a restrictive feature is greater than 60 inches. The slowest soil permeability within a depth of 60 inches is moderate. Available water capacity to a depth of 60 inches is moderate, and shrink swell potential is low. Annual flooding is none, and annual ponding is none. The minimum depth to a water table is greater than 6 feet. The potential runoff class is very low. It is nonirrigated land capability subclass 1. This soil has medium potential productivity for cultivated crops. This soil is prime farmland. This component is not a hydric soil. The assigned Kw erodibility factor is .15.

Map unit: DoeB - Downer sandy loam, 2 to 5 percent slopes

Text kind/Category: Nontechnical description/AGR

DoeB=Downer sandy loam, 2 to 5 percent slopes

Downer soils make up 90 percent of the map unit. This soil is well drained. The depth to a restrictive feature is greater than 60 inches. The slowest soil permeability within a depth of 60 inches is moderate. Available water capacity to a depth of 60 inches is moderate, and shrink swell potential is low. Annual flooding is none, and annual ponding is none. The minimum depth to a water table is greater than 6 feet. The potential runoff class is low. It is nonirrigated land capability subclass 2e. This soil has medium potential productivity for cultivated crops. This soil is prime farmland. This component is not a hydric soil. The assigned Kw erodibility factor is .28.

Map unit: FamA - Fallsington sandy loam, 0 to 2 percent slopes

Text kind/Category: Nontechnical description/AGR

FamA=Fallsington sandy loam, 0 to 2 percent slopes

Fallsington soils make up 85 percent of the map unit. This soil is poorly drained. The depth to a restrictive feature is greater than 60 inches. The slowest soil permeability within a depth of 60 inches is moderately slow. Available water capacity to a depth of 60 inches is moderate, and shrink swell potential is low. Annual flooding is none, and annual ponding is none. The minimum depth to the top of the seasonal high water table is at 2 inches. The potential runoff class is negligible. It is nonirrigated land capability subclass 4w. This soil has very low potential productivity for cultivated crops. This soil is farmland of statewide importance. This component is a hydric soil. The assigned Kw erodibility factor is .28.

Map Unit Text

Cumberland County, New Jersey

Map unit: FodB - Fort Mott loamy sand, 0 to 5 percent slopes

Text kind/Category: Nontechnical description/AGR

FodB=Fort Mott loamy sand, 0 to 5 percent slopes

Fort Mott soils make up 85 percent of the map unit. This soil is well drained. The depth to a restrictive feature is greater than 60 inches. The slowest soil permeability within a depth of 60 inches is moderate. Available water capacity to a depth of 60 inches is low, and shrink swell potential is low. Annual flooding is none, and annual ponding is none. The minimum depth to the top of the seasonal high water table is at 72 inches. The potential runoff class is very low. It is irrigated land capability subclass 2s. It is nonirrigated land capability subclass 3s. This soil has medium potential productivity for cultivated crops. This soil is farmland of statewide importance. This component is not a hydric soil. The assigned Kw erodibility factor is .20.

Map unit: GamB - Galloway loamy sand, 0 to 5 percent slopes

Text kind/Category: Nontechnical description/AGR

GamB=Galloway loamy sand, 0 to 5 percent slopes

Galloway soils make up 85 percent of the map unit. This soil is somewhat poorly drained. The depth to a restrictive feature is greater than 60 inches. The slowest soil permeability within a depth of 60 inches is rapid. Available water capacity to a depth of 60 inches is low, and shrink swell potential is low. Annual flooding is none, and annual ponding is none. The minimum depth to the top of the seasonal high water table is at 21 inches. It is nonirrigated land capability subclass 3w. This soil has medium potential productivity for cultivated crops. This soil is farmland of statewide importance. This component is not a hydric soil. The assigned Kw erodibility factor is .17.

Map unit: HbmB - Hammonton loamy sand, 0 to 5 percent slopes

Text kind/Category: Nontechnical description/AGR

HbmB=Hammonton loamy sand, 0 to 5 percent slopes

Hammonton soils make up 90 percent of the map unit. This soil is moderately well drained. The depth to a restrictive feature is greater than 60 inches. The slowest soil permeability within a depth of 60 inches is moderately rapid. Available water capacity to a depth of 60 inches is moderate, and shrink swell potential is low. Annual flooding is none, and annual ponding is none. The minimum depth to the top of the seasonal high water table is at 18 inches. The potential runoff class is very low. It is nonirrigated land capability subclass 2w. This soil has low potential productivity for cultivated crops. This soil is farmland of statewide importance. This component is not a hydric soil. The assigned Kw erodibility factor is .10.

Map unit: WoeA - Woodstown sandy loam, 0 to 2 percent slopes

Text kind/Category: Nontechnical description/AGR

WoeA=Woodstown sandy loam, 0 to 2 percent slopes

Woodstown soils make up 85 percent of the map unit. This soil is moderately well drained. The depth to a restrictive feature is greater than 60 inches. The slowest soil permeability within a depth of 60 inches is moderately slow. Available water capacity to a depth of 60 inches is low, and shrink swell potential is low. Annual flooding is none, and annual ponding is none. The minimum depth to the top of the seasonal high water table is at 18 inches. The potential runoff class is negligible. It is nonirrigated land capability subclass 2w. This soil has high potential productivity for cultivated crops. This soil is prime farmland. This component is not a hydric soil. The assigned Kw erodibility factor is .15.

[Code of Federal Regulations]
[Title 7, Volume 6, Parts 400 to 699]
[Revised as of January 1, 2000]
From the U.S. Government Printing Office via GPO Access
[CITE: 7CFR657.5]

[Page 724-726]

TITLE 7--AGRICULTURE

CHAPTER VI--NATURAL RESOURCES CONSERVATION SERVICE, DEPARTMENT OF AGRICULTURE

PART 657--PRIME AND UNIQUE FARMLANDS--Table of Contents

Subpart A--Important Farmlands Inventory

Sec. 657.5 Identification of important farmlands.

(a) Prime farmlands--(1) General. Prime farmland is land that has the best combination of physical and chemical characteristics for producing food, feed, forage, fiber, and oilseed crops, and is also available for these uses (the land could be cropland, pastureland, rangeland, forest land, or other land, but not urban built-up land or water). It has the soil quality, growing season, and moisture supply needed to economically produce sustained high yields of crops when treated and managed, including water management, according to acceptable farming methods. In general, prime farmlands have an adequate and dependable water supply from precipitation or irrigation, a favorable temperature and growing season, acceptable acidity or alkalinity, acceptable salt and sodium content, and few or no rocks. They are permeable to water and air. Prime farmlands are not excessively erodible or saturated with water for a long period of time, and they either do not flood frequently or are protected from flooding. Examples of soils that qualify as prime farmland are Palouse silt loam, 0 to 7 percent slopes; Brookston silty clay loam, drained; and Tama silty clay loam, 0 to 5 percent slopes.

(2) Specific criteria. Prime farmlands meet all the following criteria: Terms used in this section are defined in USDA publications: ``Soil Taxonomy, Agriculture Handbook 436''; ``Soil Survey Manual, Agriculture Handbook 18''; ``Rainfall-erosion Losses From Cropland, Agriculture Handbook 282''; ``Wind Erosion Forces in the United States and Their Use in Predicting Soil Loss, Agriculture Handbook 346''; and ``Saline and Alkali Soils, Agriculture Handbook 60.''

(i) The soils have:

(A) Aquic, udic, ustic, or xeric moisture regimes and sufficient available water capacity within a depth of 40 inches (1 meter), or in the root zone (root zone is the part of the soil that is penetrated or can be penetrated by plant roots) if the root zone is less than 40 inches deep, to produce the commonly grown cultivated crops (cultivated crops include, but are not limited to, grain, forage, fiber, oilseed, sugar beets, sugarcane, vegetables, tobacco, orchard, vineyard, and bush fruit crops) adapted to the region in 7 or more years out of 10; or

(B) Xeric or ustic moisture regimes in which the available water capacity is limited, but the area has a developed irrigation water supply that is dependable (a dependable water supply is one in which enough water is available for irrigation in 8 out of 10 years for the crops commonly grown) and of adequate quality; or,

(C) Aridic or torric moisture regimes and the area has a developed irrigation water supply that is dependable and of adequate quality; and,

(ii) The soils have a temperature regime that is frigid, mesic, thermic, or hyperthermic (pergelic and cryic regimes are excluded). These are soils that, at a depth of 20 inches (50 cm), have a mean annual temperature higher than 32 deg. F (0 deg. C). In addition, the mean summer temperature at this depth in soils with an O horizon is higher than 47 deg. F (8 deg. C); in soils that have no O horizon, the mean summer temperature is higher than 59 deg. F (15 deg. C); and,

(iii) The soils have a pH between 4.5 and 8.4 in all horizons within a depth of 40 inches (1 meter) or in the root zone if the root zone is less than 40 inches deep; and,

(iv) The soils either have no water table or have a water table that is maintained at a sufficient depth during the cropping season to allow cultivated crops common to the area to be grown; and,

(v) The soils can be managed so that, in all horizons within a depth of 40 inches (1 meter) or in the root zone if the root zone is less than 40 inches deep, during part of each year the conductivity of the saturation extract is less than 4 mmhos/cm and the exchangeable sodium percentage (ESP) is less than 15; and,

(vi) The soils are not flooded frequently during the growing season (less often than once in 2 years); and,

(vii) The product of K (erodibility factor) x percent slope is less than 2.0, and the product of I (soils erodibility) x C (climatic factor) does not exceed 60; and

(viii) The soils have a permeability rate of at least 0.06 inch (0.15 cm) per hour in the upper 20 inches (50 cm) and the mean annual soil temperature at a depth of 20 inches (50 cm) is less than 59 deg. F (15 deg. C); the permeability rate is not a limiting factor if the mean annual soil temperature is 59 deg. F (15 deg. C) or higher; and,

(ix) Less than 10 percent of the surface layer (upper 6 inches) in these soils consists of rock fragments coarser than 3 inches (7.6 cm).

(b) Unique farmland--(1) General. Unique farmland is land other than prime farmland that is used for the production of specific high value food and fiber crops. It has the special combination of soil quality, location, growing season, and moisture supply needed to economically produce sustained high quality and/or high yields of a specific crop when treated and managed according to acceptable farming methods. Examples of such crops are citrus, tree nuts, olives, cranberries, fruit, and vegetables.

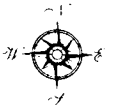
(2) Specific characteristics of unique farmland. (i) Is used for a specific high-value food or fiber crop; (ii) Has a moisture supply that is adequate for the specific crop; the supply is from stored moisture, precipitation, or a developed-irrigation system; (iii) Combines favorable factors of soil quality, growing season, temperature, humidity, air drainage, elevation, aspect, or other conditions, such a nearness to market, that favor the growth of a specific food or fiber crop.

(c) Additional farmland of statewide importance. This is land, in addition to prime and unique farmlands, that is of statewide importance for the production of food, feed, fiber, forage, and oil seed crops. Criteria for defining and delineating this land are to be determined by the appropriate State agency or agencies. Generally, additional farmlands of statewide importance include those that are nearly prime farmland and that economically produce high yields of crops when treated and managed according to acceptable farming methods. Some may produce as high a yield as prime farmlands if conditions are favorable. In some States, additional farmlands of statewide

importance may include tracts of land that have been designated for agriculture by State law.

(d) Additional farmland of local importance. In some local areas there is concern for certain additional farmlands for the production of food, feed, fiber, forage, and oilseed crops, even though these lands are not identified as having national or statewide importance. Where appropriate, these lands are to be identified by the local agency or agencies concerned. In places, additional farmlands of local importance may include tracts of land that have been designated for agriculture by local ordinance.

Site Evaluation Cumberland County, New Jersey Clayville Industrial Track



Legend

AtsAr-Atsion sand, 0 to 2 percent slopes, rarely flooded	FodB-Fort Mott loamy sand, 0 to 5 percent slopes
AucB-Aura loamy sand, 0 to 5 percent slopes	GamB-Galloway loamy sand, 0 to 5 percent slopes
AugB-Aura sandy loam, 2 to 5 percent slopes	HbmB-Hammonton loamy sand, 0 to 5 percent slopes
DocB-Downer loamy sand, 0 to 5 percent slopes	PHG-Pits, sand and gravel
DocC-Downer loamy sand, 5 to 10 percent slopes	UR-Urban land
DoeA-Downer sandy loam, 0 to 2 percent slopes	WoeA-Woodstown sandy loam, 0 to 2 percent slopes
DoeB-Downer sandy loam, 2 to 5 percent slopes	
FamA-Fallsington sandy loam, 0 to 2 percent slopes	

660 330 0 660 1,320 Feet

1 inch equals 1,000 feet



State of New Jersey

Department of Environmental Protection

Coastal Management Office
PO Box 418
Trenton, New Jersey 08625

Richard J. Codey
Acting Governor

Bradley M. Campbell
Commissioner

August 15, 2005

Mr. John K. Enright
Associate General Counsel
Conrail
1000 Howard Boulevard, 4th Floor
Mt. Laurel, NJ 08054

RE: Proposed abandonment of Clayville Industrial Track
City of Vineland, Cumberland County

Dear Mr. Enright:

This is in response to your July 28, 2005 letter concerning the proposed abandonment of a portion of railroad line known as the Clayville Industrial Track.

Based on the information provided with your letter, the New Jersey Coastal Management Program has determined that the proposed rail line to be abandoned is approximately 1300 feet outside of New Jersey's coastal zone. Further the application to the Surface Transportation Board for the abandonment of a rail line is not a listed activity. Therefore, a Federal Consistency Determination is not required. This determination does not alleviate the need to obtain any necessary State permits for development or redevelopment of the site.

Should you have any questions concerning the above, please contact Kimberly Springer of my staff at (609) 633-2201.

Sincerely,

Ruth Ehinger
New Jersey Coastal Program Manager

c. Kim Springer
Mark Mauriello



United States Department of the Interior
FISH AND WILDLIFE SERVICE

New Jersey Field Office
Ecological Service
927 North Main Street, Building D
Pleasantville, New Jersey 08232
Tel: 609-646-9310
Fax: 609-646-0352
<http://njfieldoffice.fws.gov>



IN REPLY REFER TO:
ES-05/NE 353

AUG 01 2005

Conrail 1000 Howard Blvd.

Mt. Laurel, N.J. 08054

Attn: John K. Enright

Fax number: 856-231-7264

Threatened and endangered species review for:

Project identification: Clayville Industrial Tract
milepost 0.00 to 1.00

Township: Vineland County: Cumberland, New Jersey

The U.S. Fish and Wildlife Service (Service) has reviewed the above-referenced proposed project pursuant to Section 7 of the Endangered Species Act of 1973 (87 Stat. 884, as amended; 16 U.S.C. 1531 *et seq.*) (ESA) to ensure the protection of federally listed endangered and threatened species. The following comments do not address all Service concerns for fish and wildlife resources and do not preclude separate review and comment by the Service as afforded by other applicable environmental legislation.

Except for an occasional transient bald eagle (*Haliaeetus leucocephalus*), no other federally listed or proposed endangered or threatened flora or fauna under Service jurisdiction are known to occur within the vicinity of the proposed project site. Therefore, no further consultation pursuant to Section 7 of the Endangered Species Act is required by the Service. This determination is based on the best available information. If additional information on federally listed species becomes available, or if project plans change, this determination may be reconsidered.

Please refer to this office's web site at <http://njfieldoffice.fws.gov/Endangered/eslist.htm> for a current list of federally listed species or candidate species in New Jersey. Candidate species are species under consideration by the Service for federal listing. Although candidate species receive no substantive or procedural protection under the ESA, the Service encourages you to consider candidate species in project planning. The above web site also provides contacts for obtaining the most up-to-date information on federal candidate species and State-listed plant species in New Jersey from the New Jersey Natural Heritage Program and information on State-listed wildlife species from the New Jersey Endangered and Nongame Species Program. If information from either of these sources reveals the presence of any federal candidate species within your project area, the Service should be contacted at the above address immediately to ensure that these species are not adversely affected by project activities.

Authorizing Supervisor: Mc [Signature]



State of New Jersey

Department of Environmental Protection

Richard J. Codey
Acting Governor

Bradley M. Campbell
Commissioner

Land Use Regulation Program
P.O. Box 439, Trenton, NJ 08625-0439
Fax # (609) 292-8115
Fax # (609) 777-3656
www.state.nj.us/landuse

August 22, 2005

Mr. John K. Enright
Consolidated Rail Corporation
1000 Howard Blvd, 4th Floor
Mount Laurel, NJ 08054

Re: File #0614-05-0021.1 WFDAPD 050001 Consolidated Rail Corporation-
Clayville Industrial Track, City of Vineland, Cumberland County

Dear Mr. Enright:

This letter is in response to your request of July 28, 2005 for a jurisdictional determination as referenced above. Potentially applicable statutes include: Waterfront Development Act (N.J.S.A. 12:5-3 et. seq.), Wetlands Act of 1970 (N.J.S.A. 13:9A-1 et. seq.) and the Coastal Area Facility Review Act, CAFRA, (N.J.S.A. 13:9-1 et. seq.). Based on a review of the information submitted, a site plan entitled "ANTICIPATED LINE ABANDONMENT, CLAYVILLE INDUSTRIAL TRACK, CONRAIL LINES EXHIBIT 'A'", as drawn by the Consolidated Rail Corporation, undated, a site inspection of August 19, 2005 and a review of information as maintained on the Department's Geographic Information System, the following statutes will apply:

A Waterfront Development Permit will not be required.

Based on a review of the Coastal Wetlands Maps, a Coastal Wetlands Permit is not required as the project is not within the regulatory area of the Act.

Based on a review of the submitted information a CAFRA permit will not be required as the project is not within the regulatory area of the Act.

Based on a technical review by the Stream Encroachment Section, the Flood Hazard Area Control Act (N.J.S.A. 58:16A et seq.) is not applicable to the proposed development.

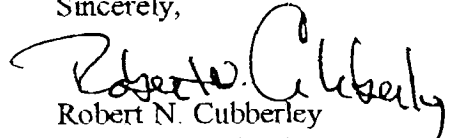
-2-

This letter is a jurisdictional determination for the Freshwater Wetlands Protection Act (N.J.S.A. 13:9B-1 et seq.). Based on my August 19, 2005 site inspection, the Freshwater Wetlands Protection Act is not applicable to the proposed abandonment of the Clayville Industrial Track.

This letter does not relieve the applicant of the responsibility of obtaining any other required State, Federal or local permits or approvals as required by law and is based on the information submitted in accordance with existing regulation. This determination shall be considered null and void if the submitted information is incorrect, site conditions or regulations change.

Should you have any questions regarding this determination, please contact me at the above address or by telephone at (609) 633-6755, email: robert.cubberley@dep.state.nj.us. Requests for assistance must include the file number as found at the top of page one of this determination.

Sincerely,


Robert N. Cubberley
Environmental Scientist 1

c: Karl Braun, Region Supervisor
Enforcement, Toms River Office
Philadelphia District, Army Corps of Engineers

*State of New Jersey*

OFFICE OF THE GOVERNOR

PO Box 001

TRENTON NJ 08625-0001

RICHARD J. CODEY
Acting Governor

August 19, 2005

Mr. John Enright
Conrail
1000 Howard Boulevard
Fourth Floor
Mount Laurel, New Jersey 08054

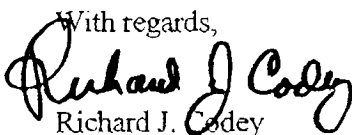
Dear Mr. Enright:

Thank you for contacting the Office of the Governor. I appreciate your taking the time to share your thoughts with me.

Through transmission of this letter to New Jersey Transit Corporation Executive Director George Warrington, I am requesting that he review the information set forth in your letter with all due attention and consideration. Should you wish to contact the Department directly, Executive Director Warrington's Office may be reached at the New Jersey Transit Corporation, One Penn Plaza East, Newark, New Jersey 07105 or by calling (973) 491-7000.

My Administration is committed to providing a State government that works for all the people of New Jersey. With stability and dignity, we have the power to make our lives better. For more information on our initiatives, please visit the State website at www.nj.gov.

With regards,


Richard J. Codey
Acting Governor

cc: George Warrington

CONRAIL



July 28, 2005

Bradley M. Campbell, Commissioner
State Historic Preservation Office
NJ Department of Environmental Protection
401 East State Street
P.O. Box 404
Trenton, NJ 08625-0404

Dear Mr. Campbell:

Conrail is proposing to abandon a portion of railroad line known as the Clayville Industrial Track, between milepost 0.00 and milepost 1.00, in the City of Vineland, Cumberland County, NJ. To begin this abandonment process Conrail must file an application with the Surface Transportation Board (STB). A requirement for this filing is the consultation of the State Historic Preservation Office.

Enclosed is a copy of a portion of a U.S.G.S. quadrangle map delineating the area being considered. There are no railroad buildings along this line. The subject line contains no undergrade bridges that our records indicate are greater than 50 years old and are the maintenance responsibility of the railroad.

It is Conrail's position that none of the characteristics of this line hold any special historical or engineering significance. The line traverses suburban residential/industrial areas with a flat topography. There is no record of any subsurface ground disturbance or fill. There are no known environmental conditions that might affect archeological recovery. The abandonment will only involve removal of the rail, track material and crossties.

Please forward any comments you may have regarding this proposal, in writing to the address below. Because of the necessary time schedules for the STB filing, I would appreciate your response within 30 days of the date of this letter. If I may be of any further assistance, please contact me at (856) 231-7206.

Thank you for your cooperation.

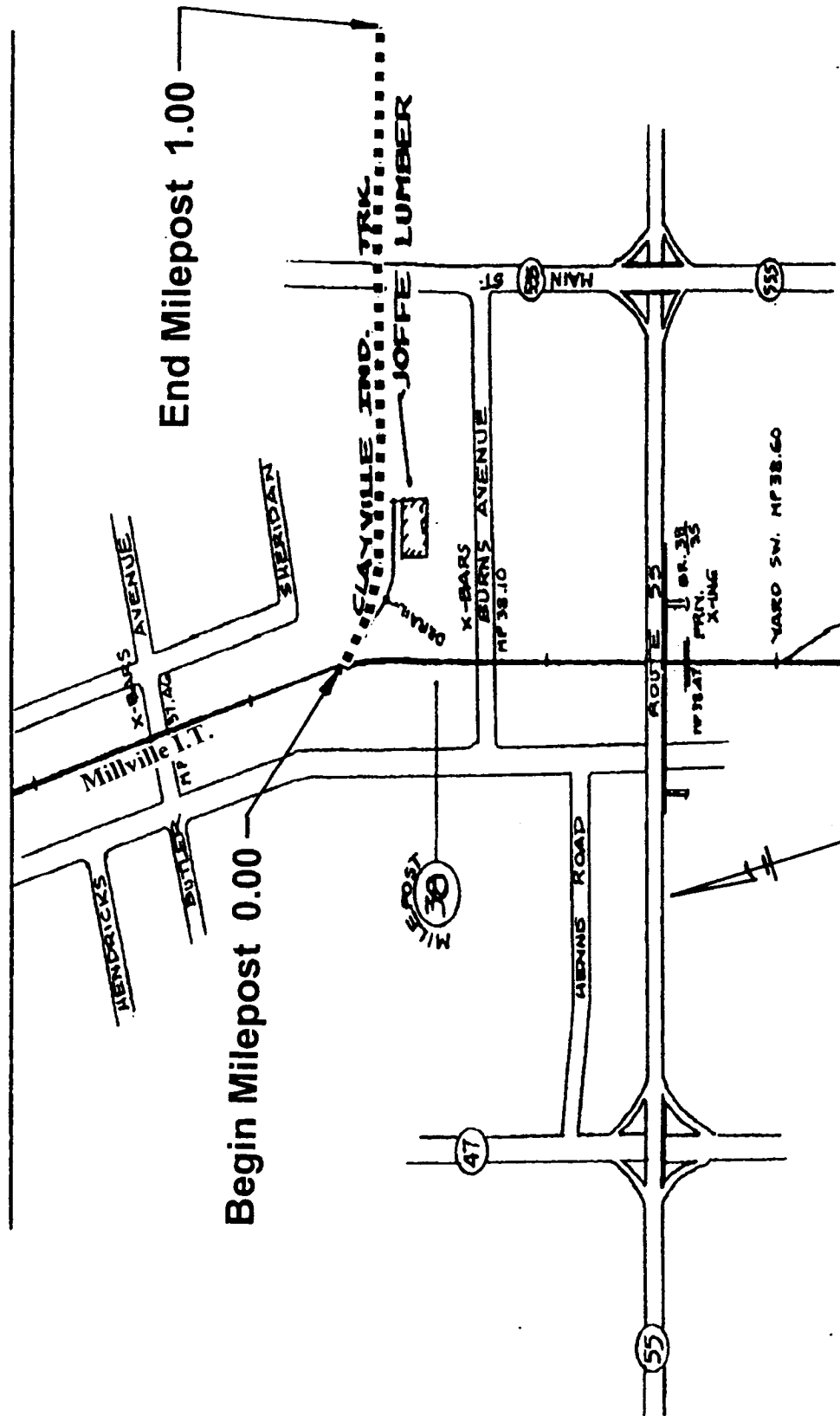
Sincerely,

John K. Enright /rbel

John K. Enright
Associate General Counsel
1000 Howard Boulevard, 4th Floor
Mt. Laurel, NJ 08054

Enclosure(s)

Clayville Industrial Track



ANTICIPATED LINE ABANDONMENT

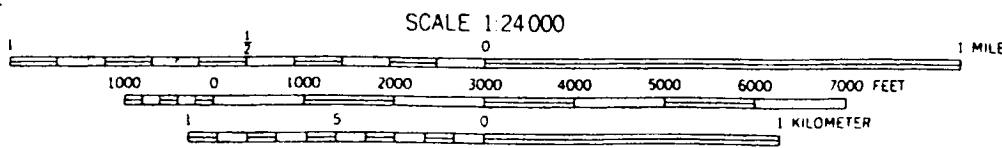
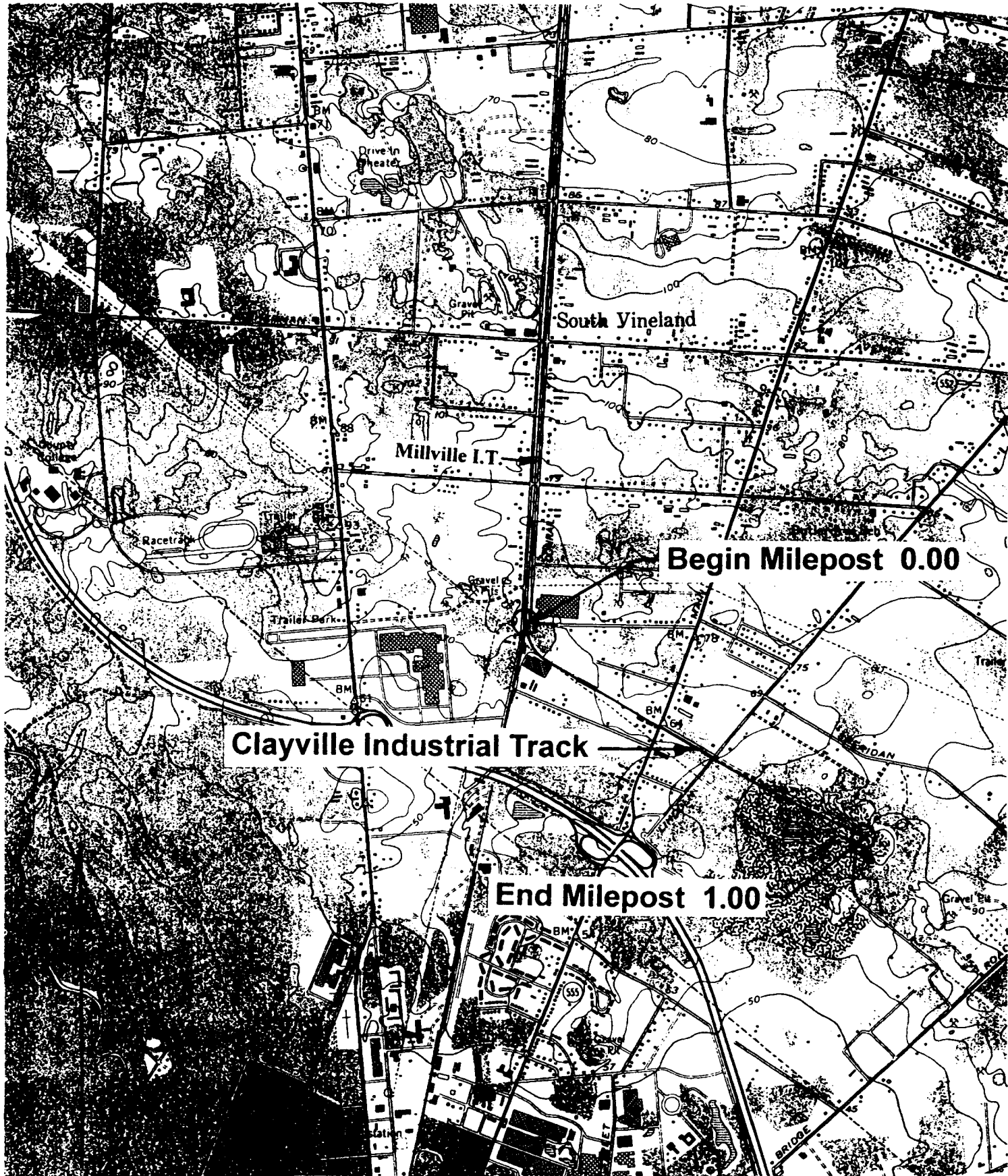
CLAYVILLE INDUSTRIAL TRACK

..... ANTICIPATED ABANDONMENT

———— CONRAIL LINES

NOT TO SCALE

EXHIBIT "A"
1 of 2



CONTOUR INTERVAL 10 FEET
NATIONAL GEODETIC VERTICAL DATUM OF 1929

MILLVILLE, N. J.
39075-D1-TF-024

1953
PHOTOREVISED 1986
DMA 5982 I NE-SERIES V82

EXHIBIT "A"
2 of 2

CONRAIL



July 28, 2005

Bruce T. Peterson, Director
Cumberland County Board of Freeholders
790 E. Commerce Street
Bridgeton, NJ 08302

Dear Mr. Peterson:

Conrail is proposing to abandon a portion of railroad line known as the Clayville Industrial Track, between milepost 0.00 and milepost 1.00, in the City of Vineland, Cumberland County, NJ. To begin this abandonment process, Conrail must file an application with Surface Transportation Board (STB). We are required to contact local or regional planning agencies about the abandonment.

Enclosed is a copy of a portion of a U.S.G.S. quadrangle map delineating the area being considered. In this case, the abandonment would involve the salvage and removal of only the rail, track material and crossties.

Is the proposed abandonment consistent with existing land use plans?

Please forward any comments you may have regarding this proposal, in writing to the address below. Because of the necessary time schedules for the STB filing, I would appreciate your response within 30 days of the date of this letter. If I may be of any further assistance, please contact me at (856) 231-7206.

Thank you for your cooperation.

Sincerely,

John K. Enright / rbl

John K. Enright
Associate General Counsel
1000 Howard Boulevard, 4th Floor
Mt. Laurel, NJ 08054

Enclosure(s)

CONRAIL®



July 28, 2005

Stephen L. Kehs, Director
Cumberland County Department of Planning and Development
800 E. Commerce Street
Bridgeton, NJ 08302

Dear Mr. Kehs:

Conrail is proposing to abandon a portion of railroad line known as the Clayville Industrial Track, between milepost 0.00 and milepost 1.00, in the City of Vineland, Cumberland County, NJ. To begin this abandonment process, Conrail must file an application with Surface Transportation Board (STB). We are required to contact local or regional planning agencies about the abandonment.

Enclosed is a copy of a portion of a U.S.G.S. quadrangle map delineating the area being considered. In this case, the abandonment would involve the salvage and removal of only the rail, track material and cross-ties.

Is the proposed abandonment consistent with existing land use plans?

Please forward any comments you may have regarding this proposal, in writing to the address below. Because of the necessary time schedules for the STB filing, I would appreciate your response within 30 days of the date of this letter. If I may be of any further assistance, please contact me at (856) 231-7206.

Thank you for your cooperation.

Sincerely,

John K. Enright
Associate General Counsel
1000 Howard Boulevard, 4th Floor
Mt. Laurel, NJ 08054

Enclosure(s)

CONRAIL[®]



July 28, 2005

Richard Snay, Chief
Spatial Reference System Division
National Geodetic Survey
1315 East-West Highway
Silver Spring, MD 20910-3282

Dear Mr. Snay:

Conrail is proposing to abandon a portion of railroad line known as the Clayville Industrial Track, between milepost 0.00 and milepost 1.00, in the City of Vineland, Cumberland County, NJ. To begin this abandonment process, Conrail must file an application with Surface Transportation Board (STB). We are required to contact the National Geodetic Survey concerning the abandonment. I would appreciate any comments you may have concerning the proposal.

I am enclosing a copy of a U.S.G.S. map with the area of the subject track defined. In this case, the abandonment would involve the salvage and removal of only the rail, track material and crossties.

Please forward your comments regarding this proposal, in writing to the address below. Because of the necessary time schedules for the STB filing, I would appreciate your response within 30 days of the date of this letter. If I may be of any further assistance, please contact me at (856) 231-7206.

Thank you for your cooperation.

Sincerely,

A handwritten signature in black ink that reads "John K. Enright / r bel". The signature is written in a cursive, flowing style.

John K. Enright
Associate General Counsel
1000 Howard Boulevard, 4th Floor
Mt. Laurel, NJ 08054

Enclosures



July 28, 2005

State Conservationist
Natural Resources Conservation Service
220 Davidson Avenue, 4th Floor
Somerset, NJ 08873-4115

Dear Sir/Madam:

Conrail is proposing to abandon a portion of railroad line known as the Clayville Industrial Track, between milepost 0.00 and milepost 1.00, in the City of Vineland, Cumberland County, NJ. To begin this abandonment process, Conrail must file an application with Surface Transportation Board (STB). We are required to contact various agencies about items concerning the abandonment. One of these items involves prime agricultural soils.

Enclosed is a copy of a portion of a U.S.G.S. Quadrangle map delineating the area being considered. In this case, the abandonment would involve the salvage and removal of only the rail, track material and crossties.

Are there any areas of prime agricultural land, as defined by the Natural Resources Conservation Service, in the vicinity of the subject track? What would be the effect of the proposed abandonment on any prime soils?

Please forward any comments you may have regarding this proposal, in writing to the address below. Because of the necessary time schedules for the STB filing, I would appreciate your response within 30 days of the date of this letter. If I may be of any further assistance, please contact me at (856) 231-7206.

Thank you for your cooperation.

Sincerely,

John K. Enright / rbd

John K. Enright
Associate General Counsel
1000 Howard Boulevard, 4th Floor
Mt. Laurel, NJ 08054

Enclosure(s)

CONRAIL



July 28, 2005

Kenneth C. Koschek
NJ Department of Environmental Protection
Office of Permit Coordination and Environmental Review
P. O. Box 418
Trenton, NJ 08625-0418

Dear Mr. Koschek:

Conrail is proposing to abandon a portion of railroad line known as the Clayville Industrial Track, between milepost 0.00 and milepost 1.00, in the City of Vineland, Cumberland County, NJ. To begin this abandonment process, Conrail must file an application with Surface Transportation Board (STB). One of the requirements for this filing is that the Division of Coastal Resources be consulted.

Are there any coastal zone areas in the vicinity of the proposal? And if so, what effect would the proposal have on these zones?

Enclosed is a copy of a portion of a U.S.G.S. quadrangle map delineating the area being considered. In this case, the abandonment would involve the salvage and removal of only the rail and crossties. There would be no in-stream salvage of any bridges.

It is requested that a written reply be forwarded to the address below. Because of the necessary time schedules for the STB filing, please respond within 30 days of the date of this letter. If I may be of any further assistance, please feel free to contact me at (856) 231-7206. Thank you for your cooperation.

Sincerely,

John K. Enright / rbel

John K. Enright
Associate General Counsel
1000 Howard Boulevard, 4th Floor
Mt. Laurel, NJ 08054

Enclosure(s)

CONRAIL[®]



July 28, 2005

Ruth Ehringer, Program Manager
NJ Department of Environmental Protection
Office of Coastal Planning and Program Coordination
401 East State Street
P.O. Box 418
Trenton, NJ 08625-0418

Dear Ms. Ehringer:

Conrail is proposing to abandon a portion of railroad line known as the Clayville Industrial Track, between milepost 0.00 and milepost 1.00, in the City of Vineland, Cumberland County, NJ. To begin this abandonment process, Conrail must file an application with Surface Transportation Board (STB). One of the requirements for this filing is that the Division of Coastal Resources be consulted.

Are there any coastal zone areas in the vicinity of the proposal? And if so, what effect would the proposal have on these zones?

Enclosed is a copy of a portion of a U.S.G.S. quadrangle map delineating the area being considered. In this case, the abandonment would involve the salvage and removal of only the rail and crossties. There would be no in-stream salvage of any bridges.

It is requested that a written reply be forwarded to the address below. Because of the necessary time schedules for the STB filing, please respond within 30 days of the date of this letter. If I may be of any further assistance, please feel free to contact me at (856) 231-7206. Thank you for your cooperation.

Sincerely,

John K. Enright /rbd

John K. Enright
Associate General Counsel
1000 Howard Boulevard, 4th Floor
Mt. Laurel, NJ 08054

Enclosure(s)

CONRAIL®



July 28, 2005

U.S. Fish and Wildlife Service
Ecological Services
New Jersey Field Office
927 North Main St., Building D
Pleasantville, NJ 08232

Dear Sir/Madam:

Conrail is proposing to abandon a portion of railroad line known as the Clayville Industrial Track, between milepost 0.00 and milepost 1.00, in the City of Vineland, Cumberland County, NJ. To begin this abandonment process, Conrail must file an application with Surface Transportation Board (STB). A requirement of this filing is that various agencies be contacted concerning certain items, one being the presence of any endangered or threatened species or critical habitats.

Enclosed is a copy of a portion of a U.S.G.S. quadrangle map delineating the area being considered. In this case, the abandonment will only involve the salvage and removal of the rail, track material and crossties.

Are there any endangered or threatened species in the vicinity of the track, and would there be an adverse effect due to the abandonment? Are there any areas designated as critical habitats in the vicinity? Also, are there any wildlife sanctuaries or refuges, National or State parks or forests in the vicinity? If so, how would they be affected?

Please forward your written reply to the address below. Because of the necessary time schedules for the STB filing, I would appreciate your response within 30 days of the date of this letter. If I may be of any further assistance, please contact me at (856) 231-7206. Thank you for your cooperation.

Sincerely,

John K. Enright / Jd

John K. Enright
Associate General Counsel
1000 Howard Boulevard, 4th Floor
Mt. Laurel, NJ 08054

Enclosure(s)

CONRAIL[®]



July 28, 2005

U.S. Department of the Interior
National Park Service
Chief, Recreation Resources Assistance Division
1849 C Street, NW
Room 3606
Washington, DC 20240

Dear Sir/Madam:

Conrail is proposing to abandon a portion of railroad line known as the Clayville Industrial Track, between milepost 0.00 and milepost 1.00, in the City of Vineland, Cumberland County, NJ. To begin this abandonment process, Conrail must file an application with Surface Transportation Board (STB). One of the requirements for this filing is that the National Park Service be consulted.

Enclosed are segments of U.S.G.S. quadrangle maps delineating the line being considered. In this case, the abandonment will involve salvage and removal of the rail, track material and crossties.

Are there any wildlife sanctuaries or refuges, National or State parks or forests in the vicinity of the proposals? And if so, what would be the effects?

Please forward any comments you may have regarding this proposal, in writing to the address below. Because of the necessary time schedules for the STB filing, I would appreciate your response within 30 days of the date of this letter. If I may be of any further assistance, please contact me at (856) 231-7206. Thank you for your cooperation.

Sincerely,

John K. Enright / rbl

John K. Enright
Associate General Counsel
1000 Howard Boulevard, 4th Floor
Mt. Laurel, NJ 08054

Enclosure(s)

CONRAIL



July 28, 2005

Bradley M. Campbell, Commissioner
NJ Department of Environmental Protection
401 East State Street
P.O. Box 402
Trenton, NJ 08625-0402

Dear Mr. Campbell:

Conrail is proposing to abandon a portion of railroad line known as the Clayville Industrial Track, between milepost 0.00 and milepost 1.00, in the City of Vineland, Cumberland County, NJ. To begin this abandonment process, Conrail must file an application with Surface Transportation Board (STB). One of the requirements for this filing is that the Environmental Protection Agency be consulted.

Enclosed a copy of a U.S.G.S. map with the area of the subject track defined. In this case, the abandonment would involve the salvage and removal of only the rail and crossties. There would be no in-stream salvage of any bridges.

Will this proposed abandonment require permits as designated under section 402 of the Clean Water Act (33 U.S.C. 1342)? Are there any coastal zone areas in the vicinity of this proposal? And if so, what effect would the proposal have on these zones?

Please forward any comments you may have regarding this proposal, in writing to the address below. Because of the necessary time schedules for the STB filing, I would appreciate your response within 30 days of the date of this letter. If I may be of any further assistance, please contact me at (856) 231-7206. Thank you for your cooperation.

Sincerely,

A handwritten signature in cursive script that reads "John K. Enright / rbd".

John K. Enright
Associate General Counsel
1000 Howard Boulevard, 4th Floor
Mt. Laurel, NJ 08054

Enclosure(s)



July 28, 2005

The District Engineer
U.S. Army Engineer District, New York
Jacob K. Javits Federal Building
New York, NY 10278-0090

Dear Sir/Madam:

Conrail is proposing to abandon a portion of railroad line known as the Clayville Industrial Track, between milepost 0.00 and milepost 1.00, in the City of Vineland, Cumberland County, NJ. To begin this abandonment process, Conrail must file an application with Surface Transportation Board (STB). We are required to contact various agencies about items concerning the abandonment. Some of these items involve the Army Corps of Engineers.

Enclosed is a copy of a portion of a U.S.G.S. quadrangle map delineating the area being considered. In this case, the abandonment would involve the salvage and removal of only the rail and crossties. There would be no in-stream salvage of any bridges.

Will this abandonment require permits as designated under section 404 of the Clean Water Act (33 U.S.C. 1344)? Would the proposed abandonment affect any designated wetlands? Would any 100-year flood plains be affected by this action?

It is requested that a written reply be forwarded to the address below. Because of the necessary time schedules for the STB filing, please respond within 30 days of the date of this letter. If I may be of any further assistance, please feel free to contact me at (856) 231-7206. Thank you for your cooperation.

Sincerely,

John K. Enright / rbe

John K. Enright
Associate General Counsel
1000 Howard Boulevard, 4th Floor
Mt. Laurel, NJ 08054

Enclosure(s)

CONRAIL



July 28, 2005

U.S. Environmental Protection Agency
290 Broadway
New York, NY 10007-1866

Dear Sir/Madam:

Conrail is proposing to abandon a portion of railroad line known as the Clayville Industrial Track, between milepost 0.00 and milepost 1.00, in the City of Vineland, Cumberland County, NJ. To begin this abandonment process, Conrail must file an application with Surface Transportation Board (STB). One of the requirements for this filing is that the Environmental Protection Agency be consulted.

Will this proposed abandonment require permits as designated under section 402 of the Clean Water Act (33 U.S.C. 1342)? Enclosed is a copy of a portion of a U.S.G.S. quadrangle map delineating the area being considered. In this case, the abandonment would involve the salvage and removal of only the rail and cross-ties. There would be no in-stream salvage of any bridges.

Please forward any comments you may have regarding this proposal, in writing to the address below. Because of the necessary time schedules for the STB filing, I would appreciate your response within 30 days of the date of this letter. If I may be of any further assistance, please contact me at (856) 231-7206.

Thank you for your cooperation.

Sincerely,

John K. Enright / rbel

John K. Enright
Associate General Counsel
1000 Howard Boulevard, 4th Floor
Mt. Laurel, NJ 08054

Enclosure(s)

CONRAIL[®]



July 28, 2005

New Jersey State Clearinghouse
State Review Process
Office of the Governor
P.O. Box 001
Trenton, NJ 08625-0001

Dear Sir/Madam:

Conrail is proposing to abandon a portion of railroad line known as the Clayville Industrial Track, between milepost 0.00 and milepost 1.00, in the City of Vineland, Cumberland County, NJ. To begin this abandonment process, Conrail must file an application with Surface Transportation Board (STB). We are required to contact the state clearinghouse concerning the abandonment. I would appreciate any comments you may have concerning the proposal.

I am enclosing a copy of a U.S.G.S. map with the area of the subject track defined. In this case, the abandonment would involve the salvage and removal of only the rail, track material and cross-ties.

Please forward your comments regarding this proposal, in writing to the address below. Because of the necessary time schedules for the STB filing, I would appreciate your response within 30 days of the date of this letter. If I may be of any further assistance, please contact me at (856) 231-7206.

Thank you for your cooperation.

Sincerely,

A handwritten signature in dark ink that reads "John K. Enright" followed by the initials "rbd" in a cursive script.

John K. Enright
Associate General Counsel
1000 Howard Boulevard, 4th Floor
Mt. Laurel, NJ 08054

Enclosures

CONRAIL



August 29, 2005

Department of Defense
Military Traffic Management Command
Transportation Engineering Agency
Railroads for National Defense Program
720 Thimble Shoals Boulevard, Ste. 130
Newport News, VA 23606-2547
Attn: Bob Korpanty

RE: Docket No. AB 167 (Sub-No. 1186X)
Consolidated Rail Corporation -- Abandonment
Exemption -- in Cumberland County, New Jersey

Dear Mr. Korpanty:

On or about September 29, 2005, Consolidated Rail Corporation ("Conrail") intends to file a Notice of Exemption with the Surface Transportation Board for abandonment of the line of railroad described below. The Notice of Exemption will be filed pursuant to provisions of 49 C.F.R. 1152.50 regarding abandonment of out-of-service lines of railroad. This letter provides advance notice of the filing in compliance with 49 C.F.R. 1152.50(d)(1).

The line of railroad that Conrail intends to abandon is shown on the attached map and is more fully described below:

Name: Clayville Industrial Track

Location: Cumberland County, New Jersey, traversing United States Postal Service Zip Code 08360

Description of Track: From approximately milepost 0.0± to approximately milepost 1.0± in the city of Vineland, Cumberland County, New Jersey

Length of Track: 1.0 total miles±

Based on information in our possession, the line does not contain federally granted rights-of-way. Any documentation in our possession will be made available promptly to those requesting it.

If you have any questions concerning this proceeding, please call me at the number shown below.

Very truly yours,

John K. Enright / rbd

John K. Enright
Associate General Counsel
1000 Howard Boulevard, 4th Floor
Mt. Laurel, NJ 08054
(856) 231-7206

Enclosure

cc: Vernon A. Williams, Secretary
Surface Transportation Board
1925 K Street, NW
Room 700
Washington, D.C. 20423-0001

CONRAIL[®]



August 29, 2005

U.S. Department of the Interior
National Park Service
Chief, Recreation Resources Assistance Division
1849 C Street, NW
Room 3606
Washington, DC 20240

RE: Docket No. AB 167 (Sub-No. 1186X)
Consolidated Rail Corporation -- Abandonment
Exemption -- in Cumberland County, New Jersey

Dear Sir or Madam:

On or about September 29, 2005, Consolidated Rail Corporation ("Conrail") intends to file a Notice of Exemption with the Surface Transportation Board for abandonment of the line of railroad described below. The Notice of Exemption will be filed pursuant to provisions of 49 C.F.R. 1152.50 regarding abandonment of out-of-service lines of railroad. This letter provides advance notice of the filing in compliance with 49 C.F.R. 1152.50(d)(1).

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Name: Clayville Industrial Track

Location: Cumberland County, New Jersey, traversing United States Postal Service Zip Code 08360

Description of Track: From approximately milepost 0.0± to approximately milepost 1.0± in the city of Vineland, Cumberland County, New Jersey

Length of Track: 1.0 total miles±

Based on information in our possession, the line does not contain federally granted rights-of-way. Any documentation in our possession will be made available promptly to those requesting it.

If you have any questions concerning this proceeding, please call me at the number shown below.

Very truly yours,

Handwritten signature of John K. Enright in cursive script, followed by the initials "/rbal".

John K. Enright
Associate General Counsel
1000 Howard Boulevard, 4th Floor
Mt. Laurel, NJ 08054
(856) 231-7206

Enclosure

cc: Vernon A. Williams, Secretary
Surface Transportation Board
1925 K Street, NW
Room 700
Washington, D.C. 20423-0001

CONRAIL[®]



August 29, 2005

U.S. Department of the Interior
National Park Service
Chief, Land Resources Division
1849 C Street, NW
7th Floor
Washington, DC 20240

RE: Docket No. AB 167 (Sub-No. 1186X)
Consolidated Rail Corporation -- Abandonment
Exemption -- in Cumberland County, New Jersey

Dear Sir or Madam:

On or about September 29, 2005, Consolidated Rail Corporation ("Conrail") intends to file a Notice of Exemption with the Surface Transportation Board for abandonment of the line of railroad described below. The Notice of Exemption will be filed pursuant to provisions of 49 C.F.R. 1152.50 regarding abandonment of out-of-service lines of railroad. This letter provides advance notice of the filing in compliance with 49 C.F.R. 1152.50(d)(1).

The line of railroad that Conrail intends to abandon is shown on the attached map and is more fully described below:

Name: Clayville Industrial Track

Location: Cumberland County, New Jersey, traversing United States Postal Service Zip Code 08360

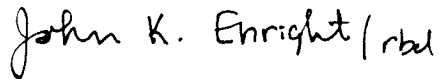
Description of Track: From approximately milepost 0.0± to approximately milepost 1.0± in the city of Vineland, Cumberland County, New Jersey

Length of Track: 1.0 total miles±

Based on information in our possession, the line does not contain federally granted rights-of-way. Any documentation in our possession will be made available promptly to those requesting it.

If you have any questions concerning this proceeding, please call me at the number shown below.

Very truly yours,

Handwritten signature of John K. Enright in cursive, followed by the initials "rbu" in a smaller, less stylized script.

John K. Enright
Associate General Counsel
1000 Howard Boulevard, 4th Floor
Mt. Laurel, NJ 08054
(856) 231-7206

Enclosure

cc: Vernon A. Williams, Secretary
Surface Transportation Board
1925 K Street, NW
Room 700
Washington, D.C. 20423-0001

CONRAIL



August 29, 2005

Dale Bosworth, Chief
USDA Forest Service
Sidney R. Yates Federal Building
4NW Yates
201 14th Street, SW
Washington, DC 20250

RE: Docket No. AB 167 (Sub-No. 1186X)
Consolidated Rail Corporation -- Abandonment
Exemption -- in Cumberland County, New Jersey

Dear Mr. Bosworth:

On or about September 29, 2005, Consolidated Rail Corporation ("Conrail") intends to file a Notice of Exemption with the Surface Transportation Board for abandonment of the line of railroad described below. The Notice of Exemption will be filed pursuant to provisions of 49 C.F.R. 1152.50 regarding abandonment of out-of-service lines of railroad. This letter provides advance notice of the filing in compliance with 49 C.F.R. 1152.50(d)(1).

The line of railroad that Conrail intends to abandon is shown on the attached map and is more fully described below:

Name: Clayville Industrial Track

Location: Cumberland County, New Jersey, traversing United States Postal Service Zip Code 08360

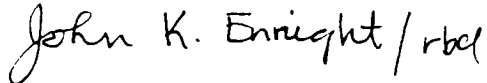
Description of Track: From approximately milepost 0.0± to approximately milepost 1.0± in the city of Vineland, Cumberland County, New Jersey

Length of Track: 1.0 total miles±

Based on information in our possession, the line does not contain federally granted rights-of-way. Any documentation in our possession will be made available promptly to those requesting it.

If you have any questions concerning this proceeding, please call me at the number shown below.

Very truly yours,



John K. Enright
Associate General Counsel
1000 Howard Boulevard, 4th Floor
Mt. Laurel, NJ 08054
(856) 231-7206

Enclosure

cc: Vernon A. Williams, Secretary
Surface Transportation Board
1925 K Street, NW
Room 700
Washington, D.C. 20423-0001

CONRAIL®



August 29, 2005

James P. Fox, Commissioner
New Jersey Department of Transportation
1035 Parkway Avenue
CN-600
Trenton, NJ 08625

RE: Docket No. AB 167 (Sub-No. 1186X)
Consolidated Rail Corporation -- Abandonment
Exemption -- in Cumberland County, New Jersey

Dear Mr. Fox:

This is to notify you pursuant to 49 C.F.R. 1152.50(d)(1) that on or about September 29, 2005, Consolidated Rail Corporation ("Conrail") intends to file a Notice of Exemption with the Surface Transportation Board for abandonment of the rail line shown on the attached map, and more fully described below:

Name: Clayville Industrial Track

Location: Cumberland County, New Jersey, traversing United States Postal Service Zip Code 08360

Description of Track: From approximately milepost 0.0± to approximately milepost 1.0± in the city of Vineland, Cumberland County, New Jersey

Length of Track: 1.0 total miles±

The Notice of Exemption will be filed pursuant to the provisions of 49 C.F.R. 1152.50 regarding abandonment of out-of-service lines of railroad. Because the subject line is out of service and has handled no traffic for the past two years, the abandonment will result in no change in current operations or maintenance. The abandonment will involve salvage and removal of the rail and crossties. Conrail has no current plans to dispose of any other structure involved. The only alternative considered is no action.

Page 2

Based on information in our possession, the line does not contain federally granted rights-of-way. Any documentation in our possession will be made available promptly to those requesting it.

If you have any questions concerning this proceeding, please call me at the number shown below.

Very truly yours,

John K. Enright / rbd

John K. Enright
Associate General Counsel
1000 Howard Boulevard, 4th Floor
Mt. Laurel, NJ 08054
(856) 231-7206

Enclosure

cc: Vernon A. Williams, Secretary
Surface Transportation Board
1925 K Street, NW
Room 700
Washington, D.C. 20423-0001



August 29, 2005

New Jersey State Clearinghouse
State Review Process
Office of the Governor
P.O. Box 001
Trenton, NJ 08625-0001

RE: Docket No. AB 167 (Sub-No. 1186X)
Consolidated Rail Corporation -- Abandonment
Exemption -- in Cumberland County, New Jersey

Dear Sir/Madam:

This is to notify you pursuant to 49 C.F.R. 1152.50(d)(1) that on or about September 29, 2005, Consolidated Rail Corporation ("Conrail") intends to file a Notice of Exemption with the Surface Transportation Board for abandonment of the rail line shown on the attached map, and more fully described below:

Name: Clayville Industrial Track

Location: Cumberland County, New Jersey, traversing United States Postal Service Zip Code 08360

Description of Track: From approximately milepost 0.0± to approximately milepost 1.0± in the city of Vineland, Cumberland County, New Jersey

Length of Track: 1.0 total miles±

The Notice of Exemption will be filed pursuant to the provisions of 49 C.F.R. 1152.50 regarding abandonment of out-of-service lines of railroad. Because the subject line is out of service and has handled no traffic for the past two years, the abandonment will result in no change in current operations or maintenance. The abandonment will involve salvage and removal of the rail and crossties. Conrail has no current plans to dispose of any other structure involved. The only alternative considered is no action.

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Based on information in our possession, the line does not contain federally granted rights-of-way. Any documentation in our possession will be made available promptly to those requesting it.

If you have any questions concerning this proceeding, please call me at the number shown below.

Very truly yours,



John K. Enright
Associate General Counsel
1000 Howard Boulevard, 4th Floor
Mt. Laurel, NJ 08054
(856) 231-7206

Enclosure

cc: Vernon A. Williams, Secretary
Surface Transportation Board
1925 K Street, NW
Room 700
Washington, D.C. 20423-0001

CONRAIL



August 29, 2005

VIA U.S.MAIL

To: All Parties on Attached Service List

Re: STB No. AB 167 (Sub-No. 1186X)
Consolidated Rail Corporation -- Abandonment
Exemption -- in Cumberland County, New Jersey

On September 29, 2005, Consolidated Rail Corporation ("Conrail") expects to be filing with the Surface Transportation Board ("STB" or "Board") a Notice of Exemption seeking authority to abandon a portion of railroad line known as the Clayville Industrial Track, between milepost 0.0± and milepost 1.0± in the city of Vineland, Cumberland County, New Jersey. Attached is an Environmental and Historic Report describing the proposed action and any expected environmental and historic effects, as well as a map of the affected area.

Conrail is providing this report so that you may review the information that will form the basis for the STB's independent environmental analysis of this proceeding. If 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, NW, Washington, DC 20423, telephone number (202) 565-1545 and refer to the above Docket No. AB 167 (Sub-No. 1186X). Because the applicable statutes and regulations impose stringent deadlines for processing this action, your written comments to SEA (with a copy to Conrail's representative named below) would be appreciated within three weeks.

Your comments will be considered by the Board in evaluating the environmental and/or historic preservation impacts of the contemplated action. If there are any questions concerning this proposal, please contact Conrail's representative directly. Conrail's representative in this matter is John K. Enright, who may be contacted by telephone at (856) 231-7206 or by mail at 1000 Howard Boulevard, 4th Floor, Mt. Laurel, NJ 08054.

Sincerely,

John K. Enright / rbd

John K. Enright
Associate General Counsel
1000 Howard Boulevard, 4th Floor
Mt. Laurel, NJ 08054

Enclosures

SERVICE LIST

Vernon A. Williams, Secretary
Surface Transportation Board
1925 K Street, NW
Room 700
Washington, DC 20423-0001

Bradley M. Campbell, Commissioner
State Historic Preservation Office
NJ Department of Environmental Protection
401 East State Street, P.O. Box 404
Trenton, NJ 08625-0404

Ruth Ehringer, Program Manager
NJ Dept. of Environmental Protection
Office of Coastal Planning & Program Coordination
401 East State Street, P.O. Box 418
Trenton, NJ 08625-0418

Kenneth C. Koschek
NJ Department of Environmental Protection
Office of Permit Coordination & Environmental Review
P.O. Box 418
Trenton, NJ 08625-0418

Bruce T. Peterson, Director
Cumberland County Board of Freeholders
790 E. Commerce Street
Bridgeton, NJ 08302

The District Engineer
U.S. Army Engineer District, New York
Jacob K. Javits Federal Building
26 Federal Plaza, Room 2109
New York, NY 10278-0090

U.S. Fish & Wildlife Service
Ecological Services
New Jersey Field Office
927 North Main Street, Building D
Pleasantville, NJ 08232

U.S. Environmental Protection Agency
290 Broadway
New York, NY 10007-1866

Richard Snay, Chief
Spatial Reference System Division
National Geodetic Survey
1315 East-West Highway
Silver Spring, MD 20910-3282

U.S. Department of the Interior
National Park Service
Chief, Recreation Resources Assistance Division
1849 C Street, NW - Room 3606
Washington, DC 20240

Stephen L. Kehs, Director
Cumberland County Department
of Planning and Development
800 E. Commerce Street
Bridgeton, NJ 08302

State Conservationist
Natural Resources Conservation Service
220 Davidson Avenue, 4th Floor
Somerset, NJ 08873-4115

Bradley M. Campbell, Commissioner
NJ Department of Environmental Protection
401 East State Street
P.O. Box 402
Trenton, NJ 08625-0402

New Jersey State Clearinghouse
State Review Process
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Trenton, NJ 08625-0001

Bob Korpanty
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National Park Service
Chief, Land Resources Division
1849 C Street, NW - 7th Floor
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Dale Bosworth, Chief
USDA Forest Service
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James P. Fox, Commissioner
New Jersey Department of Transportation
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Edwin Muniz
Natural Resources Conservation Service
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Hammononton, NJ 08037

Robert N. Cubberly, Environmental Scientist
NJ Department of Environmental Protection
Land Use Regulation Program
P.O. Box 439
Trenton, NJ 08625-0439

CERTIFICATION Proof of Publication

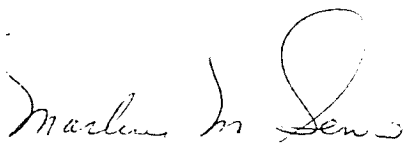
Marlene Servis of lawful age, acting in her capacity as an employee of South Jersey Publishing Company, Inc. d/b/a The Press of Atlantic City, a daily newspaper printed and published c/o 1000 West Washington Avenue, Pleasantville, New Jersey 08232, and distributed in the following counties: Atlantic, Camden, Cape May, Cumberland, Gloucester, and Ocean and mailed to various parts of the State of New Jersey, the United States, and foreign countries, does hereby certify that the Notice accompanying this Certification was published in The Press of Atlantic City on :

9/1/2005.

All interested parties may rely upon the representations contained herein limited solely to the authenticity of the Notice accompanying this Certification to be an accurate reproduction of the same and the date upon which it was published.

I certify that the foregoing statements made by me are true. I am aware that if any of the foregoing statements made by me are willfully false, I am subject to punishment.

Dated: 9/9/2005



Marlene Servis



NOTICE

Consolidated Rail Corporation gives notice that on or about September 29, 2005, it intends to file with the Surface Transportation Board, Washington, DC 20423, a notice of exemption under 49 CFR 1152 Subpart F - Exempt Abandonments permitting the abandonment of a 1.0 mile line of railroad, consisting of a portion of its Clayville Industrial Track between railroad milepost 0.0+ and railroad milepost 1.0+-, which traverses through United States Postal Service Zip Code 08360 in the City of Vineland, Cumberland County, New Jersey. The proceeding will be docketed as STB No. AB 167 (Sub-No. 1186X).

The Board's Section of Environmental 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 a Board decision. Interested persons may obtain a copy of the EA or make inquiries regarding environmental matters by writing to the Section of Environmental Analysis (SEA) Surface Transportation Board, 1925 K Street, NW, Washington, DC 20423 or by calling that office at 202-565-1345.

Appropriate offers of financial assistance to continue railroad service can be filed with the Board. Requests for environmental conditions, public use conditions, or rail banking/trails use also can be filed with the Board. An original and 10 copies of any pleading that raises matters other than environmental issues (such as trails use, public use, and offers of financial assistance) must be filed directly with the Board's Office of the Secretary, 1925 K Street, NW, Washington, DC 20423, and one copy must be served on applicant's representative. Questions regarding offers of financial assistance, public use or trails use may be directed to the Board's Office of Congressional and Public Services at 202-565-1592. Copies of any comments or requests for conditions should be served on the applicant's representative: John K. Enright, Associate General Counsel, Consolidated Rail Corporation, 1000 Howard Boulevard 4th Floor, Mt. Laurel, NJ 08054, telephone 856-231-7206.

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EXHIBIT C

NOTICE

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