

CONRAIL®

218097

November 15, 2006

UPS NEXT DAY AIR

Victoria Rutson, Chief
Section of Environmental Analysis
Surface Transportation Board
1925 K Street, NW, Room 504
Washington, DC 20423-0001

Re: STB No. AB 167 (Sub-No. 1185X)
Consolidated Rail Corporation -- Abandonment
Exemption -- in Mercer County, New Jersey

ENTERED
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Public Record

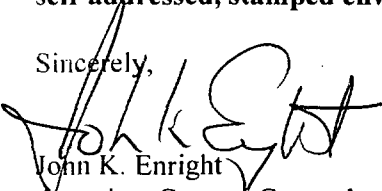
Dear Ms. Rutson:

Enclosed for filing in the above-referenced docket are the original and ten copies of a **Supplement to Environmental and Historic Report** prepared pursuant to 49 C.F.R. §§1105.7 and 1105.8 and a transmittal letter pursuant to 49 C.F.R. §1105.11.

Conrail filed a Verified Notice of Exemption in this matter on June 13, 2006 and the Environmental Assessment by the Board was issued with a service date of July 7, 2006.

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
Catherine Glidden

November 15, 2006

VIA U.S.MAIL

To: All Parties on Attached Service List

Re: STB No. AB 167 (Sub-No. 1185X)
Consolidated Rail Corporation -- Abandonment
Exemption -- in Mercer County, New Jersey

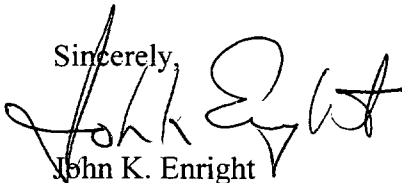
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Public Record

On June 13, 2006, Consolidated Rail Corporation ("Conrail") filed with the Surface Transportation Board ("STB" or "Board") a Notice of Exemption seeking authority to abandon a portion of railroad line known as the Robbinsville Industrial Track, between milepost 32.20± and milepost 37.90± in the cities of Hamilton Township and Washington Township, Mercer County, New Jersey. On May 9, 2006, an Environmental and Historic Report describing the proposed action and any expected environmental and historic effects was provided by Conrail to appropriate federal, state, and local agencies pursuant to 49 C.F.R. §§ 1105.7 and 1105.8. Attached is a Supplement to Environmental and Historic Report providing additional information regarding 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. 1185X). 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
Associate General Counsel
1000 Howard Boulevard, 4th Floor
Mt. Laurel, NJ 08054

Enclosures

SERVICE LIST

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The District Engineer
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Jacob K. Javits Federal Building
26 Federal Plaza, Room 2109
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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

Re: ES-05/NE 135

Richard Snay, Chief
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Spatial Reference System Division
National Geodetic Survey
1315 East-West Highway
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U.S. Department of the Interior
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Chief, Recreation Resources Assistance Division
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220 Davidson Avenue, 4th Floor
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New Jersey State Clearinghouse
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720 Thimble Shoals Boulevard, Suite 130
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BEFORE THE
SURFACE TRANSPORTATION BOARD
WASHINGTON, D.C. 20423

STB NO. AB 167 (SUB-NO. 1185X)

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

NOTICE OF EXEMPTION

SUPPLEMENT TO ENVIRONMENTAL AND HISTORIC REPORT

Consolidated Rail Corporation (“Conrail”) submits this Supplement to Environmental and Historic Report in accordance with 49 C.F.R. §§ 1105.7 & 1105.8, for an exempt abandonment of the Robbinsville Industrial Track from railroad milepost 32.20± to railroad milepost 37.90± in the Townships of Hamilton and Washington, Mercer County, New Jersey, traversing United States Postal Zip Codes 08620 and 08520 (the “Line”), for a total distance of 5.70 miles±.

A Notice of Exemption (“NOE”) to abandon the Line pursuant to 49 C.F.R. 1152.50 was filed on June 13, 2006.

A revised aerial map of the Line is attached as Exhibit “A”. The map provided originally with the NOE is also attached for reference.

All statements, answers, and attachments to the original Environmental and Historic Report are true and correct in their entirety except that upon further field investigation of the Line with representatives of the Board’s Section of Environmental Analysis (“SEA”) and the New Jersey State Historic Preservation Office (“SHPO”) on August 22, 2006 and subsequent internal investigation, Conrail has identified six railroad structures on the Line that are 50 years or older. These six structures were inadvertently not included in the original Environmental and Historic Report, and Conrail apologizes

for this omission. Therefore, Conrail's responses to the following items in the Historic Report 49 C.F.R. § 1105.8 are hereby corrected and supplemented to read as follows:

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. There are five undergrade bridges/culverts on the line owned by Conrail: two concrete/cast iron pipe culverts (UG 37.74 over Bear Brook and UG 36.47 over an unnamed stream); one concrete slab bridge – double span (UG 36.40 over Assumpink Creek); one brick arch bridge (UG 34.62 over Miry Creek); and one concrete culvert (UG 33.20 over Edges Brook). There is also a wood frame freight depot along the line at milepost 33.8±. Photographs of these structures and the areas immediately surrounding them are attached hereto, with one exception: Conrail was unable to obtain photographs of the concrete culvert (UG 33.20) as it is located in a hard to reach location and in poor condition.

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. The construction dates of the structures on the Line are as follows:

<u>Bridge No.</u>	<u>Construction Type</u>	<u>Construction Date</u>
UG 37.74	Concrete/Cast Iron Pipe Culvert	Late 19 th Century (estimate)
UG 36.47	Concrete/Cast Iron Pipe Culvert	Late 19 th Century (estimate)
UG 36.40	Concrete Slab Bridge - Double Span	1915
UG 34.62	Brick Arch Bridge	1840-1880 (estimate)
UG 33.20	Concrete Culvert	Late 19 th Century (estimate)

Building

Freight Depot Wood Frame (MP 33.8±)	Late 19 th Century (estimate)
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Conrail knows of no major alterations to any of these structures.

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.

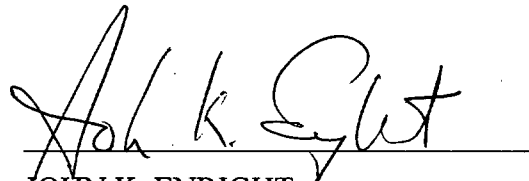
6. Conrail has no documents in its possession for any of the structures identified in Item No. 4 above.

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. The SEA served an Environmental Analysis ("EA") in this proceeding on July 7, 2006. In the EA, the SEA stated that the SHPO indicated that the entire Line is eligible for listing and the National Register of Historic Places ("National Register") and is a contributing element of the Camden and Amboy Railroad Historic District. The SEA recommended that Conrail be required to retain its interest in and take no steps to alter the historic integrity of all sites, buildings, and structures within the project right-of-way that are eligible for listing in or listed in the National Register until completion of the section 106 process of the National Historic Preservation Act, and that Conrail report back to SEA regarding any consultations with the SHPO and any other section 106 consulting parties. In a decision served August 10, 2006, the Board imposed the public use condition as recommended by the SEA. Upon learning of its oversight of the structures identified in Item No. 4 above, Conrail consulted with the SEA and sought permission to supplement its Environmental and Historic Report with a revised map, photographs, and updated information regarding the structures and their potential historicity. Conrail believes that the structures identified in Item No. 4 above are contributing elements to the Camden and Amboy Historic District and may also be eligible individually for inclusion in the National Register. Additionally, the line traverses the proposed Windsor Historic District, located between milepost 36.0± and milepost 37.5±, and Conrail believes that the freight depot identified above is a

contributing element of the Windsor Historic District. Regarding the likelihood of archeological resources along the Line, Conrail notes that in the early years of rail transportation, before the development and use of wooden ties, stone sleepers were used to support the rails. Remnants of such stone sleepers may exist under the ballast along the Line and any such stone sleepers may be considered an archeological resource.

Conrail assured the SEA that it would file this supplement and make it available to all appropriate federal, state and local agencies for their comment. Conrail hereby certifies that a copy of the Supplement to Environmental and Historic Report was served by first class mail on the 15th day of November, 2006 on all parties on the attached service list.



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

Dated this 15th day of November, 2006

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1 of 2

WINDSOR

CREEK

ROBBINSVILLE

ROUTE 130

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YARDVILLE

37

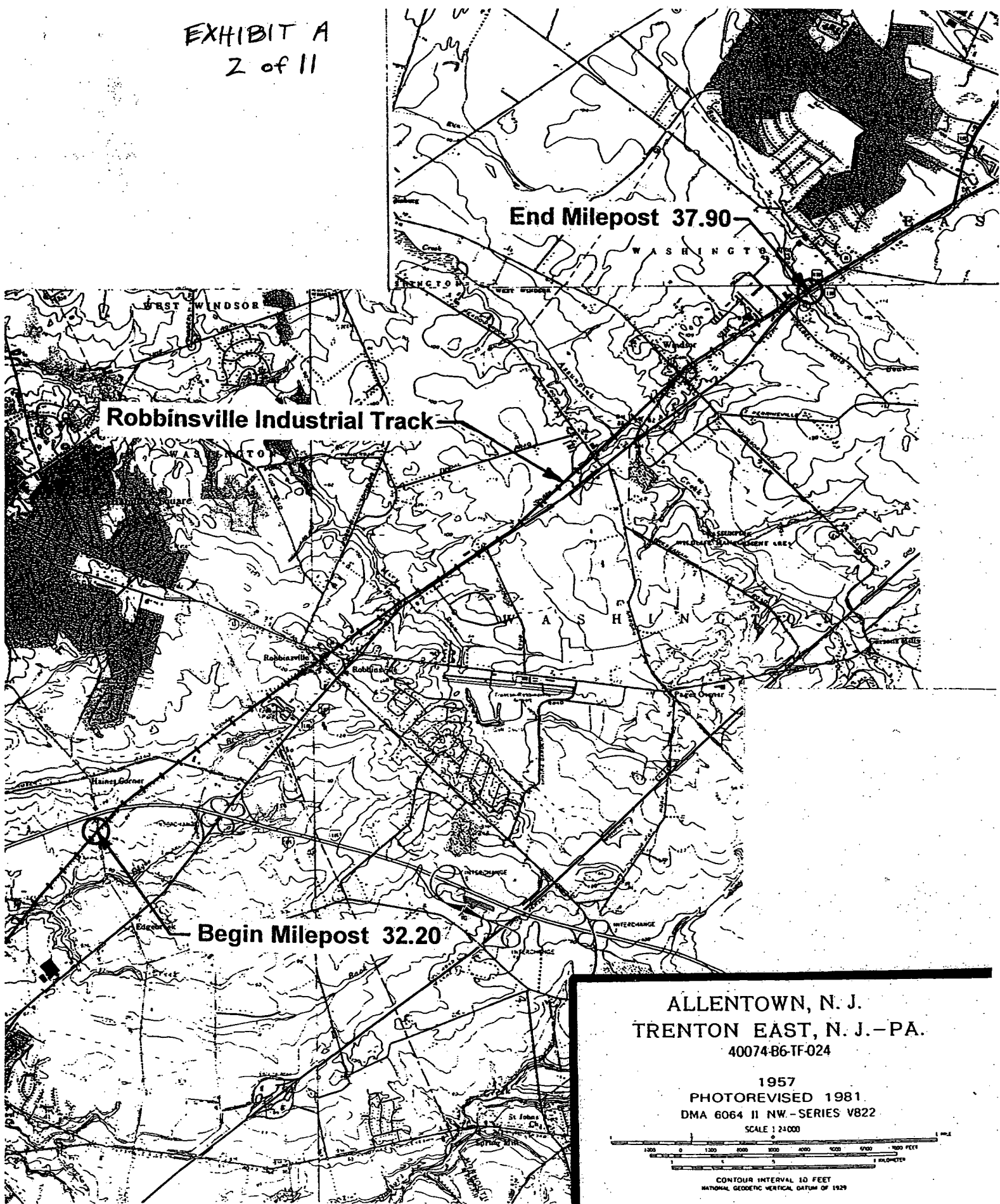
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AMTRAK MAIN LINE - NEW YORK & PHILA. (PRR)

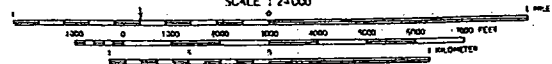
PRIN J

EXHIBIT A
2 of 11



ALLENTOWN, N. J.
TRENTON EAST, N. J.-PA.
40074-B6-TF-024

1957
PHOTOREVISED 1981
DMA 6064 II NW.-SERIES V822
SCALE 1:24,000



CONTOUR INTERVAL 10 FEET
NATIONAL GEODETIC VERTICAL DATUM OF 1929

EXHIBIT "A"

2 of 2

38

Amboy Rail Line - Section 112503160



Amboy Rail Line - Section 112503260b



Legend

	Historic Districts
	MERCERCOUNTY_MUNICIPALITIES

Amboy Rail Line - Section 112503360a



Amboy Rail Line - Section 112503360b



Amboy Rail Line - Section 112503460



1 inch equals 231

Amboy Rail Line - Section 112503560



Amboy Rail Line - Section 112503660



Amboy Rail Line - Section 112503760





Freight Depot
MP 33.8 ±



Freight Depot
MP 33.8 ±



UG 34.62
Brick Arch Bridge
Over Miry Creek



UG 34.62
Brick Arch Bridge
Over Miry Creek



UG 34.62
Brick Arch Bridge
Over Miry Creek



UG 34.62
Brick Arch Bridge
Over Miry Creek



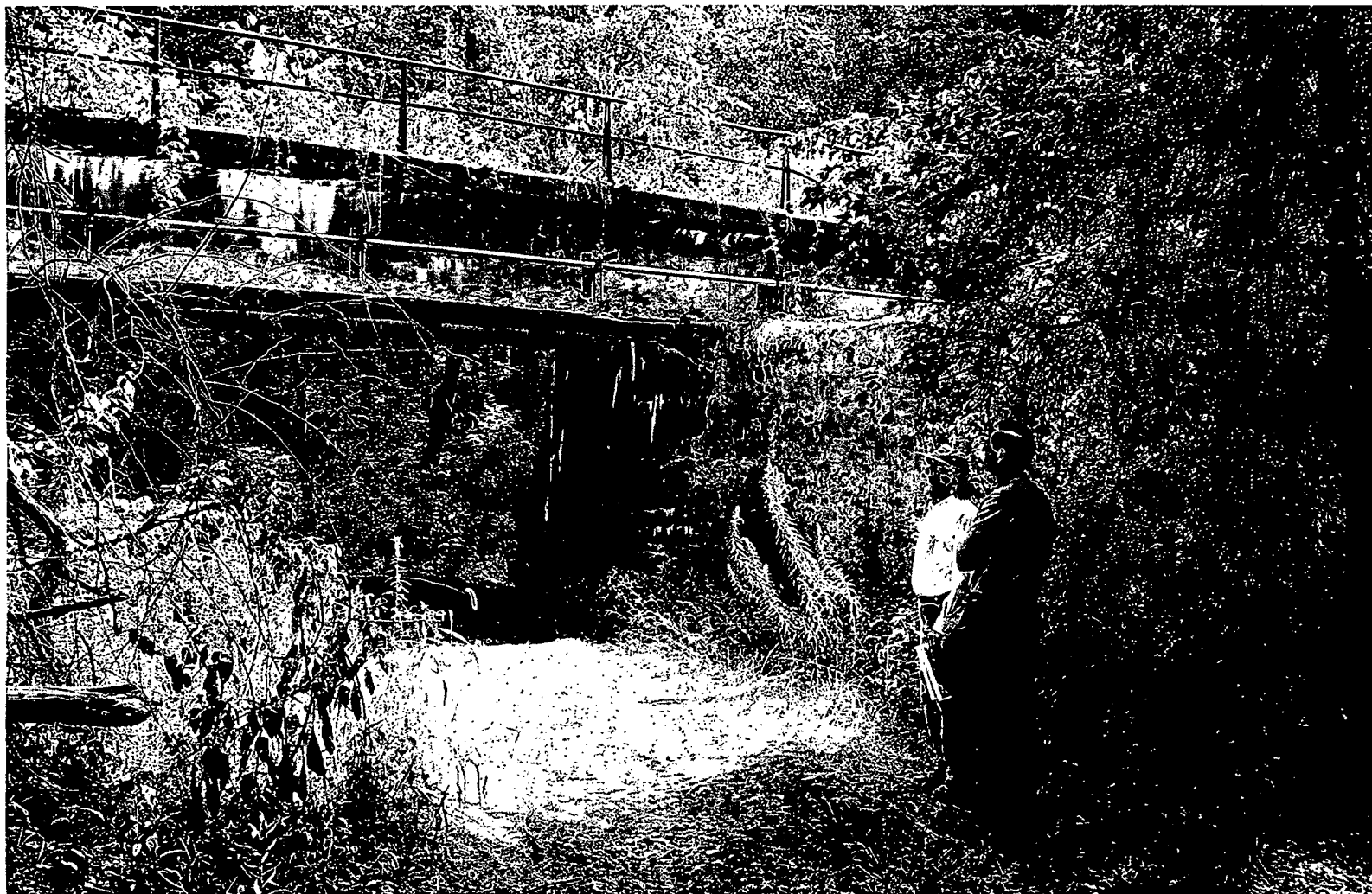
UG 36.40
Concrete Slab Bridge - Double Span
Over Assumpink Creek



UG 36.40
Concrete Slab Bridge - Double Span
Over Assumpink Creek



UG 36.40
Concrete Slab Bridge - Double Span
Over Assumpink Creek



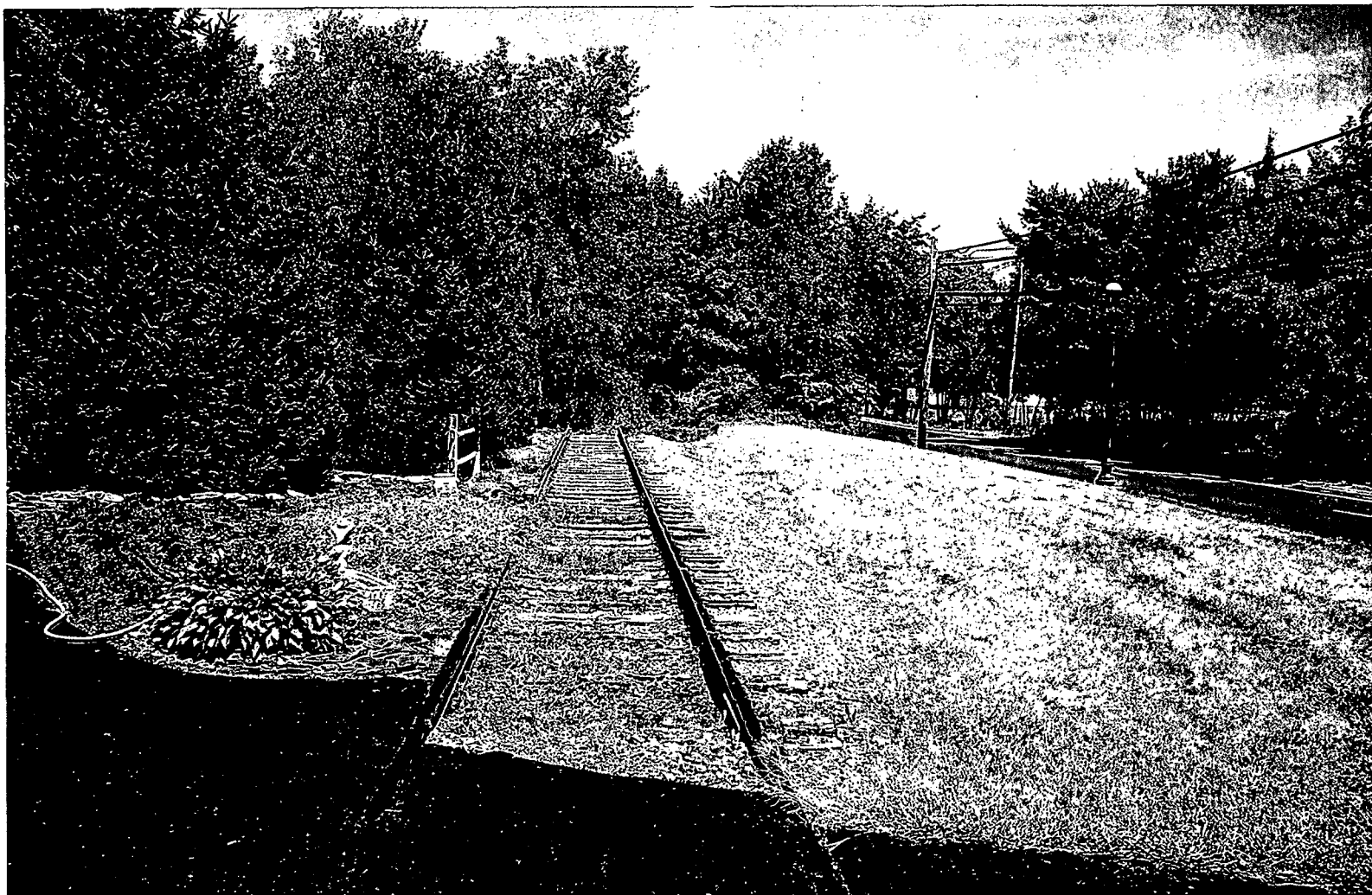
UG 36.40
Concrete Slab Bridge - Double Span
Over Assumpink Creek



UG 36.47
Concrete / Cast Iron Pipe Culvert
Over unnamed stream



Windsor Historic District Area
MP 36.7 ±



Windsor Historic District Area
MP 37.0 ±



UG 37.74
Concrete/Cast Iron Pipe Culvert
Over Bear Brook