

CONRAIL

March 6, 2008

To: All Parties on Attached Service List

RE: Docket No. AB 167 (Sub-No. 1189X) **221808**
Consolidated Rail Corporation -- Abandonment
Exemption -- in Hudson County, New Jersey

Docket No. AB 55 (Sub-No. 686X) **221809**
CSX Transportation, Inc. -- Discontinuance
Exemption -- in Hudson County, New Jersey

Docket No. AB 290 (Sub-No. 306X) **221810**
Norfolk Southern Railway Company -- Discontinuance
Exemption -- in Hudson County, New Jersey

ENTERED
Office of Proceedings

MAR 12 2008

Part of
Public Record

On April 7, 2008, Consolidated Rail Corporation ("Conrail"), CSX Transportation, Inc. ("CSXT"), and Norfolk Southern Railway Company ("NS") expect to be filing with the Surface Transportation Board ("STB" or "Board") combined Notices of Exemption for abandonment (Conrail) and discontinuance of service (CSXT and NS) seeking authority to abandon portions of two railroad lines known as (1) the Harsimus Branch, between milepost 0.00± and milepost 1.36± and (2) the Hudson Street Industrial Track, between milepost 0.00± and milepost 0.72±, both in the city of Jersey City, Hudson County, New Jersey. Because of the proximity of the two lines, they are being included in the same application. 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, 395 E Street, SW, Washington, DC 20423, telephone number (202) 245-0295 and refer to the above Docket No. AB 167 (Sub-No. 1189X). 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

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Washington, DC 20423-0001

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NJ Department of Environmental Protection
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Thomas A. DeGise, County Executive
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Jersey City, NJ 07306

The District Engineer
U.S. Army Engineer District, New York
Jacob K. Javits Federal Building
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U.S. Fish & Wildlife Service
New Jersey Field Office
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Heritage Square, Building D
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U.S. Environmental Protection Agency
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New York, NY 10007-1866

Richard Snay, Chief
Simon Monroe (N/NGS12)
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 3129
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Justice Brennan Court House
583 Newark Avenue
Jersey City, NJ 07306

State Conservationist
Natural Resources Conservation Service
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401 East State Street
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Trenton, NJ 08625-0402

New Jersey State Clearinghouse
State Review Process
Office of the Governor
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Trenton, NJ 08625-0001

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Victoria J. Rutson, Chief
Section of Environmental Analysis
Surface Transportation Board
395 E Street, SW
Washington, DC 20423-0001

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

STB NO. AB 167 (SUB-NO 1189X)

**CONSOLIDATED RAIL CORPORATION – ABANDONMENT EXEMPTION – IN
HUDSON COUNTY, NEW JERSEY**

STB NO AB 55 (SUB-NO. 686X)

**CSX TRANSPORTATION, INC. – DISCONTINUANCE EXEMPTION – IN HUDSON
COUNTY, NEW JERSEY**

STB NO. AB 290 (SUB-NO 306X)

**NORFOLK SOUTHERN RAILWAY COMPANY – DISCONTINUANCE
EXEMPTION – IN HUDSON COUNTY, NEW JERSEY**

NOTICES OF EXEMPTION

ENVIRONMENTAL AND HISTORIC REPORT

Consolidated Rail Corporation (“Conrail”), CSX Transportation, Inc. (“CSXT”), and Norfolk Southern Railway Company (“NS”) (collectively, “Applicants”) submit this Environmental and Historic Report in accordance with 49 C.F.R. §§ 1105.7 & 1105.8. Applicants have fulfilled the requirements of sections 1105.7 and 1105.8 that they 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 Applicants have 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 (Conrail) and discontinuance of service (CSXT and NS) of portions of two lines of railroad known as (1) the Harsimus Branch, from approximately milepost 0.00± to approximately milepost 1.36±, and (2) the Hudson Street Industrial Track, from approximately milepost 0.00± to approximately milepost 0.72±, both in the city of Jersey City, Hudson County, New Jersey, traversing United States Postal Service Zip Codes 07302 and 07306 (the "Lines"). Because of the proximity of the two lines, they are being included in the same application. Applicants expect to file combined Notices of Exemption to abandon and discontinue service on these lines on or after April 7, 2008. As the subject lines have been out of service for more than two years, no commodities are transported on the lines and no changes in current operations or maintenance practices will result from the proposed action. Applicants have no plans to dispose of the structures on the line; track, track material, and crossties have previously been removed. The only reasonable alternative is that of no action. A detailed map is attached 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 lines are out of service and are 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) The County Executive for Hudson County, the Director of the Hudson County Planning Division, and the Mayor of Jersey City have been consulted in this regard. Applicants wrote to these agencies on February 7, 2008 to request that they comment on the proposed abandonment. In its response dated March 3, 2008, the Planning Director for the Department of Public Resources for Hudson County identified two prior land use plans for the subject lines, (1) "as a potential corridor for transportation alternative "R2" and (2) "as the locally preferred alternative through downtown Jersey City for the proposed East Coast Greenway." The National Geodetic Survey ("NGS") has also been consulted in this regard. Applicants wrote to this agency on February 7, 2008 to request that it comment on the proposed abandonment. Upon receipt of any response, Applicants will forward same to the Board.

(ii) The United States Soil Conservation Service, now renamed the Natural Resources Conservation Service ("NRCS"), has been consulted in this regard. Applicants wrote to this agency on February 7, 2008 to request that it comment on the proposed abandonment. Upon receipt of any response, Applicants will forward same to the Board.

(iii) The New Jersey Department of Environmental Protection ("NJDEP") - Office of Permit Coordination and Environmental Review, has been consulted in this regard. Applicants wrote to this agency on February 7, 2008 to request that it comment on the proposed abandonment. Upon receipt of any response, Applicants will forward same to the Board. The NJDEP – Bureau of Inland Regulation, has also been consulted in this regard. Applicants wrote to this agency on February 7, 2008 to request that it comment on the proposed abandonment. Upon receipt of any response, Applicants will forward same to the Board.

(iv) See response to 3(i) above.

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 lines are out of service and have 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 lines are out of service and have 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 lines are out of service and have 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) Applicants are 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. Applicants wrote to this agency on February 7, 2008 to request that it comment on the proposed abandonment. Upon receipt of any response, Applicants will forward same to the Board. The National Park Service has also been consulted in this regard. Applicants wrote to this agency on February 7, 2008 to request that it comment on the proposed abandonment. Upon receipt of any response, Applicants will forward same 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 has been consulted in this regard. Applicants wrote to this agency on February 7, 2008 to request that it comment on the proposed abandonment. Upon receipt of any response, Applicants will forward same to the Board. The National Park Service has also been consulted in this regard. Applicants wrote to this agency on February 7, 2008 to request that it comment on the proposed abandonment. Upon receipt of any response, Applicants 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. Applicants wrote to this agency on February 7, 2008 to request that it comment on the proposed abandonment. Upon receipt of any response, Applicants will forward same to the Board.

(ii) The proposed abandonment does not contemplate removal of the rail, track material, and cross ties, as the rail and ties of both lines have previously been removed, 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. Applicants wrote to this agency on February 7, 2008 to request that it comment on the proposed abandonment. Upon receipt of any response, Applicants will forward same to the Board.

(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. Applicants wrote to this agency on February 7, 2008 to request that it comment on the proposed abandonment. Upon receipt of any response, Applicants will forward same to the Board. The U.S. Environmental Protection Agency has also been consulted in this regard. Applicants wrote to this agency on February 7, 2008 to request that it comment on the proposed abandonment. Upon receipt of any response, Applicants 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 lines is attached 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 Jersey City, Hudson County, New Jersey, traversing United States Postal Service Zip Codes 07302 and 07306. It extends from (1) the Harsimus Branch, from approximately milepost 0.00± to approximately milepost 1.36±, and (2) the Hudson Street Industrial Track, from approximately milepost 0.00± to approximately milepost 0.72±. The right-of-way varies between 50 and 100 feet wide throughout the line. The topography of the surrounding area is flat, as shown on the topographic map as Exhibit "A". The lines are located in an urban residential/commercial/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.

1

3. Photographs of the structures, as further described in response no. 4 below, are attached.

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. There are no existing undergrade bridges located along these lines. However, historically, an elevated portion of the Harsimus Branch consisted of an undergrade bridge that traversed several street intersections. While the bridge no longer exists, some of the bridge supports are standing. Another elevated portion of the Harsimus Branch was supported by an embankment, which now consists of six blocks of embankment structures (collectively, the "Embankment"). The Embankment was further supported by stone walls constructed approximately 1912. The bridges that connected the Embankment were built between 1896 and 1900. The bridges consisted of multiple spans, all of which were removed in 1965 and were replaced with a one track span between MP 0.15 and MP 0.36. This replacement span was removed in 1994. Photographs of these structures are attached.

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 lines were used for rail freight operations. However, the lines are out of service and have 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. Applicants have approximately 600 microfiche cards containing engineering drawings for the structures that were on the lines.

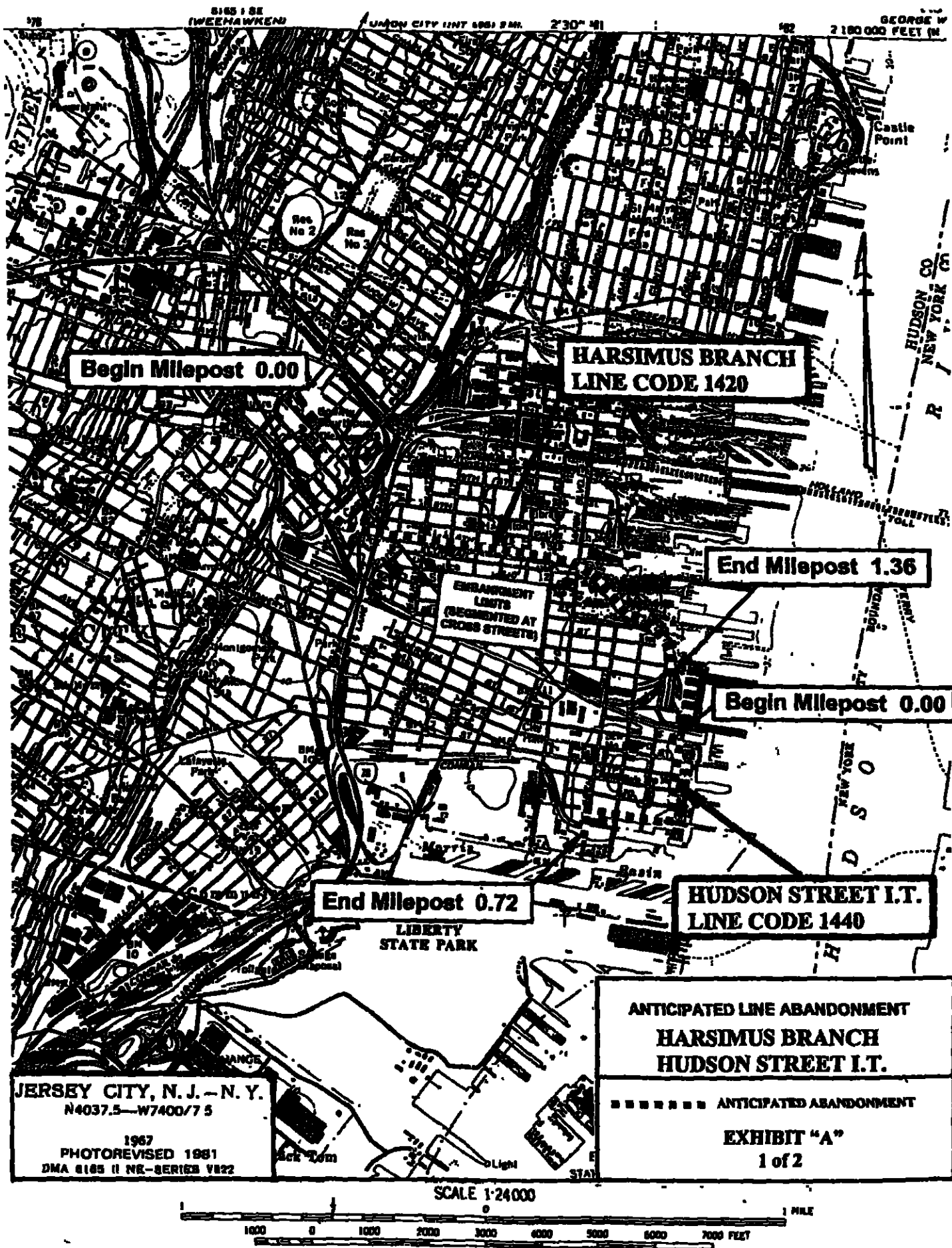
7. Opinion regarding historical matters. An opinion (based on readily available information in the railroad's possession) as to whether the site and/or structures meet the criteria for listing on the National Register of Historic Places (36 C.F.R. 60.4) and whether there is a likelihood of archeological 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. In its response dated March 3, 2008, the Planning Director for the Department of Public Resources for Hudson County stated that the "NJ Department of Environmental Protection's Historic Preservation Office has identified a swath of downtown Jersey City, including the railroad lines, as the 'Harsimus Cove Historic District' (ID #1509). The District was deemed eligible for the National Register of Historic Places on 12/9/1987 (NR Reference #87002118) and on the State Register dated 10/15/87." This response also stated that the "N.J. Department of Environmental Protection's Historic Preservation Office placed the 'Pennsylvania Railroad Harsimus Branch Embankment' (ID #131) on the State Register of Historic Places on 12/29/1999. A Certification of Eligibility (COE) was issued by SHPO on 12/17/1999. A Determination of Eligibility (DOE) was issued by SHPO on 3/16/2000." The Embankment has also been given landmark status by the City of Jersey City. Applicants do not believe there is a likelihood of archeological resources or any other previously unknown historic properties on the subject lines. The bases for these opinions are the absence of any document in Conrail's possession indicating that the site or any structure, other than those identified above, meet historical criteria or that there is a likelihood that archeological resources or other previously unknown historic properties exist on the line, and on-site inspection of the subject line conducted by Conrail field engineers on November 20, 2007. The New Jersey State Historic Preservation Office has been consulted in this regard. Applicants wrote to this agency on February 7, 2008 to request that it comment on the proposed abandonment. Upon receipt of any response, Applicants 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. In connection with a proposed redevelopment of the property surrounding and including the Embankment, soil sampling and analysis was conducted in 2005 which concluded that any detected contamination can be designated as "Historic Fill" type contamination. The New Jersey State Historic Preservation Office has been consulted in this regard. Applicants wrote to this agency on February 7, 2008 to request that it comment on the proposed abandonment. Upon receipt of any response, Applicants will forward same to the Board.



Begin Milepost 0.00

HARSIMUS BRANCH
LINE CODE 1420

End Milepost 1.36

Begin Milepost 0.00

End Milepost 0.72

HUDSON STREET I.T.
LINE CODE 1440

JERSEY CITY, N.J. - N.Y.
N4037.5-W7400/75

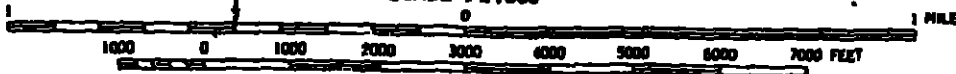
1967
PHOTO-REVISED 1981
DMA 8165 II NR-SERIES V822

ANTICIPATED LINE ABANDONMENT
HARSIMUS BRANCH
HUDSON STREET I.T.

■■■■■■■■■■ ANTICIPATED ABANDONMENT

EXHIBIT "A"
1 of 2

SCALE 1:24000



Jersey City, New Jersey

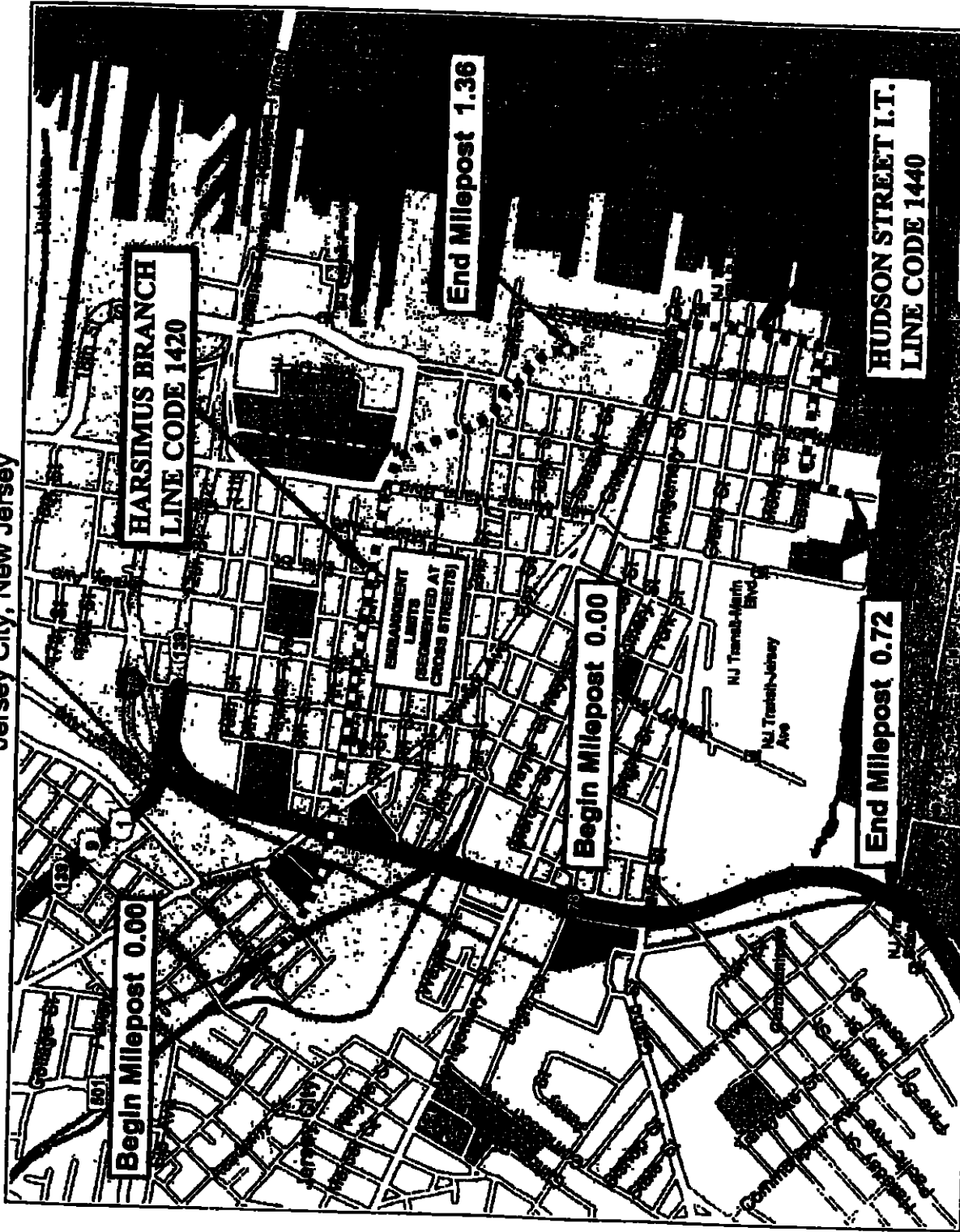
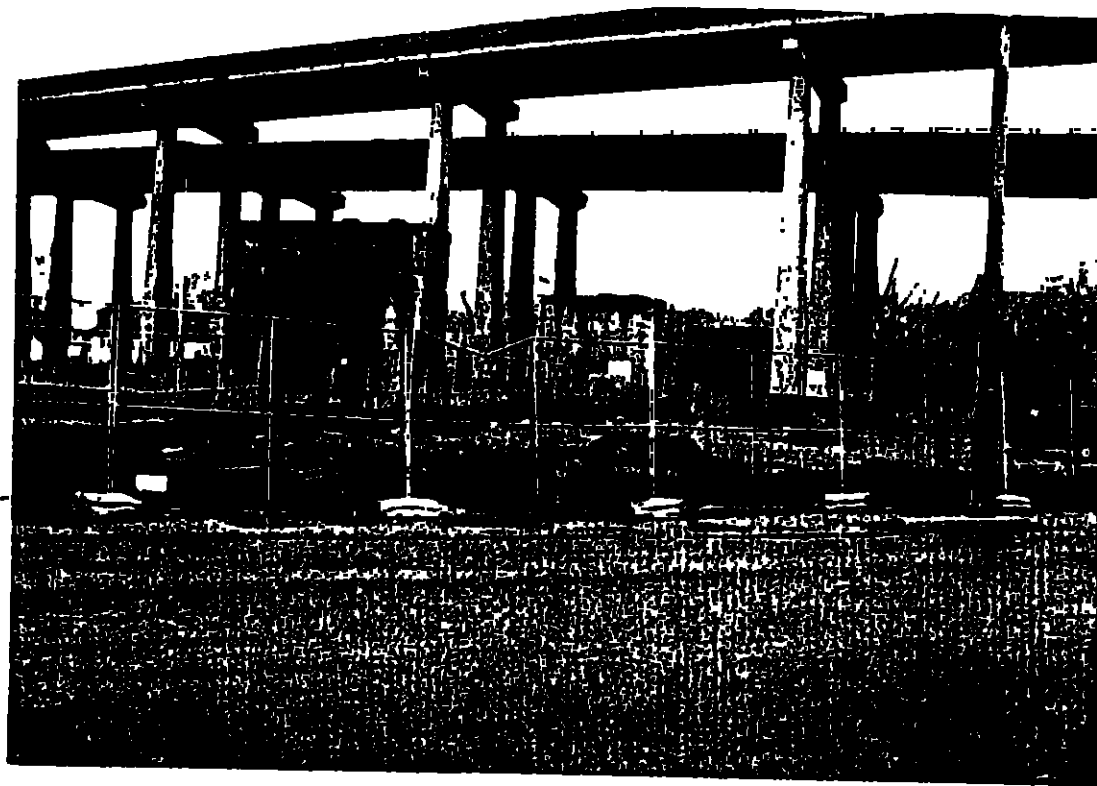


EXHIBIT "A" SHEET 2 of 2

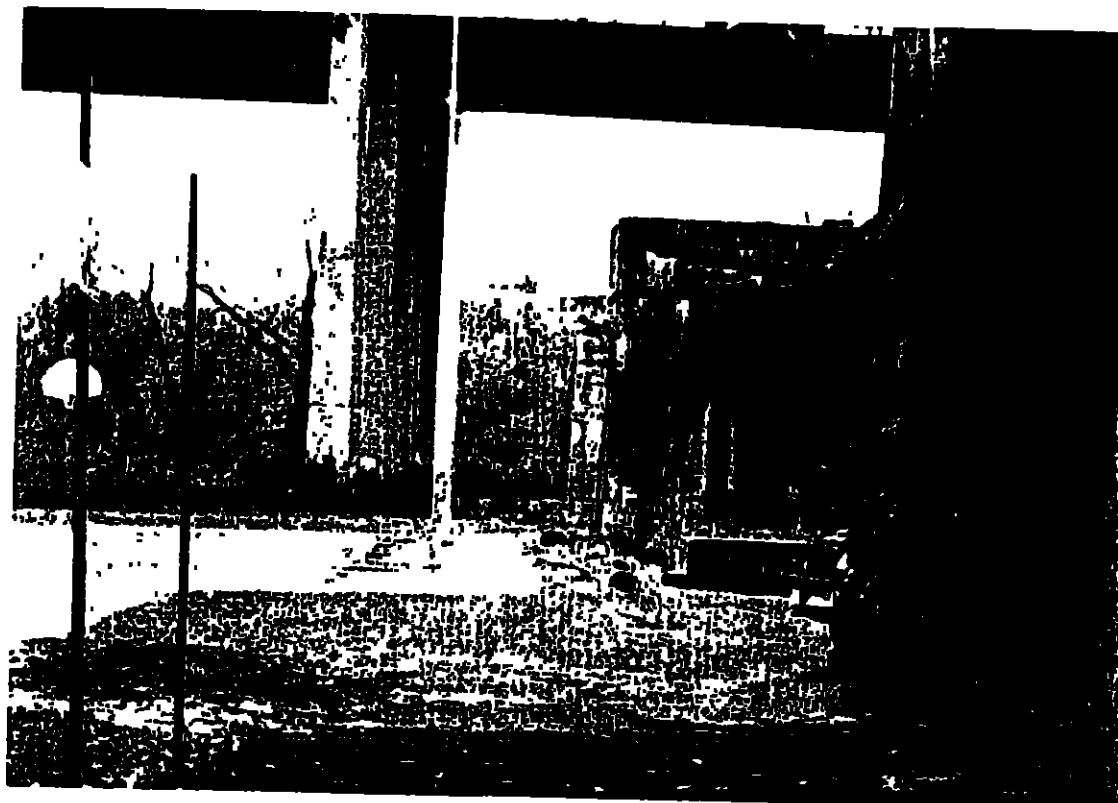


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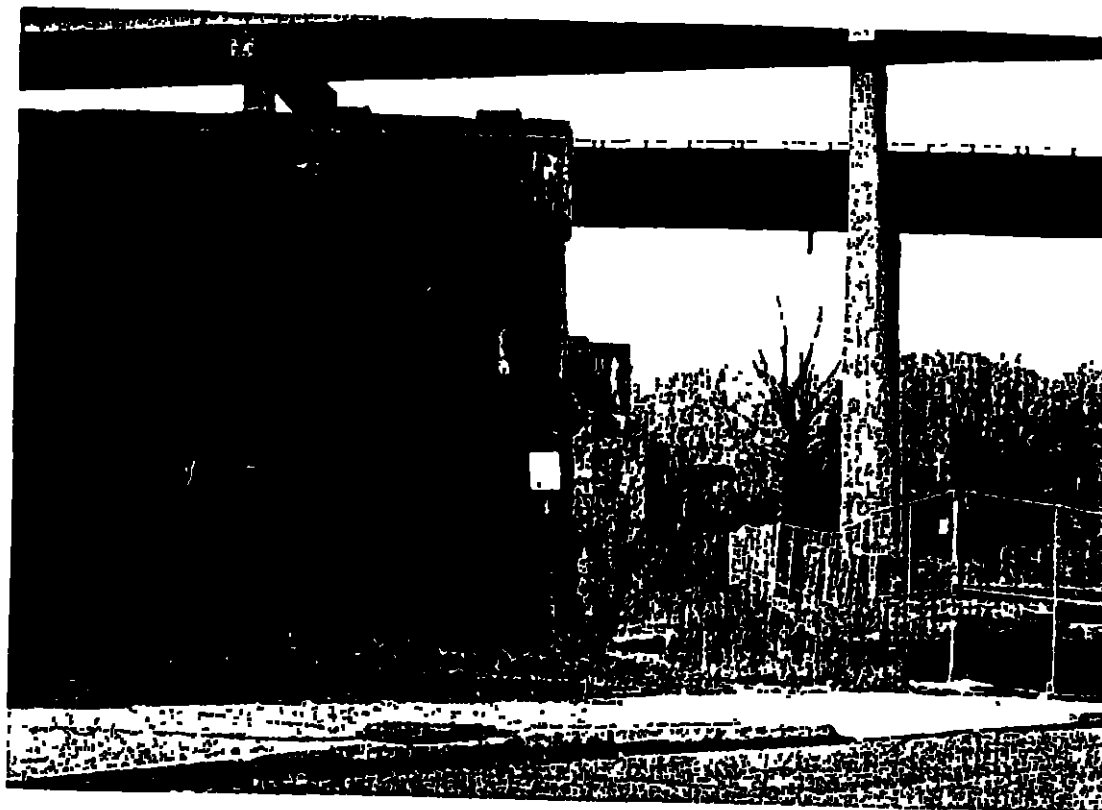
DISTANT SHOT
OF LEFTOVER
PIERS FOR
MP 0.21 VIADUCT-
LOOKING WEST
FROM NEWARK AVE.



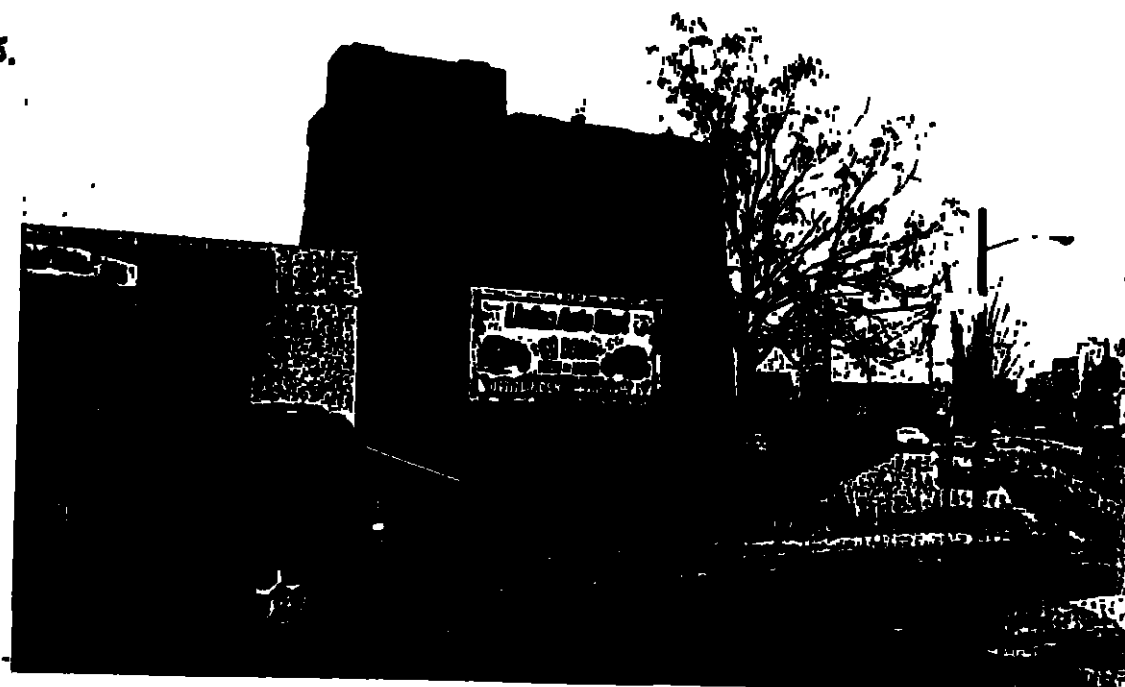
CLOSE-UP OF
PIERS LOOKING
WEST FROM
NEWARK AVE.
MP 0.21
FROM SOUTH SIDE



CLOSE-UP OF PIERS
LOOKING WEST
FROM NEWARK AVE.
MP 0.21
FROM NORTH SIDE



FRONT VIEW OF
PIER @ NEWARK AVE.
MP 0.27
FACING EAST



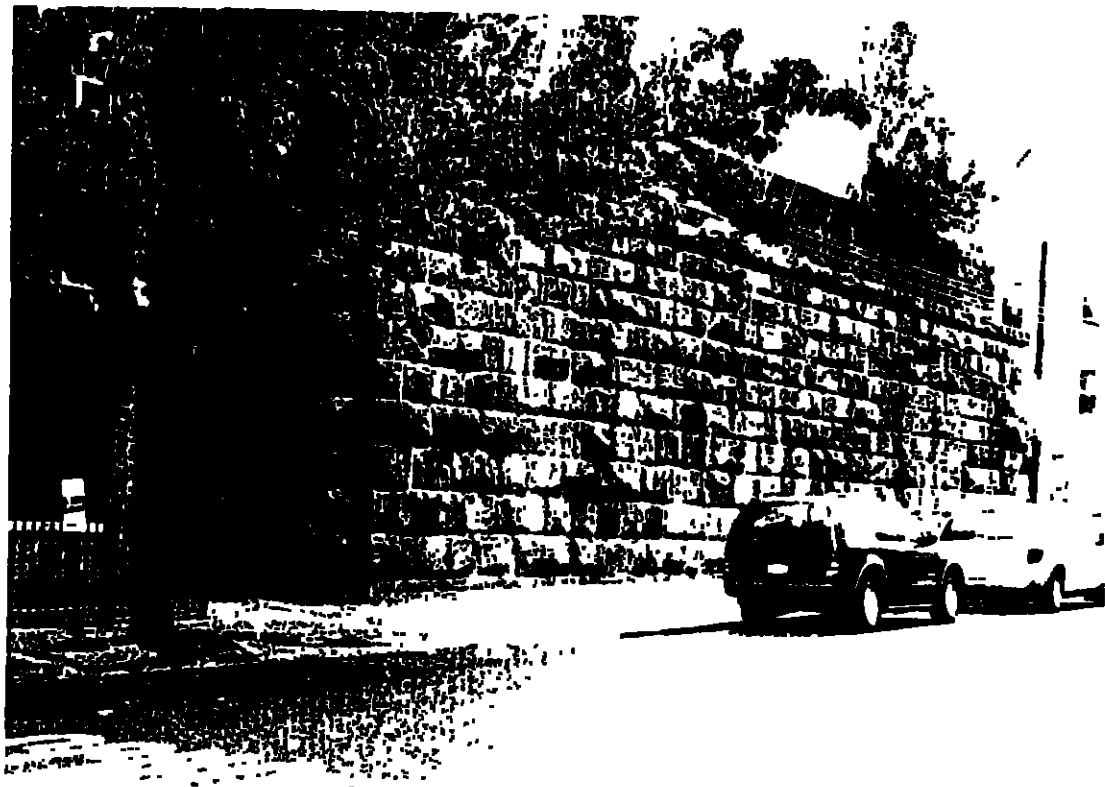
SIDE VIEW OF
PIER ② NEWARK AVE.
MP 0.27
FACING NORTH



ABUTMENT ON EAST
SIDE OF BRUNSWICK AVE.
MP 0.36
FACING EAST
(NO ABUTMENT
ON WEST SIDE)



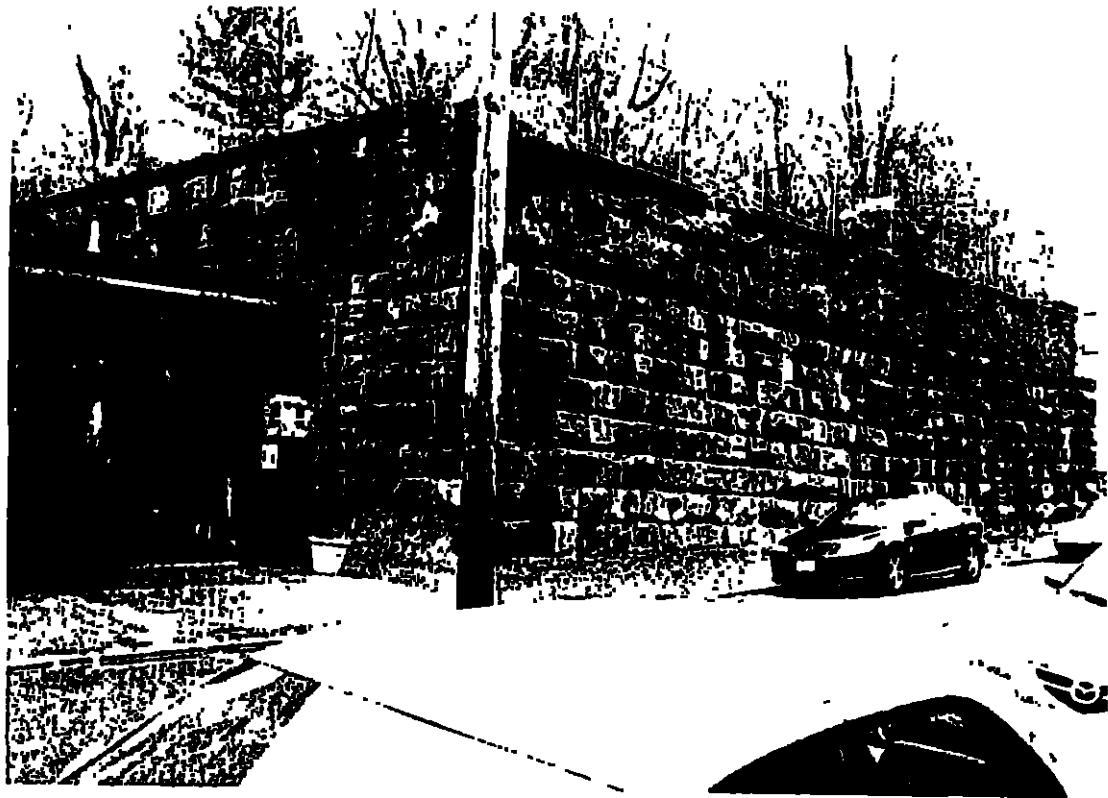
WEST SIDE
ABUTMENT AT
MONMOUTH ST.
MP 0.44



EAST SIDE
ABUTMENT AT
MONMOUTH ST.
MP 0.44



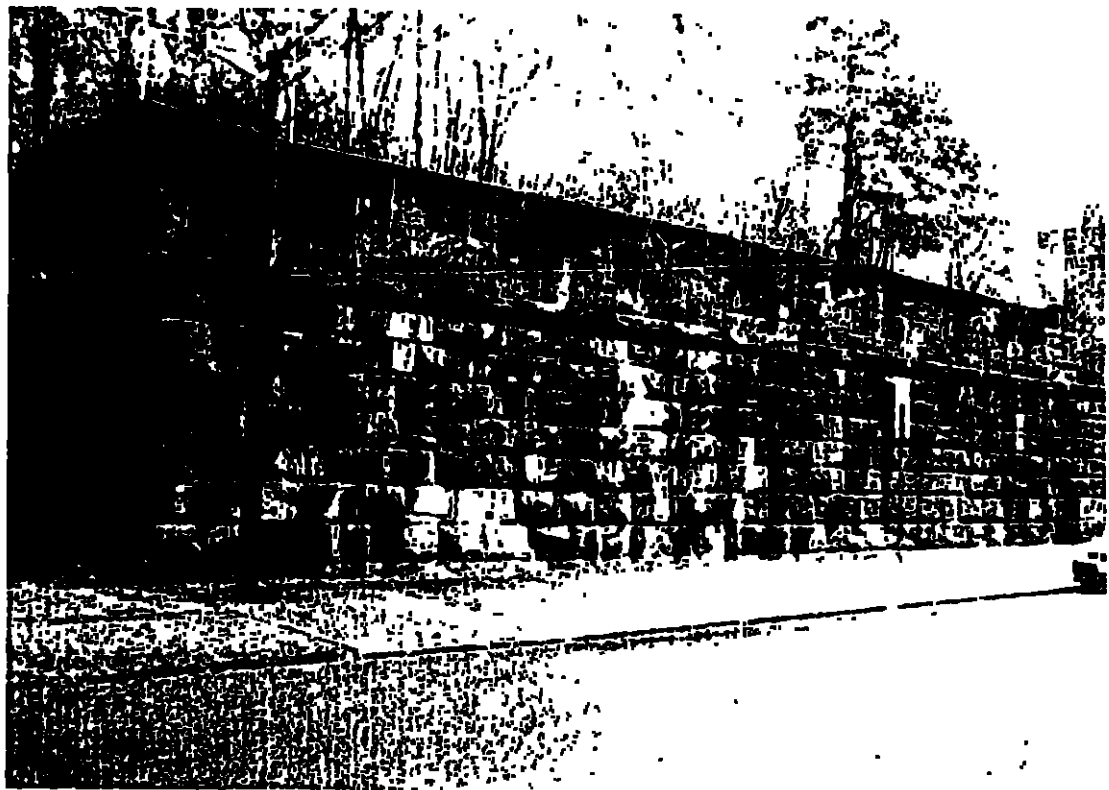
WEST SIDE
ABUTMENT AT
COLES ST.
MP 0.53



EAST SIDE
ABUTMENT AT
COLES ST.
MP 0.53



WEST SIDE
ABUTMENT AT
JERSEY AVE.
MP 0.62



EAST SIDE
ABUTMENT AT
JERSEY AVE.
MP 0.62



WEST SIDE
ABUTMENT AT
ERIE ST.
MP 0.71



EAST SIDE
ABUTMENT AT
ERIE ST.
MP 0.71



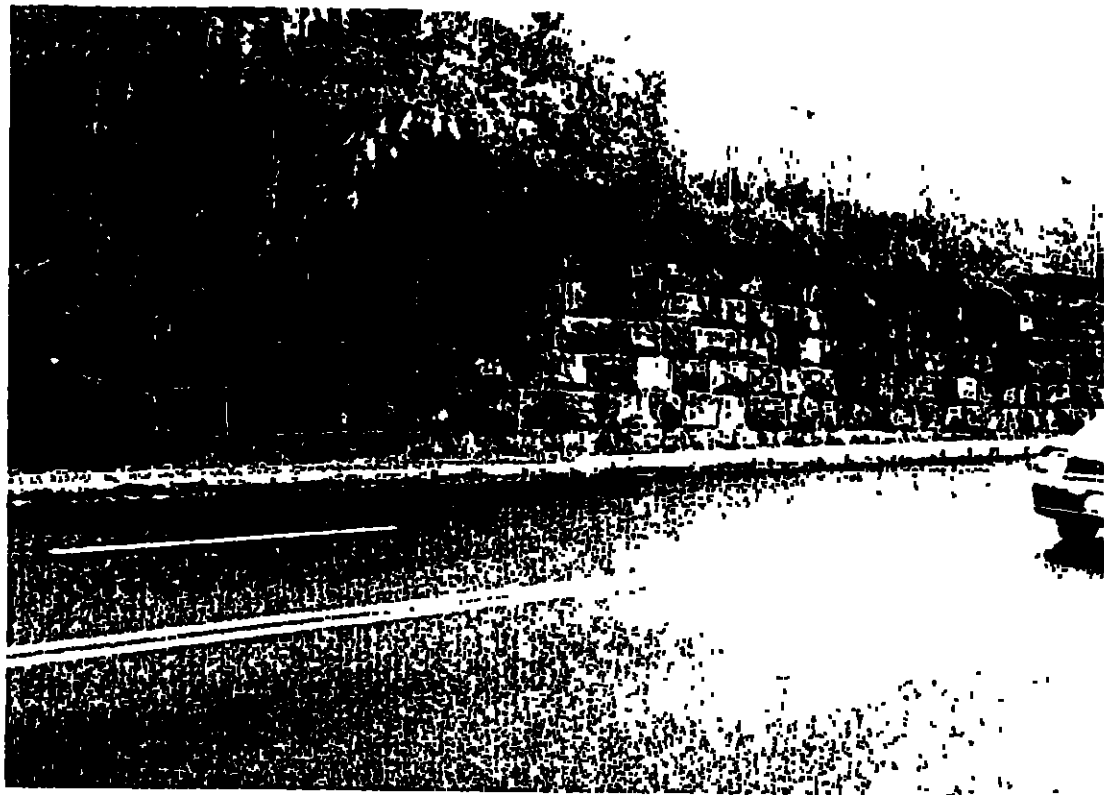
WEST SIDE
ABUTMENT AT
MANILA AVE.
MP 0.80



EAST SIDE
ABUTMENT AT
MANILA AVE.
MP 0.80



WEST SIDE
ABUTMENT AT
MARIN BLVD.
MP 0.88
(NO EAST SIDE
ABUTMENT -
NOW B5D,
BATH & BEYOND)





**COUNTY OF HUDSON
DEPARTMENT OF PUBLIC RESOURCES
DIVISION OF PLANNING
BRENNAN COURT HOUSE
583 NEWARK AVENUE
JERSEY CITY, NEW JERSEY 07306
WWW.HUDSONCOUNTYNJ.ORG/PLANNING**

**THOMAS A. DeGISE
COUNTY EXECUTIVE**

**(201) 217-5137
FAX (201) 795-7856**

**MARIANO VEGA, JR.
DIRECTOR**

**STEPHEN D. MARKS, PP, AICP
DIVISION CHIEF**

TRANSMITTED BY FAX AND CERTIFIED MAIL

March 3, 2008

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

**Re: STB No. AB 167 (Sub-No. 1189X)
STB No. AB 55 (Sub-No. 686X (CSXT))
STB No. AB 290 (Sub-No. 306X (NS))
Abandonment of Harsimus Branch &
Harsimus Street Industrial Track**

Dear Mr. Enright:

Please accept this letter in response to your correspondence dated February 7, 2008. The Hudson County Division of Planning is an A-95 review agency for the County of Hudson. With regard to Conrail's proposal to abandon both the "Harsimus Branch" between milepost 0.0 and milepost 1.36 and the "Harsimus Street Industrial Track" between milepost 0.0 and milepost 0.72, I offer the following comments:

- 1. The City Council of the City of Jersey City approved an ordinance authorizing the City to purchase or condemn the above referenced railroad lines, pursuant to N.J.S.A. 48:125-1 et seq. Conrail should contact the City of Jersey City for additional information.**
- 2. The NJ Department of Environmental Protection's Historic Preservation Office has identified a swath of downtown Jersey City, including the railroad lines, as the "Harsimus Cove Historic District" (ID #1509). The district was deemed eligible for the National Register of Historic Places on 12/9/1987 (NR Reference # 87002118) and on the State Register dated 10/15/87. Conrail should conduct a Sec. 106 review and contact the NJ DEP's Historic Preservation Office for additional information.**
- 3. The N.J. Department of Environmental Protection's Historic Preservation Office placed the "Pennsylvania Railroad Harsimus Branch Embankment" (ID #131) on the State Register of Historic Places on 12/29/1999. A Certification of Eligibility (COE) was issued by SHPO on 2/17/1999. A Determination of Eligibility (DOE) was issued by**

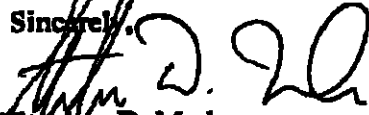
An equal opportunity employer

SHPO on 3/16/2000. However, the owner of the site objected to the DOE. Conrail should prepare a Sec. 106 Review and contact the NJ DEP's Historic Preservation Office.

4. In September 2002, the N.J. Department of Transportation released the "Bergen Arches Study Final Report." The document identified 6th Street as a potential corridor for transportation alternative "R2." Conrail should contact both the N.J. Department of Transportation and the North Jersey Transportation Planning Authority for additional information.
5. In May 2004, the N.J. Department of Transportation released the "East Coast Greenway Northern New Jersey Route Location Study." The document identified the "Harsimus Branch Embankment" and "6th Street Embankment" as the locally preferred alternative through downtown Jersey City for the proposed East Coast Greenway. The governing bodies of both the City of Jersey City and the County of Hudson approved resolutions in support of the study and the locally preferred alternative.
6. In March 2005, the Hudson County Board of Chosen Freeholder approved the Hudson County Open Space and Recreation Plan as an update and amendment to the Hudson County Master Plan, pursuant to N.J.S.A. 40:27-1 and N.J.S.A. 40:12-15.1 et seq. The Plan identifies the "6th Street Embankment" as both a historic site and a possible site for preservation or acquisition.

The Harsimus Branch and Track are important corridors and right-of-ways within Jersey City which have been identified by a number of State and local plans and documents. Abandonment of the railroad lines by Conrail warrants further discussion with State, regional, county and local officials. If you need additional information or assistance, please feel free to call me at any time. Thank you for your attention to this matter.

Sincerely,



Stephen D. Marks
Planning Director

- c. Adam Zellner, Office of the Governor
Hon. Lisa Jackson, Commissioner, NJDEP
Hon. Kris Kolluri, Commissioner, NJDOT
Jay Watson, Assistant Commissioner, NJDEP
Terry Karschner, NJ DEP, Historic Preservation Office
Amy Cradic, NJDEP, Historic Preservation Office
Amit Bose, NJDOT
Sherree Davis, NJDOT
Mary K. Murphy, Executive Director, North Jersey Transportation Planning Authority
Hon. Thomas A. DeGise, Hudson County Executive
John Lane, Hudson County Division of Engineering
Hon. Jerramiah Healey, Mayor, City of Jersey City
Hon. Mariano Vega, Jersey City Council President
Carl Czaplecki, Director, Jersey City Dept. of Housing, Economic Dev. & Commerce
Robert Cotter, Director, Jersey City Division of City Planning

CONRAIL



February 7, 2008

Bradley M. Campbell, Commissioner
State Historic Preservation Office
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 a railroad line, known as the Harsimus Branch, between milepost 0.0 and milepost 1.36, and the entirety of a neighboring railroad line known as the Hudson Street Industrial Track, between milepost 0.0 and milepost 0.72, both located in Jersey City, Hudson County, NJ (together hereinafter the "Line" or "Lines"). Because of the proximity of the two Lines, we are including them in the same application. To begin this abandonment process, Conrail must file an application with the Surface Transportation Board (STB). **This application will be docketed as STB No. AB 167 (Sub-No. 1189X).** Rail service on the Lines was previously discontinued and the underlying right-of-way was either sold or reverted to various parties. Pursuant to the decision of the federal Surface Transportation Board served on August 9, 2007 (STB Finance Docket No. 34818), Conrail has been directed to file the subject abandonment application. A requirement for this filing is the consultation of the State Historic Preservation Office. Simultaneous with Conrail's filing of its abandonment application, CSX Transportation, Inc. ("CSXT") and Norfolk Southern Railway Company ("NS") will be filing Notices of Discontinuance of Service with respect to the same lines **(these applications will be docketed as STB No. AB 55 (Sub-No. 686X (CSXT)) and STB No. AB 290 (Sub-No. 306X (NS)).** This letter will serve as the consultation notice with respect to each of these three filings.

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. Neither Line contains existing undergrade bridges that our records indicate are greater than 50 years old and are the maintenance responsibility of the railroad. However, historically, an elevated portion of the Harsimus Branch consisted of an undergrade bridge that traversed several street intersections. While the bridge no longer exists, many of the bridge supports are still standing. Another elevated portion of the Harsimus Branch was supported by an embankment, which now consists of six blocks of embankment structures (collectively the "Embankment"). The bridges that connected the Embankment have been removed. The Embankment is listed on the New Jersey State Historic Register and has also been given landmark status by the City of Jersey City. Original photographs of these structures are enclosed.

It is Conrail's position that none of the characteristics of these Lines holds any special historical or engineering significance. The Lines traverse urban residential/commercial/industrial areas with a flat topography. In connection with a proposed redevelopment of property surrounding and including the Embankment, soil sampling and analysis was conducted in 2005 which concluded that any detected contamination can be designated as "Historic Fill" type contamination. The rails and ties of both the Harsimus Branch and the Hudson Street Industrial Track have already been removed and therefore the abandonment will not result in any salvage activity or disturbance on the Lines.

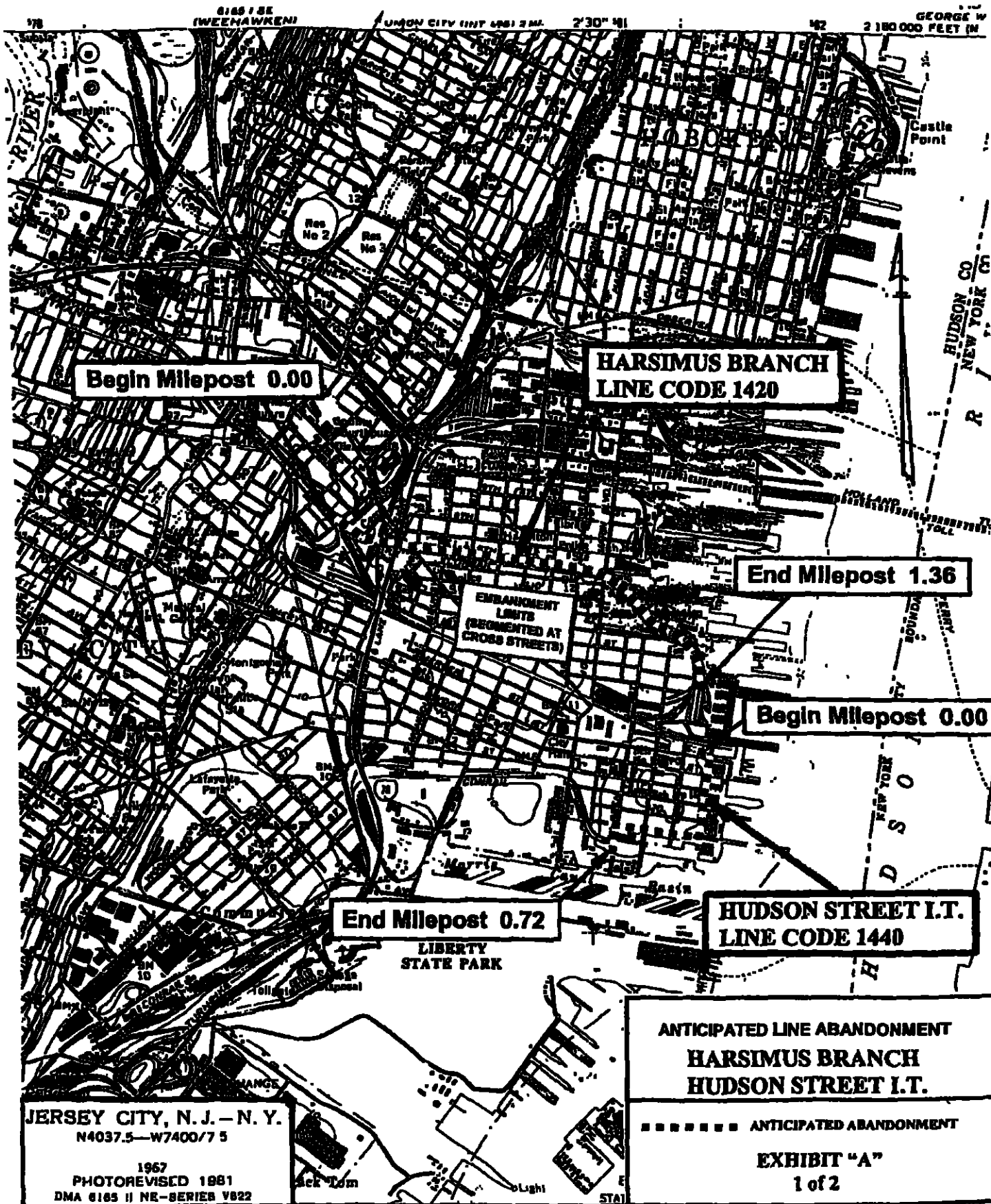
Please forward any comments you may have regarding this proposal in writing to the address below. Because of the necessary time schedules for the STB filing, I would appreciate your response within 30 days of the date of this letter. If I may be of any further assistance, please contact me at (856) 231-7206.

Thank you for your cooperation.

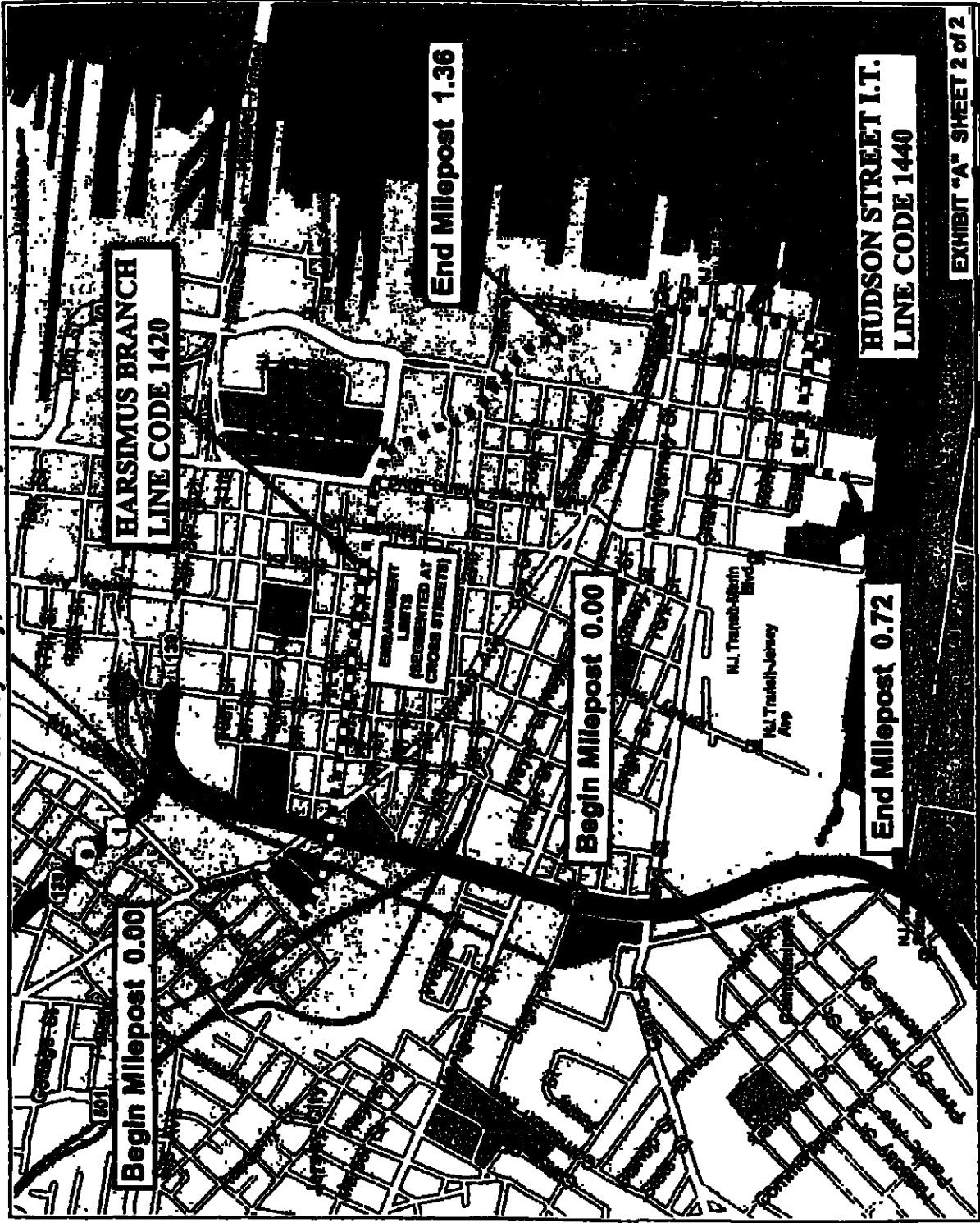
Sincerely,

A handwritten signature in black ink that reads "John K. Enright" followed by a small, stylized mark that appears to be "rbd".

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



Jersey City, New Jersey



CONRAIL



February 7, 2008

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

Dear Sir/Madam:

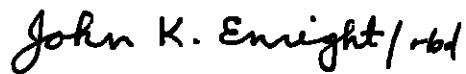
Conrail is proposing to abandon a portion of a railroad line, known as the Harsimus Branch, between milepost 0.0 and milepost 1.36, and the entirety of a neighboring railroad line known as the Hudson Street Industrial Track, between milepost 0.0 and milepost 0.72, both located in Jersey City, Hudson County, NJ (together hereinafter the "Line" or "Lines"). Because of the proximity of the two Lines, we are including them in the same application. To begin this abandonment process, Conrail must file an application with the Surface Transportation Board (STB). **This application will be docketed as STB No. AB 167 (Sub-No. 1189X).** Rail service on the Lines was previously discontinued and the underlying right-of-way was either sold or reverted to various parties. Pursuant to the decision of the federal Surface Transportation Board served on August 9, 2007 (STB Finance Docket No. 34818), Conrail has been directed to file the subject abandonment application. We are required to contact the state clearinghouse concerning the abandonment. Simultaneous with Conrail's filing of its abandonment application, CSX Transportation, Inc. ("CSXT") and Norfolk Southern Railway Company ("NS") will be filing Notices of Discontinuance of Service with respect to the same lines **(these applications will be docketed as STB No. AB 55 (Sub-No. 686X (CSXT)) and STB No. AB 290 (Sub-No. 306X (NS)).** This letter will serve as the consultation notice with respect to each of these three filings. 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 not involve the salvage or removal of track material. **The rails and ties of both the Harsimus Branch and the Hudson Street Industrial Track have already been removed and therefore the abandonment will not result in any salvage activity or disturbance on the Lines.**

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,

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

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

cc: D. C. Agrawal – New Jersey Transit

Enclosures

CONRAIL



February 7, 2008

Robert B. Piel, Jr., Manager
NJ Department of Environmental Protection
Bureau of Inland Regulation
401 East State Street, 7th Floor
P.O. Box 402
Trenton, NJ 08625-0402

Dear Mr. Piel:

Conrail is proposing to abandon a portion of a railroad line, known as the Harsimus Branch, between milepost 0.0 and milepost 1.36, and the entirety of a neighboring railroad line known as the Hudson Street Industrial Track, between milepost 0.0 and milepost 0.72, both located in Jersey City, Hudson County, NJ (together hereinafter the "Line" or "Lines"). Because of the proximity of the two Lines, we are including them in the same application. To begin this abandonment process, Conrail must file an application with the Surface Transportation Board (STB). **This application will be docketed as STB No. AB 167 (Sub-No. 1189X).** Rail service on the Lines was previously discontinued and the underlying right-of-way was either sold or reverted to various parties. Pursuant to the decision of the federal Surface Transportation Board served on August 9, 2007 (STB Finance Docket No. 34818), Conrail has been directed to file the subject abandonment application. One of the requirements for this filing is that the Division of Coastal Resources be consulted. Simultaneous with Conrail's filing of its abandonment application, CSX Transportation, Inc. ("CSXT") and Norfolk Southern Railway Company ("NS") will be filing Notices of Discontinuance of Service with respect to the same lines (these applications will be docketed as STB No. AB 55 (Sub-No. 686X (CSXT)) and STB No. AB 290 (Sub-No. 306X (NS))). This letter will serve as the consultation notice with respect to each of these three filings.

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 not involve the salvage or removal of track material. There would be no in-stream salvage of any bridges. **The rails and ties of both the Harsimus Branch and the Hudson Street Industrial Track have already been removed and therefore the abandonment will not result in any salvage activity or disturbance on the Lines.**

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 / -bd

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

Enclosure(s)

CONRAIL®



February 7, 2008

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 a railroad line, known as the Harsimus Branch, between milepost 0.0 and milepost 1.36, and the entirety of a neighboring railroad line known as the Hudson Street Industrial Track, between milepost 0.0 and milepost 0.72, both located in Jersey City, Hudson County, NJ (together hereinafter the "Line" or "Lines"). Because of the proximity of the two Lines, we are including them in the same application. To begin this abandonment process, Conrail must file an application with the Surface Transportation Board (STB). **This application will be docketed as STB No. AB 167 (Sub-No. 1189X).** Rail service on the Lines was previously discontinued and the underlying right-of-way was either sold or reverted to various parties. Pursuant to the decision of the federal Surface Transportation Board served on August 9, 2007 (STB Finance Docket No. 34818), Conrail has been directed to file the subject abandonment application. One of the requirements for this filing is that the Division of Coastal Resources be consulted. Simultaneous with Conrail's filing of its abandonment application, CSX Transportation, Inc. ("CSXT") and Norfolk Southern Railway Company ("NS") will be filing Notices of Discontinuance of Service with respect to the same lines **(these applications will be docketed as STB No. AB 55 (Sub-No. 686X (CSXT)) and STB No. AB 290 (Sub-No. 306X (NS)).** This letter will serve as the consultation notice with respect to each of these three filings.

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 not involve the salvage or removal of track material. There would be no in-stream salvage of any bridges. **The rails and ties of both the Harsimus Branch and the Hudson Street Industrial Track have already been removed and therefore the abandonment will not result in any salvage activity or disturbance on the Lines.**

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 /-bwl

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

Enclosure(s)

CONRAIL®



February 7, 2008

Thomas A. DeGise, County Executive
Justice Brennan Court House
583 Newark Avenue
Jersey City, NJ 07306

Dear Mr. DeGise:

Conrail is proposing to abandon a portion of a railroad line, known as the Harsimus Branch, between milepost 0.0 and milepost 1.36, and the entirety of a neighboring railroad line known as the Hudson Street Industrial Track, between milepost 0.0 and milepost 0.72, both located in Jersey City, Hudson County, NJ (together hereinafter the "Line" or "Lines"). Because of the proximity of the two Lines, we are including them in the same application. To begin this abandonment process, Conrail must file an application with the Surface Transportation Board (STB). **This application will be docketed as STB No. AB 167 (Sub-No. 1189X).** Rail service on the Lines was previously discontinued and the underlying right-of-way was either sold or reverted to various parties. Pursuant to the decision of the federal Surface Transportation Board served on August 9, 2007 (STB Finance Docket No. 34818), Conrail has been directed to file the subject abandonment application. We are required to contact local or regional planning agencies about the abandonment. Simultaneous with Conrail's filing of its abandonment application, CSX Transportation, Inc. ("CSXT") and Norfolk Southern Railway Company ("NS") will be filing Notices of Discontinuance of Service with respect to the same lines **(these applications will be docketed as STB No. AB 55 (Sub-No. 686X (CSXT)) and STB No. AB 290 (Sub-No. 306X (NS)).** This letter will serve as the consultation notice with respect to each of these three filings.

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 not involve the salvage or removal of track material. **The rails and ties of both the Harsimus Branch and the Hudson Street Industrial Track have already been removed and therefore the abandonment will not result in any salvage activity or disturbance on the Lines.**

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 / rkd

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

Enclosure(s)

CONRAIL



February 7, 2008

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

Dear Sir/Madam:

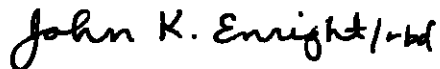
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Enclosed is a copy of a portion of a U.S.G.S. quadrangle map delineating the area being considered. In this case, the abandonment would not involve the salvage or removal of track material. There would be no in-stream salvage of any bridges. **The rails and ties of both the Harsimus Branch and the Hudson Street Industrial Track have already been removed and therefore the abandonment will not result in any salvage activity or disturbance on the Lines.**

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,

A handwritten signature in black ink that reads "John K. Enright" followed by a small, stylized mark that appears to be "r-bd".

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

Enclosure(s)

CONRAIL

February 7, 2008

U.S. Fish and Wildlife Service
New Jersey Field Office
927 North Main Street
Heritage Square, Building D
Pleasantville, NJ 08232

Dear Sir/Madam:

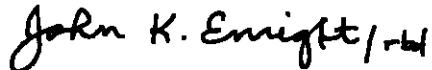
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Enclosed is a copy of a portion of a U.S.G.S. quadrangle map delineating the area being considered. In this case, the abandonment will not involve the salvage or removal of track material. **The rails and ties of both the Harsimus Branch and the Hudson Street Industrial Track have already been removed and therefore the abandonment will not result in any salvage activity or disturbance on the Lines.**

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,

Handwritten signature of John K. Enright in black ink, followed by a small handwritten mark that appears to be "rhl".

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

CONRAIL



February 7, 2008

U.S. Environmental Protection Agency
Region 2
290 Broadway
New York, NY 10007-1866

Dear Sir/Madam:

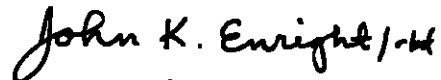
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Will this proposed abandonment require permits as designated under section 402 of the Clean Water Act (33 U.S.C. 1342)? Enclosed is a copy of a portion of a U.S.G.S. quadrangle map delineating the area being considered. In this case, the abandonment would not involve the salvage or removal of track material. There would be no in-stream salvage of any bridges. **The rails and ties of both the Harsimus Branch and the Hudson Street Industrial Track have already been removed and therefore the abandonment will not result in any salvage activity or disturbance on the Lines.**

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 black ink that reads "John K. Enright" followed by a stylized flourish or initials.

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

Enclosure(s)

CONRAIL



February 7, 2008

Mayor Jerramiah T. Healy
City Hall – 280 Grove Street
Jersey City, NJ 07302

Dear Mayor Healy:

Conrail is proposing to abandon a portion of a railroad line, known as the Harsimus Branch, between milepost 0.0 and milepost 1.36, and the entirety of a neighboring railroad line known as the Hudson Street Industrial Track, between milepost 0.0 and milepost 0.72, both located in Jersey City, Hudson County, NJ (together hereinafter the "Line" or "Lines"). Because of the proximity of the two Lines, we are including them in the same application. To begin this abandonment process, Conrail must file an application with the Surface Transportation Board (STB). **This application will be docketed as STB No. AB 167 (Sub-No. 1189X).** Rail service on the Lines was previously discontinued and the underlying right-of-way was either sold or reverted to various parties. Pursuant to the decision of the federal Surface Transportation Board served on August 9, 2007 (STB Finance Docket No. 34818), Conrail has been directed to file the subject abandonment application. We are required to contact local or regional planning agencies about the abandonment. Simultaneous with Conrail's filing of its abandonment application, CSX Transportation, Inc. ("CSXT") and Norfolk Southern Railway Company ("NS") will be filing Notices of Discontinuance of Service with respect to the same lines **(these applications will be docketed as STB No. AB 55 (Sub-No. 686X (CSXT)) and STB No. AB 290 (Sub-No. 306X (NS)).** This letter will serve as the consultation notice with respect to each of these three filings.

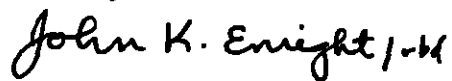
Enclosed is a copy of a portion of a U.S.G.S. quadrangle map delineating the area being considered. In this case, the abandonment would not involve the salvage or removal of track material. **The rails and ties of both the Harsimus Branch and the Hudson Street Industrial Track have already been removed and therefore the abandonment will not result in any salvage activity or disturbance on the Lines.**

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,

A handwritten signature in cursive script that reads "John K. Enright /-b4".

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

Enclosure(s)

CONRAIL



February 7, 2008

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

Dear Mr. Snay:

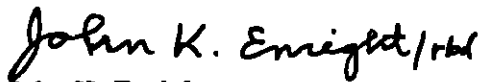
Conrail is proposing to abandon a portion of a railroad line, known as the Harsimus Branch, between milepost 0.0 and milepost 1.36, and the entirety of a neighboring railroad line known as the Hudson Street Industrial Track, between milepost 0.0 and milepost 0.72, both located in Jersey City, Hudson County, NJ (together hereinafter the "Line" or "Lines"). Because of the proximity of the two Lines, we are including them in the same application. To begin this abandonment process, Conrail must file an application with the Surface Transportation Board (STB). **This application will be docketed as STB No. AB 167 (Sub-No. 1189X).** Rail service on the Lines was previously discontinued and the underlying right-of-way was either sold or reverted to various parties. Pursuant to the decision of the federal Surface Transportation Board served on August 9, 2007 (STB-Finance Docket No. 34818), Conrail has been directed to file the subject abandonment application. We are required to contact the National Geodetic Survey concerning the abandonment. I would appreciate any comments you may have concerning the proposal. Simultaneous with Conrail's filing of its abandonment application, CSX Transportation, Inc. ("CSXT") and Norfolk Southern Railway Company ("NS") will be filing Notices of Discontinuance of Service with respect to the same lines (these applications will be docketed as **STB No. AB 55 (Sub-No. 686X (CSXT)) and STB No. AB 290 (Sub-No. 306X (NS))**). This letter will serve as the consultation notice with respect to each of these three filings.

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 not involve the salvage or removal of track material. **The rails and ties of both the Harsimus Branch and the Hudson Street Industrial Track have already been removed and therefore the abandonment will not result in any salvage activity or disturbance on the Lines and no geodetic survey marks would be disturbed.**

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 or via e-mail at John.Enright@Conrail.com.

Thank you for your cooperation.

Sincerely,

Handwritten signature of John K. Enright in black ink, with the initials 'rd' at the end.

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

Enclosures

CONRAIL



February 7, 2008

U.S. Department of the Interior
National Park Service
Chief, Recreation Resources Assistance Division
1849 C Street, NW
Room 3129
Washington, DC 20240

Regional Director
National Park Service
U.S. Custom House
200 Chestnut St., 5th Floor
Philadelphia, PA 19106

Dear Sir/Madam:

Conrail is proposing to abandon a portion of a railroad line, known as the Harsimus Branch, between milepost 0.0 and milepost 1.36, and the entirety of a neighboring railroad line known as the Hudson Street Industrial Track, between milepost 0.0 and milepost 0.72, both located in Jersey City, Hudson County, NJ (together hereinafter the "Line" or "Lines"). Because of the proximity of the two Lines, we are including them in the same application. To begin this abandonment process, Conrail must file an application with the Surface Transportation Board (STB). **This application will be docketed as STB No. AB 167 (Sub-No. 1189X).** Rail service on the Lines was previously discontinued and the underlying right-of-way was either sold or reverted to various parties. Pursuant to the decision of the federal Surface Transportation Board served on August 9, 2007 (STB Finance Docket No. 34818), Conrail has been directed to file the subject abandonment application. One of the requirements for this filing is that the National Park Service be consulted. Simultaneous with Conrail's filing of its abandonment application, CSX Transportation, Inc. ("CSXT") and Norfolk Southern Railway Company ("NS") will be filing Notices of Discontinuance of Service with respect to the same lines (these applications will be docketed as STB No. AB 55 (Sub-No. 686X (CSXT)) and STB No. AB 290 (Sub-No. 306X (NS))). This letter will serve as the consultation notice with respect to each of these three filings.

Enclosed are segments of U.S.G.S. quadrangle maps delineating the line being considered. In this case, the abandonment will not involve salvage or removal of track material. **The rails and ties of both the Harsimus Branch and the Hudson Street Industrial Track have already been removed and therefore the abandonment will not result in any salvage activity or disturbance on the Lines.**

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,

A handwritten signature in black ink that reads "John K. Enright" followed by a small, stylized mark that appears to be "rhd".

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

Enclosure(s)

CONRAIL



February 7, 2008

Stephen D. Marks, Director
Hudson County Planning Division
Justice Brennan Court House
583 Newark Avenue
Jersey City, NJ 07306

Dear Mr. Marks:

Conrail is proposing to abandon a portion of a railroad line, known as the Harsimus Branch, between milepost 0.0 and milepost 1.36, and the entirety of a neighboring railroad line known as the Hudson Street Industrial Track, between milepost 0.0 and milepost 0.72, both located in Jersey City, Hudson County, NJ (together hereinafter the "Line" or "Lines"). Because of the proximity of the two Lines, we are including them in the same application. To begin this abandonment process, Conrail must file an application with the Surface Transportation Board (STB). **This application will be docketed as STB No. AB 167 (Sub-No. 1189X).** Rail service on the Lines was previously discontinued and the underlying right-of-way was either sold or reverted to various parties. Pursuant to the decision of the federal Surface Transportation Board served on August 9, 2007 (STB Finance Docket No. 34818), Conrail has been directed to file the subject abandonment application. We are required to contact local or regional planning agencies about the abandonment. Simultaneous with Conrail's filing of its abandonment application, CSX Transportation, Inc. ("CSXT") and Norfolk Southern Railway Company ("NS") will be filing Notices of Discontinuance of Service with respect to the same lines **(these applications will be docketed as STB No. AB 55 (Sub-No. 686X (CSXT)) and STB No. AB 290 (Sub-No. 306X (NS)).** This letter will serve as the consultation notice with respect to each of these three filings.

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 not involve the salvage or removal of track material. **The rails and ties of both the Harsimus Branch and the Hudson Street Industrial Track have already been removed and therefore the abandonment will not result in any salvage activity or disturbance on the Lines.**

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 / rbd

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

Enclosure(s)

CONRAIL



February 7, 2008

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 a railroad line, known as the Harsimus Branch, between milepost 0.0 and milepost 1.36, and the entirety of a neighboring railroad line known as the Hudson Street Industrial Track, between milepost 0.0 and milepost 0.72, both located in Jersey City, Hudson County, NJ (together hereinafter the "Line" or "Lines"). Because of the proximity of the two Lines, we are including them in the same application. To begin this abandonment process, Conrail must file an application with the Surface Transportation Board (STB). **This application will be docketed as STB No. AB 167 (Sub-No. 1189X).** Rail service on the Lines was previously discontinued and the underlying right-of-way was either sold or reverted to various parties. Pursuant to the decision of the federal Surface Transportation Board served on August 9, 2007 (STB Finance Docket No. 34818), Conrail has been directed to file the subject abandonment application. We are required to contact various agencies about items concerning the abandonment. One of these items involves prime agricultural soils. Simultaneous with Conrail's filing of its abandonment application, CSX Transportation, Inc. ("CSXT") and Norfolk Southern Railway Company ("NS") will be filing Notices of Discontinuance of Service with respect to the same lines (**these applications will be docketed as STB No. AB 55 (Sub-No. 686X (CSXT)) and STB No. AB 290 (Sub-No. 306X (NS)).** This letter will serve as the consultation notice with respect to each of these three filings.

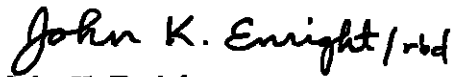
Enclosed is a copy of a portion of a U.S.G.S. Quadrangle map delineating the area being considered. In this case, the abandonment would not involve the salvage or removal of track material. **The rails and ties of both the Harsimus Branch and the Hudson Street Industrial Track have already been removed and therefore the abandonment will not result in any salvage activity or disturbance on the Lines.**

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,

Handwritten signature of John K. Enright in black ink, followed by the initials /rbd.

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

Enclosure(s)

CONRAIL



February 7, 2008

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 a railroad line, known as the Harsimus Branch, between milepost 0.0 and milepost 1.36, and the entirety of a neighboring railroad line known as the Hudson Street Industrial Track, between milepost 0.0 and milepost 0.72, both located in Jersey City, Hudson County, NJ (together hereinafter the "Line" or "Lines"). Because of the proximity of the two Lines, we are including them in the same application. To begin this abandonment process, Conrail must file an application with the Surface Transportation Board (STB). **This application will be docketed as STB No. AB 167 (Sub-No. 1189X).** Rail service on the Lines was previously discontinued and the underlying right-of-way was either sold or reverted to various parties. Pursuant to the decision of the federal Surface Transportation Board served on August 9, 2007 (STB Finance Docket No. 34818), Conrail has been directed to file the subject abandonment application. One of the requirements for this filing is that the Environmental Protection Agency be consulted. Simultaneous with Conrail's filing of its abandonment application, CSX Transportation, Inc. ("CSXT") and Norfolk Southern Railway Company ("NS") will be filing Notices of Discontinuance of Service with respect to the same lines **(these applications will be docketed as STB No. AB 55 (Sub-No. 686X (CSXT)) and STB No. AB 290 (Sub-No. 306X (NS)).** This letter will serve as the consultation notice with respect to each of these three filings.

Enclosed a copy of a U.S.G.S. map with the area of the subject track defined. In this case, the abandonment would not involve the salvage or removal of track material. There would be no in-stream salvage of any bridges. **The rails and ties of both the Harsimus Branch and the Hudson Street Industrial Track have already been removed and therefore the abandonment will not result in any salvage activity or disturbance on the Lines.**

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,

John K. Enright / rbd

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

Enclosure(s)

CONRAIL



March 6, 2008

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

Kris Kolluri, Commissioner
New Jersey Dept. of Transportation
1035 Parkway Avenue
CN-600
Trenton, NJ 08625

U. S. Department of the Interior
National Park Service
Chief, Recreation Resources Assistance Division
1849 C Street, NW - Room 3129
Washington, DC 20240

U.S. Department of the Interior
National Park Service
Chief, Land Resources Division
1849 C Street - Room 3120
Washington, DC 20240

Bob Korpanty
Department of Defense - MTMCTEA
Attn: Railroads for National Defense
720 Thimble Shoals Boulevard, Suite 130
Newport News, VA 23606-2574

Gail Kimbell, Chief
USDA Forest Service
Sidney R. Yates Federal Building
1400 Independence Avenue, SW
Washington, DC 20250-0003

RE: Docket No. AB 167 (Sub-No. 1189X)
Consolidated Rail Corporation -- Abandonment
Exemption -- in Hudson County, New Jersey

Docket No. AB 55 (Sub-No. 686X)
CSX Transportation, Inc. -- Discontinuance
Exemption -- in Hudson County, New Jersey

Docket No. AB 290 (Sub-No. 306X)
Norfolk Southern Railway Company -- Discontinuance
Exemption -- in Hudson County, New Jersey

Dear Sir/Madam:

This is to notify you pursuant to 49 C.F.R. 1152.50(d)(1) that on or after April 7, 2008, Consolidated Rail Corporation ("Conrail"), CSX Transportation, Inc. ("CSXT"), and Norfolk Southern Railway Company ("NS") intend to file combined Notices of Exemption with the Surface Transportation Board for abandonment (Conrail) and

discontinuance of service (CSXT and NS) of the rail lines shown on the attached map, and more fully described below; because of the proximity of the two lines, they are being included in the same application:

Name: Harsimus Branch

Location: Hudson County, New Jersey, traversing United States Postal Service Zip Codes 07302 and 07306

Description of Track: From approximately milepost 0.0± to approximately milepost 1.36± in the city of Jersey City, Hudson County, New Jersey

Length of Track: 1.36 total miles±

Name: Hudson Street Industrial Track

Location: Hudson County, New Jersey, traversing United States Postal Service Zip Code 07302

Description of Track: From approximately milepost 0.0± to approximately milepost 0.72± in the city of Jersey City, Hudson County, New Jersey

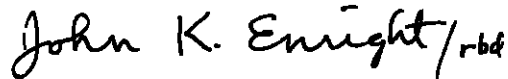
Length of Track: 0.72 total miles±

The Notices 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 lines are out of service and have handled no traffic for the past two years, the abandonment will result in no change in current operations or maintenance. Rail service on the lines was previously discontinued and the underlying right-of-way was either sold or reverted to various parties. The rail and ties of both lines have already been removed, as has an undergrade bridge that traversed several street intersections of an elevated portion of the Harsimus Branch. The only alternative considered is no action.

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: Anne K. Quinlan, Secretary
Surface Transportation Board
395 E Street, SW
Washington, D.C. 20423-0001

Regional Director
National Park Service – Northeast Region
U. S. Custom House
200 Chestnut Street, 5th Floor
Philadelphia, PA 19106



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