

**DRAFT ENVIRONMENTAL IMPACT STATEMENT**  
**Docket No. FD 35116**

**R.J. Corman Railroad Company/Pennsylvania Lines Inc.**  
**Construction and Operation of 20 miles of rail line in**  
**Clearfield and Centre Counties, Pennsylvania**

**Lead Agency:** Surface Transportation Board; **Cooperating Agencies:** U.S. Army Corps of Engineers (USACE) and Federal Highway Administration (FHWA).

**Proposed Action:** Construction, operation, and reactivation of approximately 20 miles of rail line in Clearfield and Centre Counties, Pennsylvania.

**Location:** The proposed rail line would be located in eastern Clearfield County primarily in Morris and Cooper Townships, and in western Centre County in Rush and Snow Shoe Townships. The proposed rail line would pass through or would be adjacent to the villages of Troy, Hawk Run, Munson and Winburne; and end at Gorton.

**Abstract:** On May 20, 2008, R.J. Corman Railroad Company/Pennsylvania Lines Inc. (RJCP) filed a petition with the Surface Transportation Board (Board), pursuant to 49 U.S.C. § 10502 and 49 C.F.R. § 1121, for an exemption from the prior approval requirements of 49 U.S.C. § 10901 to construct and operate an abandoned 10.8-mile rail line between Wallacetown and Winburne in Clearfield County, Pennsylvania (the Western Segment) and to reactivate a connecting 9.3-mile portion of currently rail banked line between Winburne and Gorton in Clearfield and Centre Counties, Pennsylvania (the Eastern Segment) (together, the Proposed Action). RJCP has indicated that the proposed rail line would serve a new quarry, landfill, and industrial park currently being developed by Resource Recovery, LLC, near Gorton, Pennsylvania, as well as several other interested shippers along the line. The Board's Section of Environmental Analysis (SEA) and the cooperating agencies have prepared this Draft EIS, which identifies and evaluates the potential environmental impacts associated with the Proposed Action and alternatives, including the No-Action Alternative. Because a member of the public identified an alternate route for a portion of the Western Segment, SEA has considered an alternative to the Proposed Action (known as the Modified Proposed Action), as well as two options under the No-Build Alternative in this Draft EIS. Reactivation of the rail banked Eastern Segment would result in the loss of approximately 9.3 miles of the Snow Shoe Multi-Use Rail Trail. The Proposed Action would cause moderate wetland, surface water, and biological impacts. SEA has included recommended preliminary mitigation measures, including RJCP's voluntary mitigation measures, in this Draft EIS. The mitigation measures address these moderate impacts as well as a range of additional issues of interest to the public and will be considered by the Board as potential conditions if the Board decides to grant RJCP authority to construct and operate the rail line. The Proposed Action and alternatives would cause negligible impacts on all other impact areas.

**Comment Period:** The public and any interested parties are encouraged to make written comments on all aspects of this Draft EIS. All comments must be submitted within the comment period, which will close September 28, 2010.

**Contacts:** Written comments on the Draft EIS may be submitted to:

Surface Transportation Board  
395 E Street, SW  
Washington, DC 20423

To ensure proper handling of your comments, please mark your submission:

Attention: Danielle Gosselin  
Section of Environmental Analysis  
Environmental Filing FD 35116

Written comments may also be filed electronically on the Board's website, [www.stb.dot.gov](http://www.stb.dot.gov), by clicking on the "E-FILING" link.

**Public Meeting:** In addition to receiving written comments on the Draft EIS, SEA will hold a public meeting to solicit verbal comments. Interested parties may submit written comments or make oral comments at this meeting.

**Philipsburg-Osceola Area Senior High School**  
**502 Philips Street**  
**Philipsburg, PA 16866**  
**Tuesday, September 14, 2010**  
**6-9 P.M.**

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