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May 30, 2014

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JOHN D. HEFFNER  
(202) 742-8607  
Direct Fax (202) 742-8697  
John.Heffner@strasburger.com

**BY E-FILING**

Ms. Cynthia T. Brown  
Chief of Administration  
Office of Proceedings  
Surface Transportation Board  
395 E Street, S.W.  
Washington, D.C. 20423

Dear Ms. Brown:

**RE: FD 35811, East Broad Top Connecting Railroad, LLC – Operation Exemption – East Broad Top Railroad Preservation Association**

**FD 35823, East Broad Top Railroad Preservation Association – Acquisition and Operation Exemption – Kovalchick Salvage Corporation**

Dear Ms. Brown:

On behalf of the East Broad Top Connecting Railroad, LLC, and the East Broad Top Railroad Preservation Association, applicants, I am writing in connection with the above-captioned proceedings.

On March 20, 2014, pursuant to 49 CFR§1150.31 I filed a copy of a verified notice of exemption in FD 35811, for East Broad Top Connecting Railroad, LLC (“EBTCR”) to operate over certain railroad trackage currently owned by the East Broad Top Railroad Preservation Association (“EBTRPA”). Subsequently, on May 19, 2014, pursuant to 49 CFR§1150.31, I filed of a notice of exemption in FD 35823 for EBTRPA to acquire from Kovalchick Salvage Corporation (“KOV”) the rail properties that are the subject of the operation filing in FD 35811. The

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Strasburger & Price, LLP

1025 Connecticut Ave., N.W. Suite 717 | Washington, DC 20036 | 202.742.8600 tel | 202.742.8699 fax | www.strasburger.com  
Austin | Collin County | Dallas | Houston | San Antonio | New York, N.Y. | Washington, D.C. | Mexico City - Strasburger & Price, SC

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ATTORNEYS AT LAW

Ms. Cynthia T. Brown

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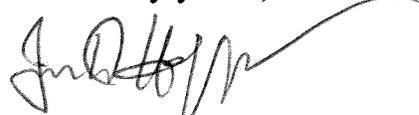
notice and caption summary contain ambiguous information as to the correct mileposts and track mileage involved in these two notices.

I have asked EBTCR to clarify the information previously provided. I am advised that the proper wording for the description of the two lines should be as follows:

“The first segment formerly known as Consolidated Rail Corporation's Mount Union Industrial Track extends about 1.4 miles between Railroad Mile Post 0.2, being immediately west of the point of switch at Railroad Station 4085+96 at the junction with Norfolk Southern Railway Company ("NSR") at Mount Union, PA and the end of the Conrail track at the original Conrail MP 1.4 at Railroad Station 4025+00.<sup>1</sup> The second segment referred to as the original EBT mainline extends 3.3 miles from its connection at its MP 1.1, MUIT railroad Station 4038+39, being EBT MP 1.1, EBT Railroad Station 77+57 to EBT MP 4.4. The total mileage to be operated is 4.4 miles.”

Please correct the notices and caption summaries to reflect these changes. You should contact me if you have any questions about these matters.

Sincerely yours,



John D. Heffner

cc: Mr. Larry Salone

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<sup>1</sup> The former Conrail track in use by the EBTCR extends 0.9 miles from MP 0.2 to the end of track at MP 1.1. While the former Conrail right of way acquired by EBTRPA extends another 0.3 miles, the track was removed years ago by KOVC. The segment of former Conrail track between MP 0.0 and MP 0.2 is joint trackage that will be used by Norfolk Southern Railway and EBTCR for interchange purposes. At MUIT MP 1.1 (which is also EBT MP 1.1) the original EBT mainline leaves the MUIT and extends another 3.3 miles to EBT MP 4.4. The total mileage to be operated is 4.4 miles from the junction with NSR.