

**Before the  
Surface Transportation Board**

**JR - 8**

238365

**STB DOCKET NO. AB-156 (Sub-No. 27X)**

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**DELAWARE AND HUDSON RAILWAY COMPANY, INC. –  
DISCONTINUANCE OF TRackage RIGHTS EXEMPTION --  
IN NY, PA, NJ, MD, VA AND DC**

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ENTERED  
Office of Proceedings  
May 12, 2015  
Part of  
Public Record

**SUPPLEMENT TO RIFFIN'S**

**NOTICE OF INTENT TO FILE AN OFFER OF FINANCIAL ASSISTANCE**

Filed May 6, 2015 by:

James Riffin  
P. O. Box 4044  
Timonium, MD 21094  
(443) 414-6210

1. James Riffin (“**Riffin**”), herewith Supplements his **April 20, 2015** Notice of Intent to File an Offer of Financial Assistance in the Notice of Exemption proceeding (AB 156 Sub. No. 27X) filed by the Delaware and Hudson Railway Company, Inc. (“**D&H**”) in the above entitled proceeding, which Exemption was filed on **March 19, 2015**.

**AB 167 (Sub. No. 864N)**

2. In Paragraph 8 of Riffin’s Notice of Intent to File an OFA, Riffin stated:

“8. On information and belief, Conrail received discontinuance authority over the CNJ main line between MP 54 (High Bridge, NJ, See NJ Map 11.) and MP 60.1 (Ludlow Station Road, Hampton Borough, NJ. See NJ Map 13.) several decades ago. Circa 1985.”

3. On May 5, 2015, personnel at the STB were able to locate the ICC docket number for Conrail’s abandonment of that portion of the CNJ main line between High Bridge, NJ and Ludlow Station Road, Hampton Borough, NJ. The docket number for this abandonment proceeding, was determined to be **AB 167 (Sub. No. 864N)**.

4. A copy of the AB 167 (Sub. No. 864N) decision is appended hereto.

5. The AB 167 (Sub. No. 864N) **application was filed on October 31, 1983**.

6. **Abandonment authority was granted on July 19, 1984**, over the following segment of CNJ Main Line:

“The Raritan Valley Line from the south side of Main Street in High Bridge (approximately Milepost 52.24) to Valuation Station 3170+00 in Bethlehem Township (approximately Milepost 60.1). This line is owned by New Jersey Transit.”

7. Upon information and belief, Riffin indicated that the beginning MP was 54. Per the AB 167 / 864N Application, the beginning MP is 52.24, **not** MP 54.

8. Riffin **herewith amends** paragraphs 8 and 14 of his Notice of Intent to File an OFA, Paragraph 8 is amended to read identical to the abandonment authority requested by Conrail, and granted to Conrail, as described in paragraph 6 above, and as described in AB 167 (Sub. No. 864N).

**AB 167 (Sub. No.931N)**

9. In Paragraphs 9 and 10 of Riffin’s Notice of Intent to File an OFA, Riffin stated:

“9. On information and belief, Conrail connected the CNJ to the LVRR at MP 66 (a bit East of Warren Glen Road in Warren County, NJ. See NJ Map 8.), then discontinued service on the CNJ between MP 66 and MP 70.48 (Kent Street, Phillipsburg, NJ. See NJ Map 6.), several decades ago. Circa 1985. This was alluded to in Paragraph IV of the D&H’s Exhibit B to its Exemption. (“The line west of Glen Gardner, NJ [See NJ Map 12.] was removed following construction of the I-78 extension near Alpha, NJ.” [See NJ Map 7.]

10. On information and belief, where Conrail connected the CNJ and LVRR at MP 70.48 (Kent Street, Phillipsburg, NJ. See NJ Map 6.), Conrail began using the CNJ line exclusively between MP 70.48 (Kent Street) and MP 72.5, which is in Easton, PA. (See NJ Map 6.) After this connection between the CNJ and LVRR at MP 70.48 was made, Conrail discontinued its common carrier obligation over the former LVRR between Kent Street, in Phillipsburg, NJ, and the West end of the LVRR bridge that carried the LVRR over the Delaware River at Phillipsburg, NJ / Easton, PA, several decades ago. Circa 1985. See NJ Map 6.”

10. On May 5, 2015, personnel at the STB were able to locate the ICC docket number for Conrail’s abandonment of that portion of the CNJ main line between a point East of Warren Glen Road, in Warren County, NJ, near MP 66, and the Delaware River, in Phillipsburg, NJ, in the vicinity of MP 72.23. The docket number for this abandonment proceeding, was determined to be **AB 167 (Sub. No. 931N)**.

11. A copy of the AB 167 (Sub. No. 931N) decision is appended hereto.

12. The AB 167 (Sub. No. 931N) **application was filed on January 21, 1986.**

13. **Abandonment authority was granted on May 1, 1986**, over the following segment of CNJ Main Line:

“The Raritan Valley Line owned by New Jersey Transit, from a point in Bloomsbury 1954 feet east of the center line of the Bloomsbury-Warren Glen Road, County Route 639 (approximately Milepost 66.53) to the projection of the Westerly side line of Market Street in Phillipsburg (approximately Milepost 72.23).”

14. Upon information and belief, Riffin indicated that the beginning MP was 66. Per the AB 167 / 931N Application, the beginning MP is 66.53, **not** MP 66, and is “1954 feet east of the center line of the Bloomsbury-Warren Glen Road.”

15. Upon information and belief, Riffin indicated that the ending MP was 72.5. Per the AB 167 / 931 N Application, the ending MP is 72.23, **not** 72.5.

16. Riffin **herewith amends** paragraphs 9, 10 and 14 of his Notice of Intent to File an OFA, Paragraphs 9 and 10 are amended to read identical to the abandonment authority requested by Conrail, and granted to Conrail, as described in paragraph 13 above, and as described in AB 167 (Sub. No. 931N).

Respectfully,

James Riffin  
P.O. Box 4044  
Timonium, MD 21094  
(443) 414-6210

## CERTIFICATE OF SERVICE

I hereby certify that on the 6<sup>th</sup> day of May, 2015, a copy of the foregoing Supplement to Notice of Intent to File an OFA, was served on the parties noted below, by E-mail.

James Riffin

### E-mail:

D&H Railways:	Karl Hansen:	<a href="mailto:karl.hansen@stinsonleonard.com">karl.hansen@stinsonleonard.com</a>
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