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ENTERED
Office of Proceedings
April 10, 2015
Part of
Public Record

William A. Mullins

(202) 663-7823 (Direct Dial)
E-Mail: wmullins@bakerandmiller.com

April 10, 2015

VIA E-FILING

Cynthia T. Brown
Chief of the Section of Administration
Office of Proceedings
Surface Transportation Board
395 E Street, SW
Washington DC 20423-0001

Re: The Cincinnati, New Orleans and Texas Pacific Railway Company –
Discontinuance of Service Exemption – In Scott County, TN, STB Docket No.
AB-290 (Sub-No. 354X)

Dear Ms. Brown:

On January 15, 2015, The Cincinnati, New Orleans and Texas Pacific Railway Company (“CNOTP”), a wholly owned subsidiary of Norfolk Southern Railway Company, filed a two year out-of-service notice of exemption seeking authority to discontinue rail service over an approximately 3.09-mile rail line extending from milepost NR 215.61 (near Helenwood) to milepost NR 218.7 (at New River) (the “Line”) in Scott County, TN. On January 29, 2015, CNOTP filed a letter clarifying an incorrect statement erroneously included in CNOTP’s Notice that stated “[f]urther Board authority is required for CNOTP to abandon service on the Line.” This was incorrect because the underlying track that comprises the Line is actually owned by the City of Cincinnati through an instrumentality known as Cincinnati Southern Railway (“CSR”), which is not a corporation and is not, and has never been, a common carrier. Accordingly, since CSR is not a carrier subject to the Board’s jurisdiction, it does not need, and will not be seeking, authority from the Board to abandon service on the Line. Therefore, should the Board approve CNOTP’s proposed discontinuance, the Line would no longer be subject to environmental review by the Board in the event of salvage or disposition of the rail right-of-way.

Shortly after filing its notice and clarification letter, CNOTP began discussions with the Office of Environmental Analysis (“OEA”) concerning this proceeding. It was during those discussions that CNOTP became aware that OEA was implementing a policy shift requiring

BAKER & MILLER PLLC

Ms. Cynthia Brown
April 10, 2015
Page 2

preparation of environmental and historic reports ("E&HR") in cases involving discontinuances by common carriers who are operating over track owned by an unregulated entity. Normally, a discontinuance does not require preparation of an E&HR because further Board authority is required for subsequent salvage. However, in cases like this one, where the discontinuance will allow the unregulated entity to abandon and salvage the track without further Board authority, OEA has requested preparation of an E&HR.

As a result of this policy shift, CNOTP began preparation of an E&HR and requested that the proceeding be held in abeyance pending completion of the E&HR. On March 16, 2015 and as required by 49 C.F.R. § 1105.7(b) and 49 C.F.R. § 1105.8(c), CNOTP served a copy of its E&HR on the appropriate parties. CNOTP advised the consulting agencies that if any of the information in the E&HR appears to be incorrect, pertinent information appears to be missing, or they have questions about the Board's environmental review process, then they should respond in writing within three weeks to your office.

Enclosed is a copy of the E&HR. As of today, we have not received agency responses, but we will continue to forward any responses we receive to the OEA. Should you have any questions, please contact me directly, either by telephone: 202-663-7823 or by e-mail: wmullins@bakerandmiller.com.

Sincerely,



William A. Mullins
Counsel for The Cincinnati, New Orleans and Texas
Pacific Railway Company

Enclosures

cc: Parties of Record
Marc Hoecker
Maqui Parkerson

Environmental and Historic Report
Certificate of Service

Pursuant to the requirements of 49 C.F.R. § 1105.7(b) and 49 C.F.R. § 1105.8(c), the undersigned hereby certifies that a copy of the Combined Environmental and Historic Report in Docket No. AB-290 (Sub-No. 354X) was mailed via first class mail on March 16, 2015 to the following parties:

STATE ENVIRONMENTAL PROTECTION AGENCY

Mr. Bob Martineau, Jr., Commissioner
Department of Environmental & Conservation
312 Rosa L. Parks Ave – Tennessee Tower – 2nd Floor
Nashville, TN 37243

STATE CLEARINGHOUSE (DOT)

TDOT Commissioner's Office
James K. Polk Building, Suite 700
505 Deaderick Street
Nashville, TN 37243

REGIONAL ENVIRONMENTAL PROTECTION AGENCY

Regional EPA – Region 4
Atlanta Federal Center
61 Forsyth Street, SW
Atlanta, GA 30303

STATE HISTORIC PRESERVATION OFFICE

Tennessee Historic Resources
E. Patrick McIntyre, Jr., Executive Director
2941 Lebanon Road
Nashville, TN 37243

STATE COASTAL ZONE MANAGEMENT

Not Applicable

NATIONAL PARK SERVICE

Charlie Stockman
National Park Service
Rivers and Trails Conservation Program
1201 Eye Street, NW 9th floor
Washington D.C. 20005

NATURAL RESOURCES CONSERVATION SERVICE

Mr. J. Kevin Brown, State Conservationist
USDA NRCS
801 Broadway Suite 675
Nashville, TN 37203

NATIONAL GEODETIC SURVEY

National Geodetic Survey
Geodetic Service Division
Room 9202 NGS/12
1315 East-West Hwy
Silver Spring, MD 20910

FISH AND WILDLIFE SERVICE

Ms. Cindy Dohner, Regional Director
U.S. Fish and Wildlife Service – Region 4
1875 Century Blvd., Suite 400
Atlanta, GA 30345

US ARMY CORPS OF ENGINEERS

U.S. Army Corps of Engineers
Nashville District
110 9th Avenue South
Nashville, TN 37203

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

USEPA
Ariel Rios Building
1200 Pennsylvania Ave., NW
Mail Code 1101-A
Washington, D.C. 20460

COUNTY

Mayor Jeff Tibbals
Scott County Office Building
2845 Baker Highway
Huntsville, TN 37756



Marc Hoecker
March 16, 2015



Norfolk Southern Corporation
3 Commercial Place
Norfolk, VA 23510-9207

March 16, 2015

RE: STB Docket No. AB-290 (Sub-No. 354X), The Cincinnati, New Orleans and Texas Pacific Railway Company – Abandonment - in Scott County, Tennessee

Dear Sir/Madam:

The Cincinnati, New Orleans and Texas Pacific Railway Company (CNOTP) plans to request authority from the Surface Transportation Board (STB) to discontinue a segment of rail line between mileposts NR 215.61 and NR 218.70 in Scott County, Tennessee.

Enclosed is a Combined Environmental and Historic Report (Report) which describes the proposed discontinuance and other pertinent information. A map of the proposed track discontinuance can be found in Appendix A of this report. Appendix B of this report lists the various agencies receiving it.

The railroad does not anticipate adverse environmental impacts; however, if you identify any adverse environmental effects, please describe the actions that would assist in alleviating them. Please provide us with a written response indicating any concerns or lack thereof, which will be included in the Report and sent to the Surface Transportation Board (STB).

This Report is being provided so that you may submit information that will form the basis for the STB's independent environmental analysis of the proceeding. If you believe any of the information is incorrect, if you think 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) by telephone at (202) 245-0295 or by mail to:

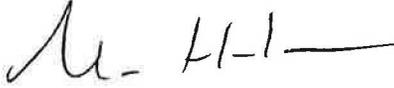
Surface Transportation Board
395 E Street, S.W., Room 1106
Washington DC 20423-0001

Please refer to the above Docket No. when contacting the STB. Applicable statutes and regulations impose stringent deadlines for processing this action. For this reason your written comments (with a copy to us) would be appreciated within three weeks.

Your comments will be considered by the Board in evaluating the environmental impacts of the contemplated action. In order for us to consider your input prior to filing with the STB, we must receive your comments within three weeks. Please provide information to LaWada Poarch by email at LaWada.Poarch@nscorp.com, or by mail to:

LaWada Poarch
Abandonments Coordinator
Norfolk Southern Corporation
Strategic Planning Department
Three Commercial Place
Norfolk, VA 23510

Sincerely,

A handwritten signature in black ink, appearing to read "M. H-1" followed by a horizontal line.

Marc Hoecker
Director, Eastern Region
Strategic Planning Department
The Cincinnati, New Orleans and Texas Pacific Railway Company

Attachment

**BEFORE THE
SURFACE TRANSPORTATION BOARD**

STB DOCKET NO. AB-290 (Sub-No. 354X)

CINCINNATI, NEW ORLEANS AND TEXAS PACIFIC RAILWAY COMPANY

PROPOSED RAIL LINE DISCONTINUANCE

BETWEEN MILEPOST NR 215.61 AND MILEPOST NR 218.7

IN SCOTT COUNTY, TENNESSEE

Combined Environmental and Historic Report

Cincinnati, New Orleans and Texas Pacific Railway Company ("CNOTP") submits this Combined Environmental and Historic Report ("E&HR") pursuant to 49 C.F.R. § 1105.7(e) and 49 C.F.R. § 1105.8(d), respectively, in connection with the proposed discontinuance of 3.09 miles of rail line between milepost NR 215.61 and milepost NR 218.7 (the "Line") in Scott County, Tennessee.

March 16, 2015

ENVIRONMENTAL REPORT

49 CFR 1105.7(e)(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.

The Cincinnati, New Orleans and Texas Pacific Railway Company ("CNOTP"), a wholly-owned subsidiary of Norfolk Southern Railway Company, proposes to discontinue 3.09 miles of rail line between milepost NR 215.61 at Helenwood and milepost NR 218.70 at New River, in Scott County, Tennessee. The Line proposed for discontinuance has been dormant for many years and has no active shippers. The underlying track for which CNOTP operates over is owned by the City of Cincinnati through an instrumentality known as Cincinnati Southern Railway ("CSR"), which is not a corporation and is not, and has never been, a common carrier subject to the jurisdiction of the Surface Transportation Board. Because CNOTP does not own the underlying track and structures, it is seeking discontinuance authority rather than abandonment authority. As a non-owner of the track, CNOTP has no right to undertake any salvage activities and any salvage following discontinuance would be the responsibility of the track owner - CSR. CNOTP understands that once discontinuance authority is obtained, CSR, as the owner of the track, has agreed to sell the track to KT Group, LLC, who CNOTP further understands intends to salvage the track, but not the ties.

The alternative to discontinuance is to not discontinue service over the Line, which would require CNOTP to retain an active common carrier obligation over the Line and require CSR to retain the track in place until such time as CNOTP obtained discontinuance authority. This is unacceptable to both CNOTP and CSR and would prevent CSR from selling the track to KT Group for salvage. This would serve no public purpose.

A map depicting the Line proposed for discontinuance is attached as Appendix A. An example of the railroad's letter to federal, state and local government agencies along with a list of the consulting agencies that CNOTP is providing this E&HR to is attached as Appendix B. Please note that this E&HR is being provided for a discontinuance, which has already been filed with the Board. CNOTP has prepared this E&HR to inform agencies of its proposed discontinuance. CNOTP will update its E&HR with comments received from the various agencies, prior to providing it to the Board.

49 CFR 1105.7(e)(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.

RESPONSE: Effects of the proposed action on regional or local transportation systems and patterns are expected to be negligible. There is no rail freight or passenger traffic on the Line proposed for discontinuance. Consequently, no rail traffic will be diverted to highway or other modes as a result of the discontinuance.

49 CFR 1105.7(e)(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 existing land use plans. Describe any inconsistencies.

RESPONSE: Consultation on this proposed discontinuance has been requested from the Mayor of Scott County. Any responses received will be included in an updated E&HR, which will be submitted to the Board.

(ii) Based on consultation with the U.S. Soil Conservation Service, state the effect of the proposed action on any prime agricultural land.

RESPONSE: Consultation on this proposed discontinuance has been requested from the United States Department of Agriculture Natural Resources Conservation Service. Any responses received will be included in an updated E&HR, which will be submitted to the Board.

(iii) If the action affects land or water uses within a designated coastal zone, include the coastal zone information required by Sec. 1105.9.

RESPONSE: Not Applicable.

(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. 10906 and explain why.

RESPONSE: CNOTP does not have fee title to the right-of-way underlying the segment proposed for discontinuance and has no control over its future use.

49 CFR 1105.7(e)(4) Energy.

(i) Describe the effect of the proposed action on transportation of energy resources.

RESPONSE: Development and transportation of energy resources will not be affected by the discontinuance as no freight or passenger traffic has moved over the Line for many years.

(ii) Describe the effect of the proposed action on recyclable commodities.

RESPONSE: Movement or recovery of recyclable commodities will not be affected by the discontinuance.

(iii) State whether the proposed action will result in an increase or decrease in overall energy efficiency and explain why.

RESPONSE: The proposed action will not result in any material impact in overall energy efficiency.

(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.

RESPONSE: The diversion of traffic to motor carriers will not exceed the thresholds set forth at 49 CFR §1105.7(e)(4) as no diversions will occur. Accordingly, there is no need to produce data on diverted traffic or to quantify the net change in energy consumption.

49 CFR 1105.7(e)(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.

RESPONSE: The above thresholds will not be exceeded.

(ii) If the proposed action affects a class I or nonattainment 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 a given road segment, then state whether any expected increased emissions are within the parameters established by the State Implementation Plan.

RESPONSE: The above thresholds will not be exceeded. For the record, Scott County, Tennessee is an attainment area for all National Ambient Air Quality Standard (NAAQS) pollutants according to the U.S. Environmental Protection Agency.

(iii) *If transportation of ozone depleting materials (such as nitrogen oxide and Freon®) is contemplated, identify: the materials and quantity; the frequency of service; safety practices (including any speed restrictions); the applicant's safety record (to the extent available) 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.*

RESPONSE: Not applicable.

49 CFR 1105.7(e)(6) Noise.

If any of the thresholds identified in item (5)(i) of this section are surpassed, state whether the proposed action will 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 project area, and quantify the noise increase for these receptors if the thresholds are surpassed.

RESPONSE: The above thresholds will not be exceeded.

49 CFR 1105.7(e)(7) Safety.

(i) *Describe any effects of the proposed action on public health and safety (including vehicle delay time at railroad grade crossings).*

RESPONSE: Discontinuance of the Line will have no adverse impact on public health and safety.

(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.

RESPONSE: Not applicable.

(iii) If there are any known hazardous waste sites 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.

RESPONSE: The railroad has no knowledge of hazardous waste sites or sites where there have been known hazardous material spills on the right of way or in adjacent areas.

49 CFR 1105.7(e)(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.

RESPONSE: Consultation on this proposed discontinuance has been requested from the U.S Fish & Wildlife Service. Any responses received will be included in an updated E&HR, which will be submitted to the Board.

(ii) State whether wildlife sanctuaries or refuges, National or State parks or forests will be affected, and describe any effects.

RESPONSE: The Line proposed for discontinuance does not appear to pass through state parks or forests, national parks or forests, or wildlife sanctuaries. No

adverse effects on wildlife sanctuaries, national parks or forests, or state parks or forests are anticipated.

49 CFR 1105.7(e)(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. Describe any inconsistencies.

RESPONSE: The railroad does not own or control the underlying railroad tracks or the roadbed underlying the Line to be discontinued. Because CNOTP does not own the underlying track and structures, it is seeking discontinuance authority rather than abandonment authority. As a non-owner of the track, CNOTP has no right to undertake any salvage activities and any salvage following discontinuance is the responsibility of CSR. CNOTP understands that once discontinuance authority is obtained, CSR, as the owner of the track, has agreed to sell the track to KT Group, LLC, who CNOTP further understands intends to salvage the track, but not the ties. CNOTP has no knowledge regarding the environmental impacts of any future salvage efforts except to state that if the ties are going to be left in place, which is CNOTP's understanding, there should be no ground disturbance activity. No soils will be disturbed as a result of the proposed discontinuance, and no storm water mitigation measures – including, but not limited to, a National Pollutant Discharge Elimination System permit – should be required. CNOTP has no plans to undertake in-stream work, or dredge and/or use any fill materials in connection with the proposed discontinuance, so, for this reason also, the proposed discontinuance will not result in water quality impacts. Consultation has been

requested from the State of Tennessee Department of Environmental & Conservation and from the Regional Environmental Protection Agency offices.

(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 for the proposed action and whether any designated wetlands or 100-year flood plains will be affected. Describe the effects.

RESPONSE: CNOTP does not believe the geometry of the roadbed will be altered nor in-stream work contemplated. To CNOTP's knowledge, there should be no discernible effects on either 100-year flood plains or adjacent wetlands in connection with the proposed discontinuance. Consultation was requested from the U.S. Army Corps of Engineers (USACE).

(iii) State whether permits under section 402 of the Clean Water Act (33 U.S.C. 1342) are required for the proposed action.

RESPONSE: The railroad does not plan to remove or alter the roadbed underlying the Line to be discontinued, to undertake in-stream work or to dredge or use any fill materials, although CNOTP understands that KT Group, LLC does intend to salvage the track, but not the ties. To CNOTP's knowledge, salvage by KT Group, LLC should not result in soil excavation or other ground-disturbance activity, and, because no soils will be disturbed, no storm water mitigation measures – including, but not limited to, a National Pollutant Discharge Elimination System permit – should be required. The railroad anticipates that the discontinuance will not affect water quality and that additional permitting under Section 402 will be required. Nevertheless, CNOTP has requested input from the Regional Environmental Agency and the TNDEC's

Division of Water Resources. Any responses received will be included in an updated E&HR, which will be submitted to the Board.

49 CFR 1105.7(e)(10) Proposed Mitigation.

Describe any actions that are proposed to mitigate adverse environmental impacts, indicating why the proposed mitigation is appropriate.

RESPONSE: Discontinuance of Line is not expected to produce adverse environmental impacts for the reasons set forth above. Only minimal physical activity may occur as a result of the proposed discontinuance, such as KT Group's removal of railroad appurtenances. Crossties will remain. CNOTP understands that KT Group will have to comply with all applicable state and federal environmental laws with respect to its salvage plans.

HISTORIC REPORT

49 CFR 1105.8(d)

PROPOSED ACTION AND ALTERNATIVES

The Cincinnati, New Orleans and Texas Pacific Railway Company (CNOTP), a wholly-owned subsidiary of Norfolk Southern Railway Company, proposes to discontinue 3.09 miles of rail line between milepost NR 215.61 at Helenwood and milepost NR 218.70 at New River, in Scott County, Tennessee. The Line proposed for discontinuance has been dormant for many years.

The alternative to discontinuance is to not discontinue the Line and retain the remaining track in place. This is unacceptable to both CNOTP and CSR and would prevent CSR from selling the track to KT Group for salvage. This would serve no public purpose. A map depicting the Line proposed for discontinuance is attached as Appendix A.

ADDITIONAL INFORMATION

- (1) **U.S.G.S. Topographic Map** - Map was furnished to the Tennessee Historical Commission.
- (2) **Written Description of Right of Way** - The right-of-way width ranges from 50 feet to 100 feet along the main track centerline. Pursuant to Surface Transportation Board ("STB") policy, the railroad's right-of-way will constitute the Area of Potential Effect ("APE") for this undertaking.
- (3) **Photographs** - Photographs were furnished to the Tennessee Historical Commission.

(4) Date of Construction of Structures – Not applicable.

(5) History of Operations and Changes Contemplated – The Cincinnati Southern Railway extends from Cincinnati to Chattanooga and is owned by the City of Cincinnati. Construction began in 1873 and was completed in 1879. Operations began in 1880. In 1881, the Cincinnati Southern was leased to the Cincinnati, New Orleans and Texas Pacific Railway (CNOTP). In 1893, the CNO&TP went into receivership and came under the control of Southern Railway. In 1963, the line between Helenwood and Robbins was relocated westward as part of a project to improve clearances, curvature, and grade. The segment between Helenwood and New River was retained to allow access to the Brimstone Railroad. In 1982, Southern merged with Norfolk & Western to form Norfolk Southern.

(6) Summary of Documents In Carrier's Possession That Might Be Useful for Documenting a Structure That Is Found To Be Historic – Not applicable.

(7) Opinion Regarding Criteria For Listing In The National Register Of Historic Places – The railroad has no reason to believe that there is any likelihood of finding archaeological resources or historic properties on the Line proposed for discontinuance.

(8) Subsurface Ground Conditions That Might Affect Archaeological Recovery
The railroad is not aware of any prior subsurface ground disturbances or environmental conditions that would affect archaeological recovery. Moreover, discontinuance of the Line and KT Group's salvage of the track material from the surface should not affect any potential archaeological resources. The subsurface of the right-of-way was initially

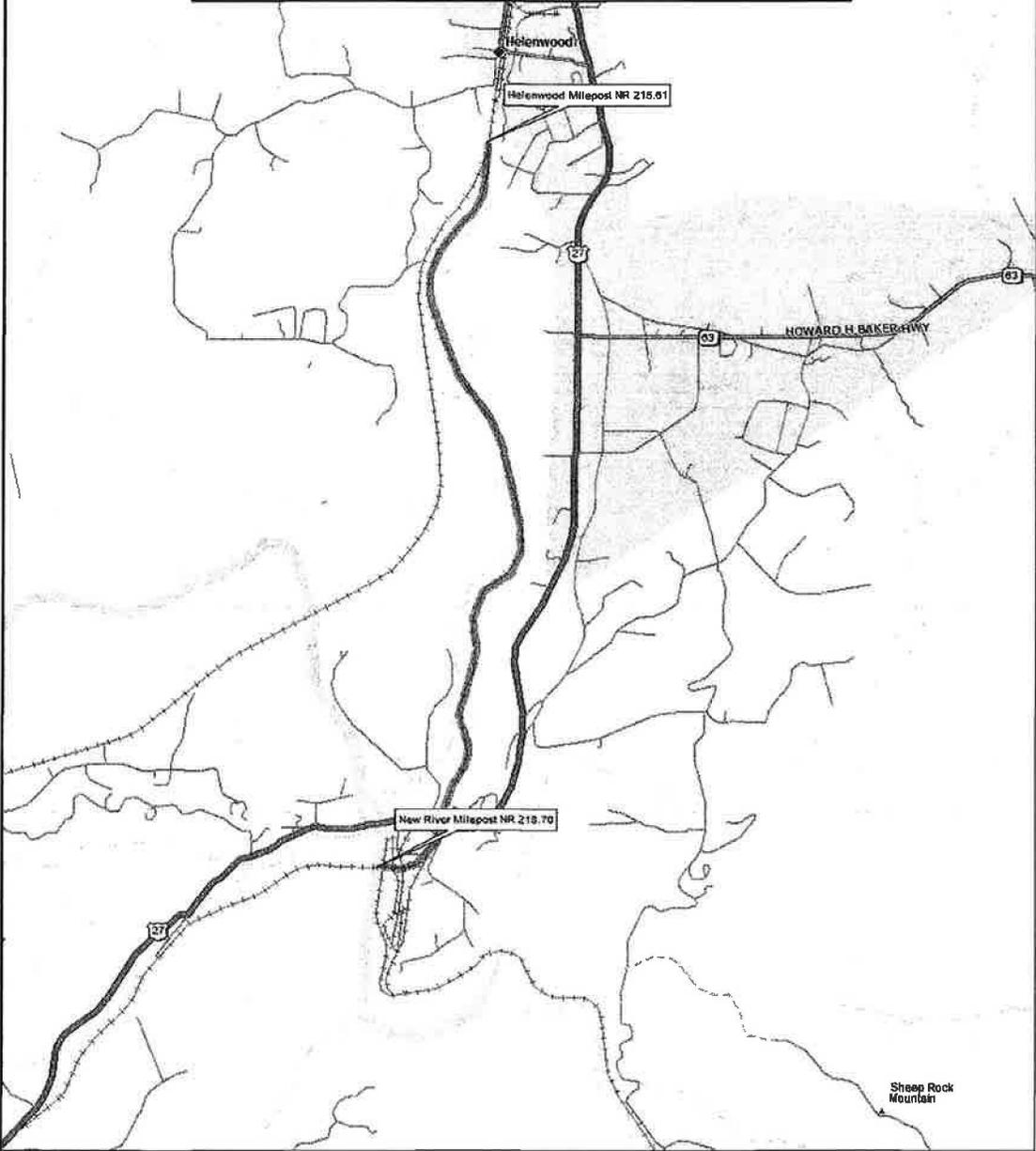
disturbed in the construction of the railroad line by grading and filling. Discontinuance will not result in activities below the surface, or below the level of initial disturbance.

(9) Follow-Up Information - Additional information will be provided as appropriate.

APPENDIX A

Site Map

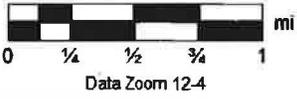
**Cincinnati, New Orleans and Texas Pacific Railway Company
Proposed Discontinuance of Operations Under Lease
Helenwood to New River, TN
Milepost NR 215.61 - Milepost NR 218.70
STB Docket No. AB-290 (Sub No. 354X)**



DELORME

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www.delorme.com

★
MN (5.2° W)



RECIPIENT LIST

Proposed Rail Line Discontinuance on the segment of rail line between Mileposts NR 215.61 and NR 218.70 in Scott County, Tennessee.

STATE ENVIRONMENTAL PROTECTION AGENCY

Mr. Bob Martineau, Jr., Commissioner
Department of Environmental & Conservation
312 Rosa L. Parks Ave – Tennessee Tower – 2nd Floor
Nashville, TN 37243

REGIONAL ENVIRONMENTAL PROTECTION AGENCY

Regional EPA – Region 4
Atlanta Federal Center
61 Forsyth Street, SW
Atlanta, GA 30303

STATE COASTAL ZONE MANAGEMENT

Not Applicable

NATURAL RESOURCES CONSERVATION SERVICE

Mr. J. Kevin Brown, State Conservationist
USDA NRCS
801 Broadway Suite 675
Nashville, TN 37203

FISH AND WILDLIFE SERVICE

Ms. Cindy Dohner, Regional Director
U.S. Fish and Wildlife Service – Region 4
1875 Century Blvd., Suite 400
Atlanta, GA 30345

US ARMY CORPS OF ENGINEERS

U.S. Army Corps of Engineers
Nashville District
110 9th Avenue South
Nashville, TN 37203

COUNTY

Mayor Jeff Tibbals
Scott County Office Building
2845 Baker Highway
Huntsville, TN 37756

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Nashville, TN 37243

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2941 Lebanon Road
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1201 Eye Street, NW 9th floor
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NATIONAL GEODETIC SURVEY

National Geodetic Survey
Geodetic Service Division
Room 9202 NGS/12
1315 East-West Hwy
Silver Spring, MD 20910

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

USEPA
Ariel Rios Building
1200 Pennsylvania Ave., NW
Mail Code 1101-A
Washington, D.C. 20460



Norfolk Southern Corporation
3 Commercial Place
Norfolk, VA 23510-9207

March 16, 2015

RE: STB Docket No. AB-290 (Sub-No. 354X), The Cincinnati, New Orleans and Texas Pacific Railway Company – Abandonment - in Scott County, Tennessee

Dear Sir/Madam:

The Cincinnati, New Orleans and Texas Pacific Railway Company (CNOTP) plans to request authority from the Surface Transportation Board (STB) to discontinue a segment of rail line between mileposts NR 215.61 and NR 218.70 in Scott County, Tennessee.

Enclosed is a Combined Environmental and Historic Report (Report) which describes the proposed discontinuance and other pertinent information. A map of the proposed track discontinuance can be found in Appendix A of this report. Appendix B of this report lists the various agencies receiving it.

The railroad does not anticipate adverse environmental impacts; however, if you identify any adverse environmental effects, please describe the actions that would assist in alleviating them. Please provide us with a written response indicating any concerns or lack thereof, which will be included in the Report and sent to the Surface Transportation Board (STB).

This Report is being provided so that you may submit information that will form the basis for the STB's independent environmental analysis of the proceeding. If you believe any of the information is incorrect, if you think 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) by telephone at (202) 245-0295 or by mail to:

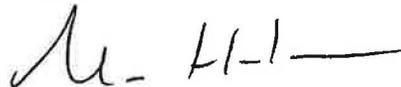
Surface Transportation Board
395 E Street, S.W., Room 1106
Washington DC 20423-0001

Please refer to the above Docket No. when contacting the STB. Applicable statutes and regulations impose stringent deadlines for processing this action. For this reason your written comments (with a copy to us) would be appreciated within three weeks.

Your comments will be considered by the Board in evaluating the environmental impacts of the contemplated action. In order for us to consider your input prior to filing with the STB, we must receive your comments within three weeks. Please provide information to LaWada Poarch by email at LaWada.Poarch@nscorp.com, or by mail to:

LaWada Poarch
Abandonments Coordinator
Norfolk Southern Corporation
Strategic Planning Department
Three Commercial Place
Norfolk, VA 23510

Sincerely,

A handwritten signature in black ink, appearing to read "M. H-1" followed by a horizontal line.

Marc Hoecker
Director, Eastern Region
Strategic Planning Department
The Cincinnati, New Orleans and Texas Pacific Railway Company

Attachment

APPENDIX B

Agency Letters

APPENDIX C

Agency Responses

(Any responses received will be included in an updated E&HR, which will be submitted to the Board 30 days after service of this E&HR).