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February 4, 2014

**ENTERED**  
**Office of Proceedings**  
**February 4, 2014**  
**Part of**  
**Public Record**

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

RE: Docket No. AB-55 (Sub-No. 712X), *CSX Transportation, Inc.–  
Abandonment Exemption–in White County, IN*

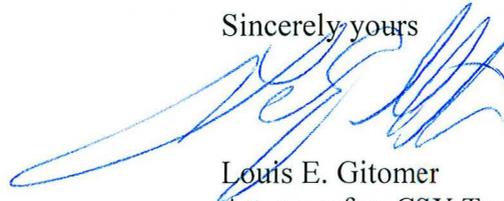
Dear Ms. Brown:

Enclosed are the original and 10 copies of a Petition for Exemption for abandonment in the above-entitled proceeding and a filing fee of \$6,700. Exhibit G of the Petition contains color Exhibits. Also enclosed is a computer diskette containing the Petition in Word and pdf format.

Please time and date stamp the additional copy of this letter and the Petition and return them with our messenger. Thank you for your assistance.

If you have any questions please call or email me.

Sincerely yours



Louis E. Gitomer  
Attorney for: CSX Transportation, Inc.

Enclosures

**FILED**  
**February 4, 2014**  
**Surface Transportation Board**

**FEE RECEIVED**  
**February 4, 2014**  
**Surface Transportation Board**

BEFORE THE  
SURFACE TRANSPORTATION BOARD

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Docket No. AB-55 (Sub-No. 712X)

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CSX TRANSPORTATION, INC.—ABANDONMENT EXEMPTION—WHITE COUNTY, IN

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PETITION FOR EXEMPTION

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Steven Armbrust, Esq.  
CSX Transportation, Inc.  
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Jacksonville, FL 32202  
(904) 359-1229

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Melanie B. Yasbin, Esq.  
Law Offices of Louis E. Gitomer  
600 Baltimore Avenue, Suite 301  
Towson, MD 21204  
(410) 296-2250  
Lou@lgraillaw.com

Attorneys for: CSX TRANSPORTATION, INC.

Dated: February 4, 2014

BEFORE THE  
SURFACE TRANSPORTATION BOARD

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Docket No. AB-55 (Sub-No. 712X)

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CSX TRANSPORTATION, INC.—ABANDONMENT EXEMPTION—WHITE COUNTY, IN

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PETITION FOR EXEMPTION

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CSX Transportation, Inc. (“CSXT”) petitions the Surface Transportation Board (the “Board”) to exempt CSXT’s abandonment of an approximately 9.67-mile rail line on its Monticello Industrial Track, Monon Subdivision, between Monon, milepost 0QA 88.33, and Monticello, milepost 0QA 98.00, in White County, Indiana (the “Line”), under 49 U.S.C. §10502, from the prior approval requirements of 49 U.S.C. §10903.

Abandonment will allow CSXT to avoid costs that would be incurred by the continued ownership of the Line. There is currently one customer on the Line, Monticello Farm Service, Inc. (“MFS”). MFS has access to alternate transportation service.

**PROPOSED TRANSACTION**

CSXT proposes to abandon approximately 9.67 miles of its rail line between Monon, milepost 0QA 88.33, and Monticello at the end of the line, milepost 0QA 98.00, known as the Monticello Industrial Track. The Monon Station, milepost 0QA 88.3, FSAC 40815, OP SL 24110, and the Monticello Station, milepost 0QA 98.00, FSAC 40816, OP SL 24355, are on the Line. A map of the Line is attached in Exhibit G, along with the other colored exhibits. Exhibit B consists of the Environmental Report and Exhibit C consists of the Historic Report. The draft Federal Register Notice is in Exhibit D, and copies of the newspaper publication and the required

certification are in Exhibit E. The certificate of service is in Exhibit F. Verified statements from William Scaggs and Michael C. Lady are in Exhibit A.

The Line traverses United States Postal Service Zip Codes 47959 and 47960. Based on information in CSXT's possession the Line does not contain federally granted right-of-way. Any documentation in the possession of CSXT concerning title will be made available to those requesting it.

### **BACKGROUND**

The Line runs between Monon, milepost 0QA 88.33, and Monticello at the end of the line, milepost 0QA 98.00. MFS is the only shipper on the Line and is located at 1415 N 6<sup>th</sup> Street, Monticello, IN 47960. The revenue generated by MFS is insufficient to cover the costs of operation and maintenance costs, much less generate a return on CSXT's investment in the Line. In addition, CSXT does not expect any new rail-oriented business to develop on the Line. Upon receipt of abandonment authority, CSXT plans to use a portion of the Line near Monon for car storage and will salvage the track and improvements on the remainder of the Line.

To keep MFS fully apprised of the status of the Line, CSXT has served a copy of this Petition on MFS. To advise MFS of the status of this proceeding before the Board, CSXT respectfully requests the Board to add MFS to the service list in order to receive all notices and decisions served by the Board, as well as pleadings filed by any party.

During the past several years nitrogen fertilizer has been the principal commodity shipped over the Line. MFS received 13 carloads during the base year October 30, 2012 to October 30, 2013.

**A. In operating the Line, CSXT incurs avoidable costs.**

CSXT incurs avoidable costs on the Line. As calculated by Mr. Scaggs in Exhibit A, CSXT incurred \$77,632 of avoidable costs in the Base Year, and expects to incur avoidable costs of \$129,395 in the Forecast Year and \$187,448 in the Subsidy Year.

**B. Calculation of opportunity costs.**

Opportunity costs (or total return on value of road property) reflect the economic loss experienced by a carrier from forgoing a more profitable alternative use of its assets. Under *Abandonment Regulations—Costing*, 3 I.C.C.2d 340 (1987), the opportunity cost of road property is computed on an investment base equal to the sum of: (1) allowable working capital; (2) the net liquidation value (NLV) of the line; and (3) current income tax benefits (if any) resulting from abandonment. The investment base (or valuation of the road properties) is multiplied by the current nominal rate of return, to yield the nominal return on value. The nominal return is then adjusted by applying a holding gain (or loss) to reflect the increase (or decrease) in value a carrier will expect to realize by holding assets for 1 additional year.<sup>1</sup>

**1. Net salvage value (“NSV”) and value of real estate (“VRE”).**

Based on CSXT records of the quantity and quality of track and material on the line, less the cost to remove and transport the track and material Mr. Scaggs has calculated the NSV for the Line of \$732,401.22.

The VRE has been calculated by Michael C. Lady to be \$38,800 based on an across the fence valuation of fee simple property less certain deductions addressed in the verified statement in Exhibit A.

Adding the NSV and VRE yields a net liquidation value (“NLV”) of \$771, 201 for the Line.

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<sup>1</sup> *Wisconsin Central Ltd.—Abandonment—in Ozaukee, Sheboygan and Manitowoc Counties, WI*, STB Docket No. AB-303 (Sub-No. 27) (STB served October 18, 2004), at 10-11.

## **2. Calculation of 15 days working capital.**

Working capital for the computation of opportunity costs is calculated as 15 days of the avoidable costs for the Line. Therefore, CSXT has used the on-branch costs (\$123,260), divided them by 365 and multiplied that amount by 15 to arrive at the 15 days of working capital of \$5,065.

## **3. Nominal cost of capital.**

Using the data from the Board's most recent *Railroad Cost of Capital-2012*, EP 558 (Sub-No. 16) decision, CSXT determined that its nominal cost of capital is 17.22%.

## **4. Income tax consequences.**

Income tax consequences are calculated at 38% on the NLV.

## **5. Holding gain.**

CSXT calculated holding gains of \$63,393.

## **6. Calculation of Opportunity Costs.**

The following Table shows the opportunity cost calculation.

Working Capital	\$ 5,065
NLV	\$771, 201
Taxes	\$(293,056)
Valuation	\$483,210
Holding Gain	\$ 63,393
Nominal Rate of Return	17.22%
Opportunity Cost	\$ 72,292

## **C. Alternate transportation.**

MFS has used trucking as an alternative to rail service. The major roads serving the area are U.S. Route 421 and Indiana Routes 16, 24 and 39, as well as local roads. And there are six (6) trucking companies within a 4 mile radius of MFS. CSXT has provided transload capability

for MFS at a local cooperative elevator in Francesville, IN, at approximately milepost 0QB 97, about eight miles from the beginning of the proposed abandonment at Monon.

**D. Public benefits of abandonment.**

In addition to eliminating the losses that CSXT incurs from operating the Line, CSXT proposes to close 17 at-grade road crossings (9 public crossings and 7 private crossings).

**E. Summary.**

Continued ownership and operation of the Line by CSXT will continue to be a burden on CSXT and interstate commerce. CSXT will incur avoidable costs as described above ranging from \$77,632 to \$187,448 per year, and opportunity costs of \$72,292. Another public benefit will be the closing of 17 grade crossings.

Since MFS has alternative transportation service available and CSXT is incurring losses from operating the Line, CSXT contends that in balancing the harm to itself and interstate commerce against the harm to the one shipper on this 9.67-mile line, the balance clearly favors abandonment.

**ARGUMENT SUPPORTING THE ABANDONMENT AND DISCONTINUANCE OF SERVICE**

CSXT seeks an exemption under 49 U.S.C. § 10502 from the applicable requirements of 49 U.S.C. §10903 in order to abandon the Line.

Under 49 U.S.C. §10502, the Board must exempt a transaction from regulation when it finds that:

(1) regulation is not necessary to carry out the rail transportation policy of 49 U.S.C. § 10101; and

(2) either:

(a) the transaction is of limited scope, or

(b) regulation is not necessary to protect shippers from the abuse of market power.

The legislative history of Section 10502 reveals a clear Congressional intent that the Board should liberally use its exemption authority to free certain transactions from the administrative and financial costs associated with continued regulation. In enacting the Staggers Rail Act of 1980, Pub. L. No. 96-488, 94 Stat. 1895, Congress encouraged the Board's predecessor agency to liberally use the expanded exemption authority under former Section 10505:

The policy underlying this provision is that while Congress has been able to identify broad areas of commerce where reduced regulation is clearly warranted, the Commission is more capable through the administrative process of examining specific regulatory provisions and practices not yet addressed by Congress to determine where they can be deregulated consistent with the policies of Congress. The conferees expect that, consistent with the policies of this Act, the Commission will pursue partial and complete exemption from remaining regulation.

H.R. Rep No. 1430, 96 the Cong. 2d Sess. 105 (1980). See also *Exemption From Regulation--Boxcar Traffic*, 367 I.C.C. 424, 428 (1983), vacated and remanded on other grounds, *Brae Corp. v. United States*, 740 F.2d 1023 (D.C. Cir 1984). Congress reaffirmed this policy in the conference report accompanying the ICC Termination Act of 1995, Pub. L. No. 104-88, 109 Stat. 803, which re-enacted the rail exemption provision as Section 10502. H.R. Rep. No. 422, 104th Cong., 1st Sess. 168-69 (1995).

**A. The Application of 49 U.S.C. §10903 Is Not Necessary to Carry Out the Rail Transportation Policy**

Detailed scrutiny of this transaction is not necessary to carry out the rail transportation policy. An exemption would minimize the unnecessary expense associated with the preparation

and filing of a formal abandonment application, expedite regulatory decisions and reduce regulatory barriers to exit. 49 U.S.C. §10101 (2, 7, and 15).

Other aspects of the rail transportation policy are not adversely affected. For example, competition and the continuation of a sound rail transportation system are not affected since the public will not be deprived of any needed rail services.

**B. This Transaction Is Of Limited Scope**

The proposed transaction is of limited scope. CSXT seeks to abandon a 9.67-mile railroad line in White County, Indiana.

**C. This Transaction Will Not Result In An Abuse Of Market Power.**

MFS can avail itself of truck transportation as it does today. Moreover, there is a transloadin options for MFS. There is a transloading facility in Francesville, IN, near railroad milepost 0QB97, approximately eight miles from milepost 0QA 88.33. Hence, the abandonment of the Line will not result in an abuse of market power.

**ENVIRONMENTAL REPORT**

An Environmental Report is in Exhibit B.

**HISTORIC REPORT**

A Historic Report is in Exhibit C.

**FEDERAL REGISTER NOTICE**

A draft Federal Register notice is attached hereto as Exhibit D.

**LABOR PROTECTION**

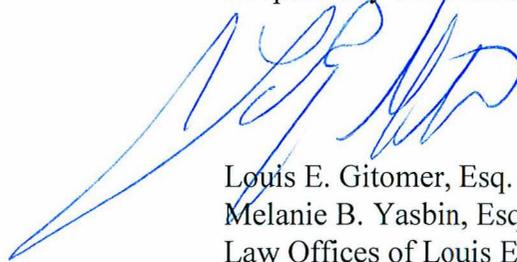
The interests of railroad employees of CSXT who may be adversely affected by the proposed abandonment and discontinuance of service will be adequately protected by the labor protective conditions in *Oregon Short Line R. Co.--Abandonment--Goshen*, 360 I.C.C. 91 (1979).

## CONCLUSION

Application of the regulatory requirements and procedures of 49 U.S.C. §10903 to the abandonment of the Line proposed by CSXT is not required to carry out the rail transportation policy set forth in 49 U.S.C. §10101, as previously shown. Nor is Board regulation required to protect shippers from the abuse of market power. Moreover, this abandonment and is of limited scope.

Accordingly, CSXT respectfully requests the Board grant an exemption for the proposed abandonment of the Line.

Respectfully Submitted,



Steven Armbrust, Esq.  
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(904) 359-1229

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(410) 296-2250  
Lou@lgraillaw.com

Attorneys for: CSX TRANSPORTATION, INC.

Dated: February 4, 2014

# **EXHIBIT A—VERIFIED STATEMENTS**

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CSX TRANSPORTATION, INC.—ABANDONMENT—WHITE COUNTY, IN

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VERIFIED STATEMENT OF WILLIAM SCAGGS

I am William Scaggs, Manager of Cost & Economic Analysis for Commercial Finance for CSX Transportation, Inc. In this job I am responsible for the preparation of costing analyses, including those required for abandonments under 49 CFR 1152 Subpart D. I have prepared the attached revenue and cost statement in accordance with my understanding of the rules in 49 CFR 1152 Subpart D.

In preparation for filing this Petition for Exemption, I have reviewed the carloads handled over the line for the last 4 years ending October 2013. All of these carloads were for one shipper, Monticello Farm Services, Inc., located at 1415 N 6<sup>th</sup> Street, Monticello, IN 47960.

<u>CARLOADS</u>			
<u>2013</u>	<u>2012</u>	<u>2011</u>	<u>2010</u>
<u>7</u>	<u>42</u>	<u>17</u>	<u>23</u>

In the Base Year October 2012-October 2013, 13 carloads moved over the Line. Revenue attributable to the Base Year traffic was \$51,763. The total on-branch cost for the Base Year was \$123,260, when off-branch costs are included the total avoidable cost for the Line is \$129,395. With the exception of 2012, the revenue generated from the traffic on the Line has fallen significantly short of the cost to operate the Line. By

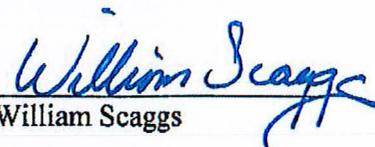
abandoning the Line, CSXT will be able to avoid a loss from operations of \$77,632 in the Base Year, \$129,395 in the Forecast Year, and \$187,448 in the Subsidy Year.

Current traffic can be delivered and trans-loaded to truck in Francesville, IN, approximately 21.5 miles from the current location. Non-rail transportation options available to the customer include six (6) motor carriers that serve the area.

**VERIFICATION**

I, William Scaggs, verify under penalty of perjury under the laws of the United States that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this Verified Statement.

Executed January 30, 2014

  
William Scaggs





## CSX Transportation, Inc.

Line Segment: Monticello Standard Form for Abandonment Filings

	Most recent historic year	Forecast year	Subsidy year
	Oct. 2012-Oct. 2013	2014	2014
<u>Carloads</u>			
<u>Revenues Attributable</u>			
1. Freight Originated &/or Terminated On Branch			
a. CSX	\$51,763	\$0	\$51,763
2. Bridge Traffic	-0-	-0-	0
3. All Other Revenue and Income		0	
4. Total Revenues Attributable (Lines 1 thru 3)	\$51,763	\$0	\$51,763
<u>Avoidable Costs</u>			
5. Total On-Branch Costs (Lines 5a thru 5k)	\$123,260	\$123,260	\$123,260
a. Maintenance of Way and Structures	96,700	\$96,700	96,700
b. Maintenance of Equipment - Locomotives	2,500	\$2,500	2,500
c. Transportation	17,160	\$17,160	17,160
d. Joint Facilities	0	\$0	0
e. Deadheading, Taxi and Hotel	0	\$0	0
f. Overhead Movement	0	\$0	0
g. Freight Car Costs (o/t Return on Freight Cars)	0	\$0	0
h. Return on Value - Locomotives	0	\$0	0
i. Return on Value - Freight Cars	0	\$0	0
j. Revenue Taxes	0	\$0	0
k. Property Taxes	6,900	\$6,900	6,900
6. Total Off-Branch Costs (Lines 6a and 6b)	\$6,135		\$6,135
a. Off-Branch Costs (o/t Return on Freight Cars)	6,135		6,135
b. Return on Value - Freight Cars			
7. Total Avoidable Costs (Lines 5 and 6)	\$129,395	\$129,395	\$129,395
<u>Subsidization Costs</u>			
8. Rehabilitation	xxxx	xxxx	\$ 90,000
9. Administration Costs	xxxx	xxxx	
10. Casualty Reserve Account	xxxx	xxxx	
11. Total Subsidization Costs (Lines 8 thru 10)	xxxx	xxxx	90,000
<u>Return on Value</u>			
12. Valuation of Property (Lines 12a thru 12c)	xxxx		\$483,210
a. Working Capital	xxxx		\$5,065.48
b. Income Tax Consequences	xxxx		(\$293,056)
c. Net Liquidation Value	xxxx		\$771,201
13. Nominal Rate of Return	xxxx	17.22%	17.22%
14. Nominal Return on Value (Line 12 * Line 13)	xxxx		\$83,209
15. Holding Gain (Loss)	xxxx		\$63,393
16. Total Return on Value (Line 14 less Line 15)	xxxx		\$19,816
17. Avoidable Loss from Operations (Line 7 less Line 4)	\$77,632	\$129,395	\$77,632
18. Estimated Forecast Year Loss from Operations (Lines 4 , less 7&16)		(\$129,395)	
19. Estimated Subsidy Year Loss from Operations (Lines 4 less Line7,11,16)			(\$187,448)

**CSX Transportation, Inc.**

**Line Segment:**

Monticello

**Notes to Exhibit 1:**

	Base Year	Most recent traffic from 10/30/2012 to 10/30/2013
Line 1	Freight Revenues	Base year = CSXT waybill revenues; Forecast year: no revenues ; Subsidy year: no revenues
Line 3	All Other Revenue and Income	N/A
Line 5	Avoidable On- branch Costs	Actual Costs and System averages where applicable.
Line 6	Off- branch Costs	URCS Costing Program Batch RUN
Line 8	Rehabilitation (Subsidy Year Only)	Provided by Ed Tubbs in Engineering - 9.67 Miles. \$70K Bridge maintenance and \$20K on culvert maintenance.
Line 12	Valuation of Property	The net liquidation value is based on land value of \$38,800, plus fixed assets at an estimate of \$732,401.22 for salvage of track materials. Income tax consequences are calculated at 38% on the NLV for scrap or sale value.

BEFORE THE  
SURFACE TRANSPORTATION BOARD

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DOCKET NO. AB-55 (SUB-NO. 712X)

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CSX TRANSPORTATION, INC.—ABANDONMENT EXEMPTION—  
IN WHITE COUNTY, IN

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**VERIFIED STATEMENT OF Michael C. Lady, MAI, SRA, CCIM, FRICS**

My name is Michael C. Lady. I am Managing Director of Integra Realty Resources-Indianapolis, a firm specializing in real estate appraisal. The purpose of this statement is to present the appraisal of four segments of real estate that I performed which are situated in the approximately 9.67 miles of the rail line operated by CSX Transportation, Inc. (CSXT) between Monon, milepost 0QA 88.33, and Monticello, milepost 0QA 98.00, known as the Monticello Industrial Track in White County, IN (the "Line").

I have been appraising real estate since 1972. I am a Certified General Appraiser licensed to practice in Indiana, among other states. My resume is attached to the Appraisal, Exhibit 1.

CSX Transportation, Inc. ("CSXT") asked me to appraise the four segments of real estate identified in the Line as the subject of the appraisal assignment. My associate, James Sect, personally inspected the Line and the four subject segments on December 22, 2013 and prepared the appraisal report under my supervision and under the supervision of Larry J. Allison in my office.

I continue to conclude that the net liquidation value (the "NLV") of the four segments of real estate in the Line identified as the subject is \$38,800.

## CSXT'S VALUATION

James Seet began the valuation by inspecting the subject four segments of the Line and reviewing relevant maps (Exhibit I, page 2). We determined that an across-the-fence valuation, without an additional corridor factor was the proper means of valuing the real estate in the Line.

Title work indicating ownership of the entire line or the subject four segments of the line was not available for review and local Assessor records do not identify ownership of the line or the subject four segments. However, CSXT provided maps identifying the subject real estate segments, local Assessor records identify the entire corridor of which the segments are a part as a non-assessed rail right-of-way, and the latest map of active rail lines published in 2013 by the Indiana Department of Transportation indicates the rail corridor of which the subject segments are a part is actively operated by CSX Transportation, Inc. Thus, it is assumed in the appraisal that the subject real estate segments are held in fee simple by CSXT. We valued no other real estate along the Line. The subject four segments assumed to be held in fee simple by CSXT include a total land area of 8.156 acres, and these segments are identified as the subject of our appraisal.

We reviewed local zoning and land use maps and James Seet observed adjoining land use associations via his physical inspection of the Line in order to determine the highest and best non-rail use of parcels within each subject segment. These land use associations include industrial, commercial, agricultural and residential land uses. We then found comparable land sales that we used to calculate an average value per acre for the different uses. It is my opinion that the land areas appraised would sell within a reasonable marketing time, and no further discount for sellout is deemed necessary.

The maps, pictures, aerial photographs, zoning maps, flood maps and comparable sales maps used in the appraisal are in the Addendum to Exhibit 1. My professional opinion is that the present day NLV of the real estate in the Line is \$38,800.

### CONCLUSION

I have appraised the real estate in the Line by having my associate, James Seet, inspect the Line and the four segments identified by CSXT as being held in fee simple, determining the highest and best use of the real estate based on adjacent uses, obtaining comparable sale data from across-the-fence sales, making adjustments to those sales to reflect relevant items of comparison, and concluding a market value of the fee owned parcels for non-rail use. This valuation process results in an NLV for the subject four segments of real estate in the Line of \$38,800.

### VERIFICATION

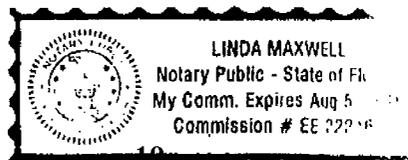
I, Michael C. Lady, verify under penalty of perjury under the laws of the United States that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this Verified Statement.

Executed February 3, 2014



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Michael C. Lady, MAI, SRA, CCIM, FRICS



# **EXHIBIT B—ENVIRONMENTAL REPORT**

## **CERTIFICATE OF SERVICE OF ENVIRONMENTAL REPORT**

Pursuant to the requirements of 49 C.F.R. §1105.7(c) and .11, the undersigned hereby certifies that a copy of the Environmental Report in Docket No. AB-55 (Sub-No. 727X) was mailed via first class mail on September 17, 2013, to the following parties:

Indiana Dept. of Environmental Management  
Indiana Government Center North, Room 1207  
100 N. Senate Ave, MC-50-07  
Indianapolis, IN 46204

Indiana Department of Natural Resources  
Division of Historic Preservation & Archaeology  
402 W. Washington St. RM 274  
Indianapolis, IN 46204

U.S. Army Corps of Engineers  
Louisville District-Mazzoli Federal Bldg  
600 Martin Luther King, Jr. Pl  
Louisville, KY 40202

U.S. Fish and Wildlife Service  
Great Lakes-Big Rivers Region  
620 South Walker Street  
Bloomington, IN 47403-2121

Division of Water  
Indiana Department of Natural Resources  
402 W. Washington St., RM 264  
Indianapolis, IN 46204

Indiana Department of Transportation  
La Porte District  
P.O. Box 429  
Laporte, IN 46352

U.S. EPA  
Region 5  
Ralph Metcalfe Federal Building  
77 West Jackson Blvd  
Chicago, IL 60604-3590

White County Government Center

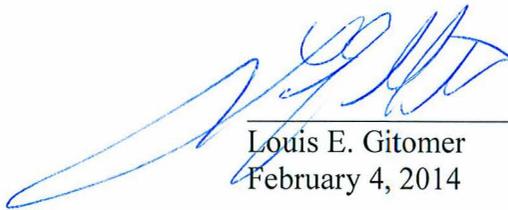
Area Plan Office  
P.O. Box 851  
Monticello, IN 47960

National Park Service  
601 Riverfront Drive  
Omaha, NE 68102-4226

Office of the Mayor  
Mayor Ken Houston  
227 N. Main Street  
Monticello, IN 47960

Greater Monticello Chamber  
116 N. Main Street  
Monticello, IN 47960

USDA NRCS  
Indiana State Office  
6013 Lakeside Blvd  
Indianapolis, IN 46278-2933



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Louis E. Gitomer  
February 4, 2014

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# ENVIRONMENTAL REPORT

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## CSX TRANSPORTATION, INC. Monon to Monticello, White County, Indiana Docket AB-55 (Sub-No. 712X)

The following information is provided in accordance with 49 C.F.R. Section 1105.7:

### **(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.**

CSXT proposes to abandon approximately 9.67 miles of its rail line between Railroad Milepost 0QA 88.33 (near Monon) to Railroad Milepost 0QA 98.00 (near Monticello), known as the Monticello Industrial Track in Monon and Monticello, White County, Indiana.

The purpose for the proposed abandonment is to permit CSXT to avoid the maintenance and rehabilitation expenses on the line. The revenue generated by the only active shipper is insufficient to cover the costs of operation and the rehabilitation and maintenance costs. In addition, CSXT is incurring opportunity costs from continuing to operate the line. During the past several years, miscellaneous commodities have been handled; however, the principal commodity shipped to this line has been nitrogen fertilizer.

The current traffic being delivered can be trans-loaded to truck in Francesville, IN., approximately 21.5 miles from the current location. There are six (6) trucking companies within a 4 mile radius of the current shipper.

A map which delineates the proposed project is attached. (See Attachment 1)

Further attached is a distribution list of all parties who have received a copy of this report. (See Attachment 2)

## **(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.**

There will be no substantial effect on existing regional or local transportation systems or patterns. Any traffic diverted to truck should be minimal. The carload volumes for the current and the past four (4) years average 20.6 cars per year.

## **(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.**

Applicant has not received a response to its August 15, 2013 or to its September 17, 2013 inquiry letters to Greater Monticello Chamber or a response to its August 26, 2013 and September 17, 2013 inquiry letters to Indiana DOT requesting information regarding this statement. (See Attachments 3 and 4)

Applicant has received a response dated September 17, 2013 from The City of Monticello Mayor Kenneth P. Houston stating *"Speaking as the Mayor for the City of Monticello, supporting businesses within the corporate limits of the city will always be a priority to us"*. (See Attachment 5)

And

Applicant received a response dated August 20, 2013 from White County Area Plan Commission stating *"As long as the site for car storage does not exceed the boundaries currently used for railroad facilities, I see no "Use" issues as they relate to the White County Indiana Zoning Control Ordinance"* Applicant also received a response dated October 8, 2013 from White County Plan Commission stating *"this abandonment does not involve facilities*

*expansion, there is no impact related to Zoning Ordinance regulations or any environmental standards within such regulations". (See Attachments 6 and 7)*

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

Applicant received a response dated August 27, 2013 from Natural Resources Conservation Service stating *"The proposed project ..... will not cause a conversion of prime farmland."* (See Attachment 8)

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

Applicant has received a response dated September 23, 2013 from the Environmental Coordinator of Indiana department of Natural Resources stating *"The Indiana Department of Natural Resources has reviewed the above referenced project per your request. Our agency offers the following comments....."*. (See Attachment 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. 10906 and explain why.**

The properties proposed to be abandoned may be suitable for other public purposes, but may be subject to reversionary interests that may affect transfer of title for other than rail purposes.

#### **(4) ENERGY**

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

The proposed action will have no effect on the movement and/or recovery of energy resources.

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

The proposed action will have no effect on the movement and/or recovery of recyclable commodities.

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

The proposed action will not result in an increase or decrease 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.**

The above thresholds will not be exceeded.

**(5) AIR**

- (i) **If the proposed action will result in either: (A) an increase in rail traffic of at least 100% (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% (measured by carload activity), or (C) an average increase in truck traffic of more than 10% of the average daily traffic or 50 vehicles a day on any affected road segment, quantify the anticipated effect on air emissions.**

The above thresholds will not be exceeded.

- (ii) **If the proposed action affects a class I or non-attainment area under the Clean Air Act; and will it result in either: (A) an increase in rail traffic of at least 50% (measured in gross ton miles annually) or an increase of at least three trains a day on any segment of rail line, or (B) an increase in rail yard activity of at least 20% (measured by carload activity), or (C) an average increase in truck traffic of more than 10% 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.**

The above thresholds will not be exceeded.

- (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 restriction); 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.**

Not applicable.

## **(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.

The above thresholds will not be exceeded.

## **(7) SAFETY**

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

Applicant believes that the abandonment will result in improvement to public safety by the elimination of 9 public, at-grade road crossings and 7 private, at-grade road 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.

Not applicable.

- (iii) If there are any known hazardous waste sites or sites where there have been known hazardous material spills on the right of way, identify the location of those sites and the types of hazardous materials involved.

Applicant's records do not indicate any known hazardous material spills or hazardous waste sites.

## **(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.**

Applicant received a response dated September 30, 2013 from U.S. Fish and Wildlife Service stating the proposed abandonment will have *"No Environmental Impact"*. (See Attachment 10)

Based upon Applicant's intention to remove only the track material and the upper layer of ballast, we do not believe that any federally endangered or threatened species will be negatively affected or critical habitats modified if the line is abandoned.

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

Based upon Applicant's review of the area, the line is not within any wildlife sanctuaries or refuges, National or State parks or forests.

## **(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.**

Applicant has not received a response to its August 16, 2013 or September 17, 2013 inquiry letters to the Indiana Department of Environmental Management in Indianapolis, Indiana requesting information regarding this statement. (See Attachment 11)

Applicant does not contemplate any action known to be inconsistent with federal, state and/or local water quality standards. Any necessary permits or applications will be obtained as well as compliance with conditions or procedures required by regulatory agencies.

**(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.**

Applicant has received a response dated September 19, 2013

from the U.S. Army Corps of Engineers stating “Any discharge of dredged or fill material into waters of the U.S., including wetlands and ephemeral streams, will require a Department of the Army permit.....”. (See Attachment 12)

Applicant is not aware of any designated wetlands or 100-year flood plains within the proposed project.

Upon receiving abandonment authority, removal of material will be accomplished by use of the right of way for access, along with existing public and private crossings, and no new access roads are contemplated. Applicant does not intend to disturb any of the underlying road-bed or perform any activities that would cause sedimentation or erosion of the soil, and do not anticipate any dredging or use of fill in the removal of the track material. The crossties and/or other debris will be transported away from the rail line and will not be discarded along the right of way nor be placed or left in streams or wetlands, or along the banks of such waterways. Also, during track removal, appropriate measures will be implemented to prevent or control spills from fuels, lubricants or any other pollutant materials from entering any waterways. Based upon this course of action, Applicant does not believe a permit under Section 404 of the Clean Water Act will be required.

- (iii) **State whether permits under Section 402 of the Clean Water Act (33 U.S.C. 1342) are required for the proposed action. (Applicants should contact the U. S. Environmental Protection Agency or the state environmental protection or equivalent agency if they are unsure whether such permits are required).**

Applicant has not received a response to its August 16, 2013 or September 17, 2013 inquiry letters to the U.S. Region 5 EPA Office in Chicago, Illinois requesting information regarding this statement. (See Attachment 13)

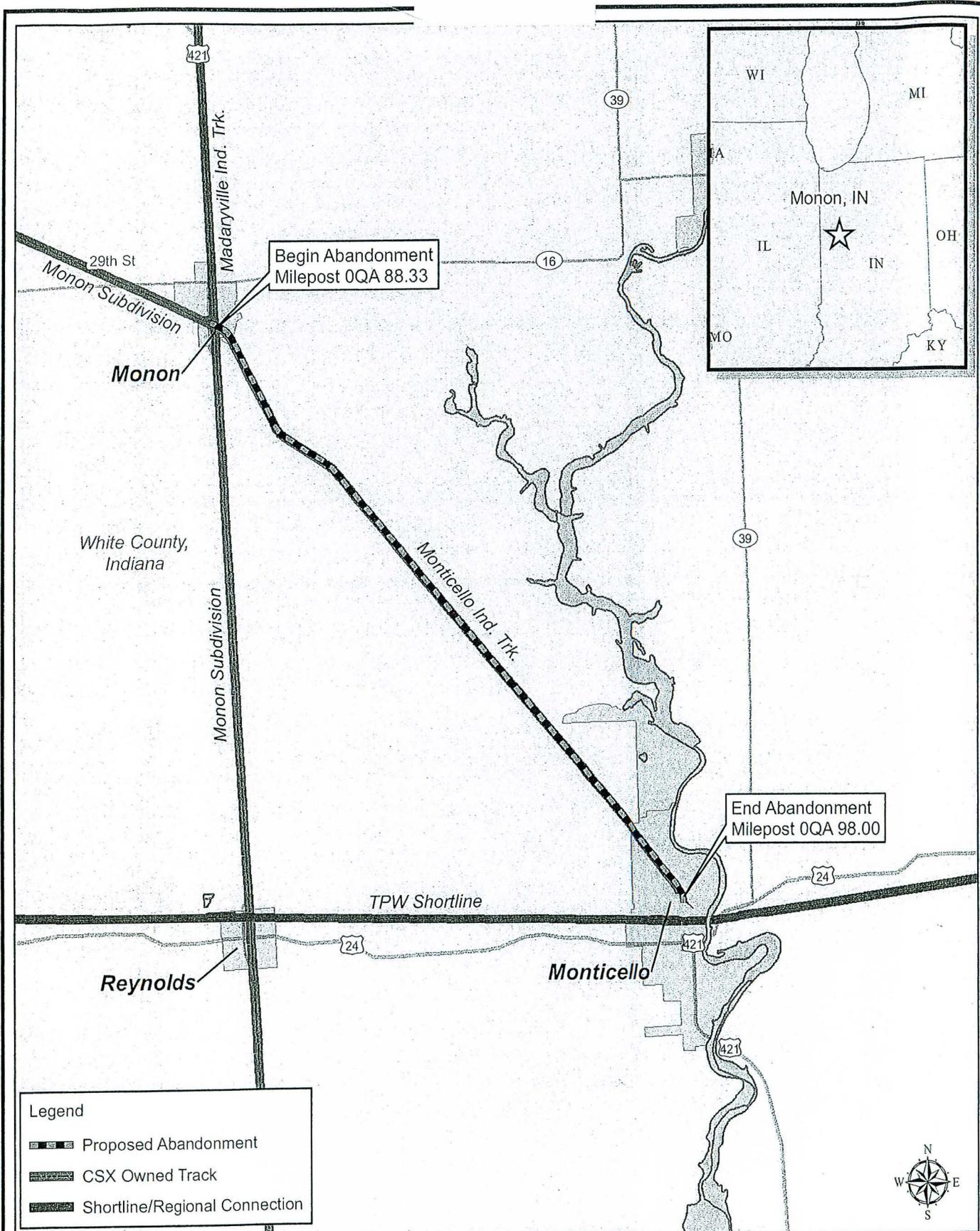
Based upon the course of action described in Section 9 (ii), Applicant does not believe a permit under Section 402 of the Clean Water Act will be required.

## **10. MITIGATION**

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

Applicant does not believe there will be any adverse environmental

impacts in the project area as a result of this abandonment. However, Applicant will comply with reasonable State and Federal regulations and obtain any necessary permits required.



Creation Date: June 13, 2011  
 S:\PIN\IN\181\181-0010\IN-181-1026131\STB

**CSX Transportation, Inc. Proposed Abandonment  
 Monon Subdivision - Monticello Industrial Track**

0QA 88.33 at Monon to 0QA 98.00 at Monticello  
 a distance of 9.67 Miles +/-  
 White County, Indiana  
 STB Docket No. AB 55 (Sub-No. 712X)



CSX Real Property, Inc.  
 IN-181-1026131

CSXT Abandonment External Distribution List  
Monon to Monticello  
White County, Indiana

Indiana Dept of Environmental Management  
Indiana Government Center North, Room 1207  
100 N. Senate Ave. MC 50-07  
Indianapolis, IN 46204

U.S. EPA  
Region 5  
Ralph Metcalfe Federal Building  
77 West Jackson Blvd  
Chicago, IL 60604-3590

Indiana Department of Natural Resources  
Division of Historic Preservation & Archaeology  
402 W. Washington ST., RM 274  
Indianapolis, IN 46204

White County Government Center  
Area Plan Office  
P.O. Box 851  
Monticello, IN 47960

U.S. Army Corps of Engineers  
Louisville District-Mazzoli Federal Bldg  
600 Martin Luther King, Jr. Pl.  
Louisville, KY 40202

National Park Service  
601 Riverfront Drive  
Omaha, NE 68102-4226

U.S. Fish and Wildlife Service  
Great Lakes-Big Rivers Region  
620 South Walker Street  
Bloomington, IN 47403-2121

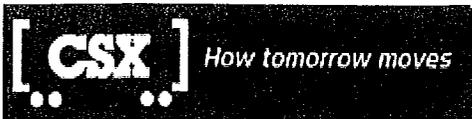
Office of the Mayor  
Mayor Ken Houston  
227 N. Main Street  
Monticello, IN 47960

Division of Water  
Indiana Department of Natural Resources  
402 W. Washington ST., RM 264  
Indianapolis, IN 46204

Greater Monticello Chamber  
116 N Main Street  
Monticello, IN 47960

Indiana Department of Transportation  
La Porte District  
P.O. Box 429  
Laporte, IN 46352

USDA NRCS  
Indiana State Office  
6013 Lakeside Blvd  
Indianapolis, Indiana 46278-2933



500 Water Street – J-315  
Jacksonville, FL 32202  
Phone: (904) 359-1247  
E-Mail: Jo\_Burroughs@csx.com

Jo Ann Burroughs  
Manager Network Services

August 15, 2013

Greater Monticello Chamber  
116 N Main Street  
Monticello, IN 47960

Dear Sir/Madam:

Please be advised that CSX Transportation, Inc. (CSXT) is considering to file with the Surface Transportation Board (STB) a Petition of Exemption in the Northern Region, Chicago Division, Monon Subdivision from Railroad Milepost 0QA 88.33 in Monon to Railroad Milepost 0QA 98.00 in Monticello, a distance of approximately 9.67 miles in White County, Indiana. STB Docket Number AB 55 (Sub-No. 712X).

The purpose of the proposed action is to abandon CSXT's common carrier obligation and use a portion of the line near Monon for car storage. The track and improvements on the remainder of the line beyond Monon will be salvaged. The above referenced 9.67-mile line, as shown on the attached map, is proposed as a Petition for Exemption in order to permit CSXT to avoid the maintenance and rehabilitation expenses on the line and allow closure of seventeen (17) railroad grade crossings. The revenue generated by the only active on-line shipper, Monticello Farm Service, is insufficient to cover the costs of operation and maintenance costs. No new rail-oriented business is expected to develop and the cost of the capital improvements to the rail line is not justified by the current or estimated future volume of traffic. Numerous efforts have been attempted to entice industrial development to the area, without success.

This action requires Surface Transportation Board approval and Federal Regulations [49 C.F.R. 1105.7(3) (i)] require that CSXT develop a response to the following statement:

*"Based on consultation with local and/or regional planning agencies and/or a review of the official planning documents prepared by such agencies, please state whether the proposed action is consistent with existing land use plans. Please describe any inconsistencies."*



500 Water Street – J-315  
Jacksonville, FL 32202  
Phone: (904) 359-1247  
E-Mail: Jo\_Burroughs@csx.com

Jo Ann Burroughs  
Manager Network Services

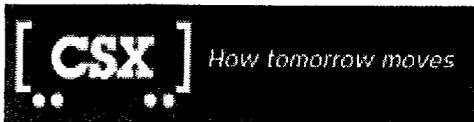
CSXT would appreciate your comments regarding current and future land use in relationship to the Line. As further information, CSXT will provide a preliminary environmental report in the coming weeks which will outline the scope of the proposed salvage activity and include any comments received from your office. This environmental report can be sent electronically by email or through the United States Postal Service (USPS). Please email Jo\_Burroughs@csx.com if you wish to receive the report electronically. If we do not receive notification, it will be mailed via USPS.

Enclosed is a distribution list of all parties that have been copied on the proposed action. If you have any questions, please feel free to call or email me.

Sincerely,

Jo Ann Burroughs

Enclosures (2)



500 Water Street – J-315  
Jacksonville, FL 32202  
Phone: (904) 359-1247  
E-Mail: Jo\_Burroughs@csx.com

Jo Ann Burroughs  
Manager Network Services

September 17, 2013

Greater Monticello Chamber  
116 N Main Street  
Monticello, IN 47960

Dear Sir/Madam:

RE: CSX Transportation, Inc.  
Proposed Abandonment  
STB Docket No. AB-55 (Sub-No. 712X)

Please be advised that on or about October 21, 2013 CSX Transportation, Inc. (CSXT) is considering to file with the Surface Transportation Board (STB) a Petition of Exemption in the Northern Region, Chicago Division, Monon Subdivision from Railroad Milepost 0QA 88.33 in Monon to Railroad Milepost 0QA 98.00 in Monticello, a distance of approximately 9.67 miles in White County, Indiana. STB Docket Number AB 55 (Sub-No. 712X).

Attached is a preliminary Environmental Report describing the proposed action and any expected environmental issues. We are providing this report so that you may review the information that will form the basis for the Board's independent environmental analysis of this proceeding. Before this Report is finalized and submitted to the Board, we will incorporate into it any comments that we receive from you. Your comments will be considered by the Board in evaluating the environmental impacts of the contemplated action. If any of the information is 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 Office of Environmental Analysis (OEA), Surface Transportation Board, 395 E Street, NW, Washington, DC 20423, telephone (202) 245-0230 and refer to the above Docket Numbers. Because the applicable statutes and regulations impose stringent deadlines for processing this action, your comments to OEA (with copy to me) within three weeks would be appreciated.



500 Water Street – J-315  
Jacksonville, FL 32202  
Phone: (904) 359-1247  
E-Mail: Jo\_Burroughs@csx.com

Jo Ann Burroughs  
Manager Network Services

For your convenience, a response form is enclosed. You may email the response to Jo\_Burroughs@CSX.com or you may return the form in the self-addressed return envelope which is also enclosed for your convenience.

If your comments have not been received by October 14, 2013 CSXT will take the position before the Board that there are no environmental impacts for the proposed abandonment within your agency's jurisdiction.

If there are any questions concerning this proposal, please contact me directly by telephone at (904) 359-1247 or by the above email address.

Sincerely,

Jo Ann Burroughs

Attachments

Copy: STB - OEA, 395 E Street SW, Washington, DC 20423



Jo Ann Burroughs  
Manager Network Services

500 Water Street – J-315  
Jacksonville, FL 32202  
Phone: (904) 359-1247  
E-Mail: Jo\_Burroughs@csx.com

August 26, 2013

Indiana Department of Transportation  
La Porte District  
P.O. Box 429  
La Porte, IN 46352

Dear Sir/Madam:

Please be advised that CSX Transportation, Inc. (CSXT) is considering to file with the Surface Transportation Board (STB) a Petition of Exemption in the Northern Region, Chicago Division, Monon Subdivision from Railroad Milepost 0QA 88.33 in Monon to Railroad Milepost 0QA 98.00 in Monticello, a distance of approximately 9.67 miles in White County, Indiana. STB Docket Number AB 55 (Sub-No. 712X).

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This action requires Surface Transportation Board approval and Federal Regulations [49 C.F.R. 1105.7(3) (i)] require that CSXT develop a response to the following statement:

*"Based on consultation with local and/or regional planning agencies and/or a review of the official planning documents prepared by such agencies, please state*



500 Water Street – J-315  
Jacksonville, FL 32202  
Phone: (904) 359-1247  
E-Mail: Jo\_Burroughs@csx.com

Jo Ann Burroughs  
Manager Network Services

*whether the proposed action is consistent with existing land use plans. Please describe any inconsistencies.”*

CSXT would appreciate your comments regarding current and future land use in relationship to the Line. As further information, CSXT will provide a preliminary environmental report in the coming weeks which will outline the scope of the proposed salvage activity and include any comments received from your office. This environmental report can be sent electronically by email or through the United States Postal Service (USPS). Please email Jo\_Burroughs@csx.com if you wish to receive the report electronically. If we do not receive notification, it will be mailed via USPS.

Enclosed is a distribution list of all parties that have been copied on the proposed action. If you have any questions, please feel free to call or email me.

Sincerely,

Jo Ann Burroughs

Enclosures (2)



500 Water Street – J-315  
Jacksonville, FL 32202  
Phone: (904) 359-1247  
E-Mail: Jo\_Burroughs@csx.com

Jo Ann Burroughs  
Manager Network Services

September 17, 2013

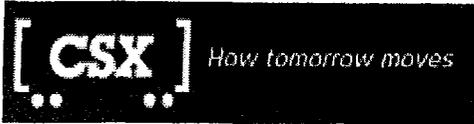
Indiana Department of Transportation  
La Porte District  
P.O. Box 429  
La Porte, IN 46352

Dear Sir/Madam:

RE: CSX Transportation, Inc.  
Proposed Abandonment  
STB Docket No. AB-55 (Sub-No. 712X)

Please be advised that on or about October 21, 2013 CSX Transportation, Inc. (CSXT) is considering to file with the Surface Transportation Board (STB) a Petition of Exemption in the Northern Region, Chicago Division, Monon Subdivision from Railroad Milepost 0QA 88.33 in Monon to Railroad Milepost 0QA 98.00 in Monticello, a distance of approximately 9.67 miles in White County, Indiana. STB Docket Number AB 55 (Sub-No. 712X).

Attached is a preliminary Environmental Report describing the proposed action and any expected environmental issues. We are providing this report so that you may review the information that will form the basis for the Board's independent environmental analysis of this proceeding. Before this Report is finalized and submitted to the Board, we will incorporate into it any comments that we receive from you. Your comments will be considered by the Board in evaluating the environmental impacts of the contemplated action. If any of the information is 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 Office of Environmental Analysis (OEA), Surface Transportation Board, 395 E Street, NW, Washington, DC 20423, telephone (202) 245-0230 and refer to the above Docket Numbers. Because the applicable statutes and regulations impose stringent deadlines for processing this action, your comments to OEA (with copy to me) within three weeks would be appreciated.



500 Water Street – J-315  
Jacksonville, FL 32202  
Phone: (904) 359-1247  
E-Mail: Jo\_Burroughs@csx.com

Jo Ann Burroughs  
Manager Network Services

For your convenience, a response form is enclosed. You may email the response to Jo\_Burroughs@CSX.com or you may return the form in the self-addressed return envelope which is also enclosed for your convenience.

If your comments have not been received by October 14, 2013 CSXT will take the position before the Board that there are no environmental impacts for the proposed abandonment within your agency's jurisdiction.

If there are any questions concerning this proposal, please contact me directly by telephone at (904) 359-1247 or by the above email address.

Sincerely,



Jo Ann Burroughs

Attachments

Copy: STB - OEA, 395 E Street SW, Washington, DC 20423



Attachment 5

received 9/30/13  
KAB

**City of Monticello**  
**Kenneth P. Houston**  
**Mayor**

RE: CSX Transportation, Inc.  
Proposed Abandonment  
STB Docket No. AB-55 (Sub.-No.712X)

September 17, 2013

OEA Surface Transportation Board,

Speaking as the Mayor for the City of Monticello, supporting businesses within the corporate limits of the city will always be a priority to us. With that said, I spoke to the White County Commissioners about this rail spur. In my opinion they were somewhat indifferent to its' closing, believing it was a done deal. They do have a longer history with it and said they have been expecting it for the last 10 years. I find this a little short sighted having watched Reynolds (which is located in White County) attract Magnetation LLC to invest 350 million dollars in an iron ore pellet plant based partially on rail being available(it was and is). White County Economic Development Strategy has in its plans the development of the former (Wolcott Corridor) now the Mid America Commerce Park, based on its location to rail availability and I-65. (Wolcott is also located in White County). I think these two examples alone speak volumes to what rail service can or could mean to the economic development of a town or city. Personally, I am a great proponent of rail and believe we should be expanding not eliminating.

I have spoken with Thom Timmons of Monticello Farm Service, which is the only customer being served by this line at this time. His first observation to me was that he would like to see the service continue. He said this was based on it giving him options on freight, though he admitted that this was based on only 50 or 60 cars per year. He told me that he has felt like he has been on the bubble for approximately 6 or 7 years and believed that with its closing would most likely need to seek another site. I did ask him about neighboring businesses, if any of them had talked to him or had concerns. He did say he had at one time talked about it but nothing lately. I told him, I had not heard from anyone else regarding this matter and reminded him that I had contacted him. I ask if there was anything I could do, he said if I find out anything please keep him informed. He said he would do the same for me, that he would like to fight it so that he could keep his current location.

Please excuse my narrative form but I thought it best illustrated my interpretation of this matter. I would first hate to see the City lose a business and secondly hate for the City or County to lose an opportunity for future growth and/or development because of rail not being available.

Regards,  
Mayor Ken Houston  
City of Monticello

## **WHITE COUNTY AREA PLAN COMMISSION**

**Joseph Rogers  
Executive Director**

**P.O. Box 851  
Monticello, IN 47960**

**Phone: 574/583-7355  
Fax: 574/583-1593**

**August 20, 2013**

**Jo Ann Burroughs  
Manager Network Services  
c/o CSX  
500 Water Street – J-315  
Jacksonville, FL 32202**

**Ph #: (904)359-1247  
e-mail: [Jo\\_Burroughs@csx.com](mailto:Jo_Burroughs@csx.com)**

**Dear Ms. Burroughs,**

**I am in receipt of your notification to abandon approximately 9.67 miles of railroad improvements in White County, Indiana. The general area of abandonment lies between Monon and Monticello, Indiana. I understand the intention is to remove all tracks and improvements excluding a portion of the line near Monon, which will be utilized for car storage.**

**As long as the site for car storage does not exceed the boundaries currently used for railroad facilities, I see no "Use" issues as they relate to the White County Indiana Zoning Control Ordinance. If additional improvements are planned to accommodate your car storage plans, then CSX would need to obtain the necessary Improvement Location Permits.**

**Should you have any questions on the requirements for obtaining Improvement Location Permits, feel free to contact me at your convenience. If I can be of further, please let me know.**

**Sincerely,**

**Joseph W. Rogers  
Executive Director  
White County Area Plan**

**Burroughs, JoAnn**

---

**From:** Joe Rogers <jrogers@whitecountyindiana.us>  
**Sent:** Tuesday, October 08, 2013 10:50 AM  
**To:** Burroughs, JoAnn  
**Subject:** Abandonment

**Categories:** Important

Ref: CSX Transportation, Inc.  
Proposed Abandonment  
STB Docket No. AB-55 (Sub-No. 712X)

Ms. Burroughs,

I have received your request for an environmental impact assessment from the White County Area Plan Commission related to the above referenced Abandonment. Related to regulations and requirements of the White County Indiana Zoning Ordinance, our concerns are limited to facilities expansions, which, if occurred, would be subject to zoning regulations. Since it is my understanding this abandonment does not involve facilities expansion, there is no impact related to Zoning Ordinance regulations or any environmental standards within such regulations.

Sincerely,

Joseph W. Rogers  
Executive Director  
White County Building and Planning



Natural Resources Conservation Service  
6013 Lakeside Blvd.  
Indianapolis, IN 46278

---

August 27, 2013

Jo Ann Burroughs  
CSX  
500 Water Street – J-315  
Jacksonville, FL 32202

Dear Ms. Burroughs:

The proposed project to abandon approximately 9.67 miles of rail lines in White County, Indiana, as referred to in your letter received August 19, 2013, will not cause a conversion of prime farmland.

If you need additional information, please contact Lisa Bolton at 317-295-5842.

Sincerely,

*JEM*  
A handwritten signature in blue ink that reads "Jane E. Hardisty". To the left of the signature is a small, handwritten mark that appears to be "JEM".

JANE E. HARDISTY  
State Conservationist

United States Department of Agriculture



Natural Resources Conservation Service  
6013 Lakeside Blvd.  
Indianapolis, IN 46278

---

October 22, 2013

Jo Ann Burroughs  
CSX  
500 Water Street – J-315  
Jacksonville, FL 32202

Dear Ms. Burroughs:

The proposed project to abandon approximately 9.67 miles of rail lines in White County, Indiana, as referred to in your letter received September 23, 2013, will not cause a conversion of prime farmland.

If you need additional information, please contact Lisa Bolton at 317-295-5842.

Sincerely,

A handwritten signature in blue ink that reads "Jane E. Hardisty".

JANE E. HARDISTY  
State Conservationist

**Burroughs, JoAnn**

---

**From:** Stanifer, Christie <cstanifer@dnr.IN.gov>  
**Sent:** Monday, September 23, 2013 3:16 PM  
**To:** Burroughs, JoAnn  
**Subject:** Docket No. AB 55 (Sub-No. 712X), White Co.: IDNR comments  
**Attachments:** ER17146.pdf

Dear Ms. Burroughs:

In an effort to promote a more efficient and faster service, the Division of Fish and Wildlife's Environmental Unit will be utilizing electronic mail service whenever possible to send out and receive correspondence, rather than using US Postal Service mail. On any future correspondence, please provide a valid email address for this purpose. If any response letter sent via e-mail is returned as undeliverable, we will mail the hard copy by US Postal Service.

**Future submittals:**

Please submit future environmental requests electronically to the following email address: [environmentalreview@dnr.in.gov](mailto:environmentalreview@dnr.in.gov) . If your submittal is by USPS mail and is more than 20 pages, we request two (2) entire copies (including cover letter) of your submittal to expedite the review and an e-mail address for correspondence.

Sincerely,

Christie L. Stanifer  
Environmental Coordinator  
Indiana Department of Natural Resources  
Division of Fish and Wildlife  
402 West Washington St, Room W273  
Indianapolis, IN 46204  
Direct: (317) 232-8163  
Fax: (317) 232-8150

**THIS IS NOT A PERMIT**

**State of Indiana**  
**DEPARTMENT OF NATURAL RESOURCES**  
**Division of Fish and Wildlife**  
**Early Coordination/Environmental Assessment**

**DNR #:** ER-17146

**Request Received:** August 21, 2013

**Requestor:** CSX Transportation Inc  
Jo Burroughs  
500 Water Street - J-315  
Jacksonville, FL 32202

**Project:** CSX Transportation: abandonment of about 9.67 miles of rail line between Mileposts 0QA 88.33 in Monon and 0QA 98.00 in Monticello, and use of a portion for car storage near Monon; Docket No. AB 55 (Sub-No. 712X)

**County/Site info:** White

The Indiana Department of Natural Resources has reviewed the above referenced project per your request. Our agency offers the following comments for your information and in accordance with the National Environmental Policy Act of 1969.

If our agency has regulatory jurisdiction over the project, the recommendations contained in this letter may become requirements of any permit issued. If we do not have permitting authority, all recommendations are voluntary.

**Regulatory Assessment:** This proposal may require the formal approval of our agency pursuant to the Flood Control Act (IC 14-28-1) for any proposal to construct, excavate, or fill in or on the floodway of a stream or other flowing waterbody which has a drainage area greater than one square mile. Please submit more detailed plans to the Division of Water's Technical Services Section for any proposed work that crosses a stream or other flowing waterbody which has a drainage area greater than one square mile. Please submit a copy of this letter with any future correspondence regarding this project.

**Natural Heritage Database:** The Natural Heritage Program's data have been checked. A state significant mesic prairie community occurs within the project area in the NW 1/4, Sec 1, T27N, R4W. Portions of the right-of-way contain remnants of native prairie vegetation. If this stretch of railroad becomes part of a trail system, Division of Nature Preserves (DNP) recommends that the planners work with DNP staff, or NICHES Land Trust, towards properly managing the prairie so it can continue to serve as part of Indiana's natural heritage.

Also, the Turquoise bluet (*Enallagma divagans*), a state rare insect species, has been documented in the SE 1/4, Sec 18, T27N, R3W within 1/2 mile east of the railroad. DNP does not anticipate any impacts to this species as a result of the project.

**Fish & Wildlife Comments:** The measures below should be implemented to avoid, minimize, or compensate for impacts to fish, wildlife, and botanical resources:

1. Revegetate all bare and disturbed areas with a mixture of grasses (excluding all varieties of tall fescue), legumes, and native shrub and hardwood tree species as soon as possible upon completion.
2. Appropriately designed measures for controlling erosion and sediment must be implemented to prevent sediment from entering the stream or leaving the construction site; maintain these measures until construction is complete and all disturbed areas are stabilized.
3. Seed and protect all disturbed streambanks and slopes that are 3:1 or steeper with erosion control blankets (follow manufacturer's recommendations for selection and installation); seed and apply mulch on all other disturbed areas.

THIS IS NOT A PERMIT

State of Indiana  
DEPARTMENT OF NATURAL RESOURCES  
Division of Fish and Wildlife  
Early Coordination/Environmental Assessment

---

**Contact Staff:**

Christie L. Stanifer, Environ. Coordinator, Fish & Wildlife  
Our agency appreciates this opportunity to be of service. Please contact the above staff member at (317) 232-4080 if we can be of further assistance.



Date: September 23, 2013

Christie L. Stanifer  
Environ. Coordinator  
Division of Fish and Wildlife



500 Water Street – J-315  
Jacksonville, FL 32202  
Phone: (904) 359-1247  
E-Mail: Jo\_Burroughs@csx.com

Jo Ann Burroughs  
Manager Network Services

CSXT Environmental Report Response Form

CSXT STB Docket Number AB 55 (Sub-No. 712X)

RE: Petition of Exemption in the Northern Region, Chicago Division, Monon Subdivision from Railroad Milepost 0QA 88.33 in Monon to Railroad Milepost 0QA 98.00 in Monticello, a distance of approximately 9.67 miles in White County, Indiana. STB Docket Number AB 55 (Sub-No. 712X).

Agency response (check one):

No Environmental Impact

Environmental Impact as follows (or attached):

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Date: September 30, 2013

Signature: Elizabeth S. McCloskey

Name: Elizabeth S. McCloskey

Title: Fish and Wildlife Biologist



500 Water Street – J-315  
Jacksonville, FL 32202  
Phone: (904) 359-1247  
E-Mail: Jo\_Burroughs@csx.com

Jo Ann Burroughs  
Manager Network Services

August 16, 2013

Indiana Dept. of Environmental Management  
Indiana Government Center North, Room 1207  
100 N. Senate Ave. MC 50-07  
Indianapolis, IN 46204

Dear Sir/Madam:

Please be advised that CSX Transportation, Inc. (CSXT) is considering to file with the Surface Transportation Board (STB) a Petition of Exemption in the Northern Region, Chicago Division, Monon Subdivision from Railroad Milepost 0QA 88.33 in Monon to Railroad Milepost 0QA 98.00 in Monticello, a distance of approximately 9.67 miles in White County, Indiana. STB Docket Number AB 55 (Sub-No. 712X).

The purpose of the proposed action is to abandon CSXT's common carrier obligation and use a portion of the line near Monon for car storage. The track and improvements on the remainder of the line beyond Monon will be salvaged. The above referenced 9.67-mile line, as shown on the attached map, is proposed as a Petition for Exemption in order to permit CSXT to avoid the maintenance and rehabilitation expenses on the line and allow closure of seventeen (17) railroad grade crossings. The revenue generated by the only active on-line shipper, Monticello Farm Service, is insufficient to cover the costs of operation and maintenance costs. No new rail-oriented business is expected to develop and the cost of the capital improvements to the rail line is not justified by the current or estimated future volume of traffic. Numerous efforts have been attempted to entice industrial development to the area, without success.

This action requires Surface Transportation Board approval and Federal Regulations 49 C.F.R. 1105.7 (9) (i) and (iii) require that CSXT develop a response to the following statements:

(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."*



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Jacksonville, FL 32202  
Phone: (904) 359-1247  
E-Mail: Jo\_Burroughs@csx.com

Jo Ann Burroughs  
Manager Network Services

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

There are no refueling or maintenance areas within the project area. The removal of CSXT’s rail material will be accomplished by use of the right of way for access, along with existing public and private crossings, and no new access roads are contemplated. CSXT does not intend to disturb any of the underlying roadbeds and do not anticipate any dredging or use of fill in the removal of the track material. The crossties and/or other debris will be transported away from the rail line and will not be discarded along the right of way, nor be placed or left in streams or wetlands, or along the banks of such waterways. During track removal, appropriate measures will be implemented to prevent or control spills from fuels, lubricants or any other pollutant materials from entering any watercourses.

Based upon the above described actions, CSXT would appreciate receiving your concurrence with its position that the proposed project is consistent with applicable Federal, State and local water quality standards, and that no permits under Section 402 are required at this time. As further information, CSXT will provide a preliminary environmental report in the coming weeks which will outline the scope of the proposed salvage activity and include any comments received from your office. This environmental report can be sent electronically by email or through the United States Postal Service (USPS). Please email Jo\_Burroughs@csx.com if you wish to receive the report electronically. If we do not receive notification, it will be mailed via USPS.

Enclosed is a distribution list of all parties that have been copied on the proposed action. If you have any questions, please feel free to call or email me.

Sincerely,

Jo Ann Burroughs  
Enclosures (2)



500 Water Street – J-315  
Jacksonville, FL 32202  
Phone: (904) 359-1247  
E-Mail: Jo\_Burroughs@csx.com

Jo Ann Burroughs  
Manager Network Services

September 17, 2013

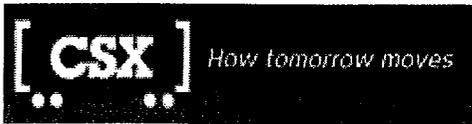
Indiana Dept. of Environmental Management  
Indiana Government Center North, Room 1207  
100 N. Senate Ave. MC 50-07  
Indianapolis, IN 46204

Dear Sir/Madam:

RE: CSX Transportation, Inc.  
Proposed Abandonment  
STB Docket No. AB-55 (Sub-No. 712X)

Please be advised that on or about October 21, 2013 CSX Transportation, Inc. (CSXT) is considering to file with the Surface Transportation Board (STB) a Petition of Exemption in the Northern Region, Chicago Division, Monon Subdivision from Railroad Milepost 0QA 88.33 in Monon to Railroad Milepost 0QA 98.00 in Monticello, a distance of approximately 9.67 miles in White County, Indiana. STB Docket Number AB 55 (Sub-No. 712X).

Attached is a preliminary Environmental Report describing the proposed action and any expected environmental issues. We are providing this report so that you may review the information that will form the basis for the Board's independent environmental analysis of this proceeding. Before this Report is finalized and submitted to the Board, we will incorporate into it any comments that we receive from you. Your comments will be considered by the Board in evaluating the environmental impacts of the contemplated action. If any of the information is 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 Office of Environmental Analysis (OEA), Surface Transportation Board, 395 E Street, NW, Washington, DC 20423, telephone (202) 245-0230 and refer to the above Docket Numbers. Because the applicable statutes and regulations impose stringent deadlines for processing this action, your comments to OEA (with copy to me) within three weeks would be appreciated.



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Jacksonville, FL 32202  
Phone: (904) 359-1247  
E-Mail: Jo\_Burroughs@csx.com

Jo Ann Burroughs  
Manager Network Services

For your convenience, a response form is enclosed. You may email the response to Jo\_Burroughs@CSX.com or you may return the form in the self-addressed return envelope which is also enclosed for your convenience.

If your comments have not been received by October 14, 2013 CSXT will take the position before the Board that there are no environmental impacts for the proposed abandonment within your agency's jurisdiction.

If there are any questions concerning this proposal, please contact me directly by telephone at (904) 359-1247 or by the above email address.

Sincerely,

A handwritten signature in black ink that reads 'Jo Ann Burroughs'. The signature is written in a cursive style.

Jo Ann Burroughs

**Attachments**

Copy: STB - OEA, 395 E Street SW, Washington, DC 20423

**Burroughs, JoAnn**

---

**From:** Estill, Leslie A LRL <Leslie.A.Estill@usace.army.mil>  
**Sent:** Thursday, September 19, 2013 3:51 PM  
**To:** Burroughs, JoAnn  
**Subject:** CSXT's Proposal to Abandon a Railroad Line in White County, Indiana (UNCLASSIFIED)

Classification: UNCLASSIFIED  
Caveats: NONE

Ms. Burroughs

This is in response to your request dated August 16, 2013 concerning the proposal by CSX Transportation, Inc. to abandon a railroad line and use it for car storage near Monon, White County, Indiana.

The Corps' comments for this proposal will be summarized in this email response. Based on my review of the information you submitted, waters of the U.S. may be impacted by the proposal. Any discharge of dredged or fill material into waters of the U.S., including wetlands and ephemeral streams, will require a Department of the Army (DA) permit under Section 404 of the Clean Water Act. In addition, a DA permit is required under Section 10 of the Rivers and Harbors Act of 1899 for the placement of any structure or work that takes place in, under, or over a navigable water.

If your project necessitates any regulated work in waters as described above, please submit a DA permit application six months prior to any work. The necessary permit application and additional information can be found on our website at <http://www.lrl.usace.army.mil> by clicking on "How do I...Obtain a Permit."

In order for the Corps to officially comment on the presence or absence of waters of the U.S. within a project area, a jurisdictional determination request with a delineation report must be submitted. If there are no waters within the project area the report would contain data sheets and other information documenting the absence of wetlands and streams. Wetland delineations need to be conducted in accordance with the 1987 Corps of Engineers Manual and the regional supplements. Once the request and report are submitted the Corps will review it and make our official jurisdictional determination. A jurisdictional determination is always conducted before a DA permit application is reviewed.

Please do not hesitate to contact me if you have any questions or concerns.

Sincerely,

Leslie Estill  
Regulatory Project Manager  
Louisville District  
U.S. Army Corps of Engineers

P.O. Box 59, Room 752  
Louisville, Kentucky 40201

Offie Phone: 502-315-6711  
Email: [leslie.a.estill@usace.army.mil](mailto:leslie.a.estill@usace.army.mil)

Classification: UNCLASSIFIED



500 Water Street – J-315  
Jacksonville, FL 32202  
Phone: (904) 359-1247  
E-Mail: Jo\_Burroughs@csx.com

Jo Ann Burroughs  
Manager Network Services

August 16, 2013

U.S. EPA  
Region 5  
Ralph Metcalfe Federal Building  
77 West Jackson Blvd  
Chicago, IL 60604-3590

Dear Sir/Madam:

Please be advised that CSX Transportation, Inc. (CSXT) is considering to file with the Surface Transportation Board (STB) a Petition of Exemption in the Northern Region, Chicago Division, Monon Subdivision from Railroad Milepost 0QA 88.33 in Monon to Railroad Milepost 0QA 98.00 in Monticello, a distance of approximately 9.67 miles in White County, Indiana. STB Docket Number AB 55 (Sub-No. 712X).

The purpose of the proposed action is to abandon CSXT's common carrier obligation and use a portion of the line near Monon for car storage. The track and improvements on the remainder of the line beyond Monon will be salvaged. The above referenced 9.67-mile line, as shown on the attached map, is proposed as a Petition for Exemption in order to permit CSXT to avoid the maintenance and rehabilitation expenses on the line and allow closure of seventeen (17) railroad grade crossings. The revenue generated by the only active on-line shipper, Monticello Farm Service, is insufficient to cover the costs of operation and maintenance costs. No new rail-oriented business is expected to develop and the cost of the capital improvements to the rail line is not justified by the current or estimated future volume of traffic. Numerous efforts have been attempted to entice industrial development to the area, without success.

This action requires Surface Transportation Board approval and Federal Regulations 49 C.F.R. 1105.7 (9) (i) and (iii) require that CSXT develop a response to the following statements:

- (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."*



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E-Mail: Jo\_Burroughs@csx.com

Jo Ann Burroughs  
Manager Network Services

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

There are no refueling or maintenance areas within the project area. The removal of CSXT’s rail material will be accomplished by use of the right of way for access, along with existing public and private crossings, and no new access roads are contemplated. CSXT does not intend to disturb any of the underlying roadbeds and do not anticipate any dredging or use of fill in the removal of the track material. The crossties and/or other debris will be transported away from the rail line and will not be discarded along the right of way, nor be placed or left in streams or wetlands, or along the banks of such waterways. During track removal, appropriate measures will be implemented to prevent or control spills from fuels, lubricants or any other pollutant materials from entering any watercourses.

Based upon the above described actions, CSXT would appreciate receiving your concurrence with its position that the proposed project is consistent with applicable Federal, State and local water quality standards, and that no permits under Section 402 are required at this time. As further information, CSXT will provide a preliminary environmental report in the coming weeks which will outline the scope of the proposed salvage activity and include any comments received from your office. This environmental report can be sent electronically by email or through the United States Postal Service (USPS). Please email Jo\_Burroughs@csx.com if you wish to receive the report electronically. If we do not receive notification, it will be mailed via USPS.

Enclosed is a distribution list of all parties that have been copied on the proposed action. If you have any questions, please feel free to call or email me.

Sincerely,

Jo Ann Burroughs  
Enclosures (2)



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Jacksonville, FL 32202  
Phone: (904) 359-1247  
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Jo Ann Burroughs  
Manager Network Services

September 17, 2013

U.S. EPA  
Region 5  
Ralph Metcalfe Federal Building  
77 West Jackson Blvd  
Chicago, IL 60604-3590

Dear Sir/Madam:

RE: CSX Transportation, Inc.  
Proposed Abandonment  
STB Docket No. AB-55 (Sub-No. 712X)

Please be advised that on or about October 21, 2013 CSX Transportation, Inc. (CSXT) is considering to file with the Surface Transportation Board (STB) a Petition of Exemption in the Northern Region, Chicago Division, Monon Subdivision from Railroad Milepost 0QA 88.33 in Monon to Railroad Milepost 0QA 98.00 in Monticello, a distance of approximately 9.67 miles in White County, Indiana. STB Docket Number AB 55 (Sub-No. 712X).

Attached is a preliminary Environmental Report describing the proposed action and any expected environmental issues. We are providing this report so that you may review the information that will form the basis for the Board's independent environmental analysis of this proceeding. Before this Report is finalized and submitted to the Board, we will incorporate into it any comments that we receive from you. Your comments will be considered by the Board in evaluating the environmental impacts of the contemplated action. If any of the information is 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 Office of Environmental Analysis (OEA), Surface Transportation Board, 395 E Street, NW, Washington, DC 20423, telephone (202) 245-0230 and refer to the above Docket Numbers. Because the applicable statutes and regulations impose stringent deadlines for processing this action, your comments to OEA (with copy to me) within three weeks would be appreciated.



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**Jo Ann Burroughs**  
Manager Network Services

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If your comments have not been received by October 14, 2013 CSXT will take the position before the Board that there are no environmental impacts for the proposed abandonment within your agency's jurisdiction.

If there are any questions concerning this proposal, please contact me directly by telephone at (904) 359-1247 or by the above email address.

Sincerely,

A handwritten signature in black ink, appearing to read 'Jo Ann Burroughs', written in a cursive style.

Jo Ann Burroughs

**Attachments**

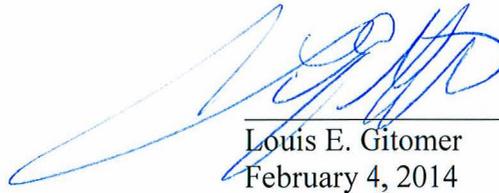
Copy: STB - OEA, 395 E Street SW, Washington, DC 20423

# **EXHIBIT C–HISTORIC REPORT**

## **CERTIFICATE OF SERVICE OF HISTORIC REPORT**

Pursuant to the requirements of 49 C.F.R. §1105.8(c) and .11, the undersigned hereby certifies that a copy of the Historic Report in Docket No. AB-55 (Sub-No. 712X) to the following party:

Indiana Department of Natural Resources  
Division of Historic Preservation & Archaeology  
402 W. Washington St. RM 274  
Indianapolis, IN 46204



Louis E. Gitomer  
February 4, 2014

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# HISTORIC REPORT

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CSX TRANSPORTATION, INC.  
Monon to Monticello, White County, Indiana  
DOCKET AB-55 (SUB-NO. 712X)

**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.

CSXT proposes to abandon approximately 9.67 miles of its rail line between from Railroad Milepost 0QA 88.33 near Monon, IN to Railroad Milepost 0QA 98.00 near Monticello, IN known as the Monticello Industrial Track in White County, IN.

The purpose of the proposed abandonment is to permit CSXT to avoid the maintenance and rehabilitation expenses on the line. The revenue generated by the one on-line shipper is insufficient to cover the costs of operation and the rehabilitation and maintenance costs. In addition, CSXT is incurring opportunity costs from continuing to operate the line.

During the past several years, miscellaneous commodities have been handled; however, the principal commodity shipped to this line has been nitrogen fertilizer.

The current traffic can be delivered and trans-loaded to truck in Francesville, IN, approximately 21.5 miles from the current location. There are six (6) trucking companies within a 4 mile radius of the current shipper.

A map which delineates the proposed project is attached. (See Attachment 1)

**1105.8(d)**

- (1) **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.**

Attached are copies of the Monon and Monticello North quadrangle topographic map prepared by the U. S. Department of Interior Geological Survey prepared by the U. S. Department of Interior Geological Survey.

The line to be abandoned has been identified by a heavy red line with black dashes. (See Attachment 2)

There are three (3) CSXT-owned structures that are 50 years old or older and may be eligible for listing in the National Register that are part of the proposed action.

- (2) **A written description of the right of way (including approximate widths, to the extent known), and the topography and urban and/or rural characteristic of the surrounding area:**

The width of the right of way ranges from 25 to 50 feet from the centerline of track. The line traverses rural farmland with several small residential communities adjacent to the line. The rail line crosses several small streams. The line traverses the City of Monon IN in a southeasterly direction to the town of Monticello where the line ends as the result of a previous abandonment.

- (3) **Good quality photographs (actual photographic prints, not photocopies) of railroad structures on the property that are 50 years old or older and of the immediately surrounding area:**

Color photographs of the structures have been printed on 75-year archival paper and included. (See Attachments 3,4 and 5)

- (4) **The date(s) of construction of the structure(s), and the date(s) and extent of any major alterations, to the extent such information is known:**

Bridge Number 1 is located at Railroad Milepost 0QA 88.70 and crosses the McKillip Ditch near Monon, White County, IN. The plan of the existing masonry is dated April 1907. The 98 foot 2 and 3/8

inch steel structural deck plate girder span has an open timber deck from the bridge plans of Chicago Indianapolis & Louisville Railway Company and is dated August 11, 1936. The open timber deck bridge was completely re-built by L&N according to the bridge plans dated December 6, 1974.

Bridge Number 2 is located at Railroad Milepost 0QA 92.50 and crosses the Hoagland Ditch in White County, IN. The 67 foot 0 inch steel structural deck plate girder span has an open timber deck and was built in 1912 by Chicago Indianapolis & Louisville Railway Company.

Bridge Number 3 is located at Railroad Milepost 0QA 95.30 and crosses Honey Creek. The 45 foot 0 inch steel structural deck plate girder span has an open timber deck and was built in 1921. New lateral plates were installed on April, 28, 1976 and had a new walkway, deck timbers, and guard rails were installed on February 9, 1984 by Seaboard System Railroad.

CSXT does not consider open timber deck bridges as "historic" since it is CSXT's standard maintenance practice to repair timber bridges on an "ongoing and as needed" basis. Repair and/or maintenance records are not retained in view of the unique safety requirements that timber bridges have. The historic qualities of such bridges are continually being changed to satisfy safety and operational requirements.

**(5) 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:**

The Louisville, New Albany and Chicago Railway Company was merged with the Chicago and Indianapolis Air Line on February 1, 1883, which became the Chicago, Indianapolis and Louisville Railway Company after reorganization on July 1, 1897. On January 10, 1956, the name of the company was changed to the Monon Railroad. Effective July 31, 1971, the Louisville and Nashville Railroad Company and the Monon Railroad Company merged in accordance with Joint Agreement of Merger dated June 20, 1968. On December 29, 1982 the Louisville and Nashville Railroad Company merged into Seaboard Coast Line Railroad Company, and the name of the surviving corporation changed to Seaboard System Railroad, Inc. On July 1, 1986, Seaboard System Railroad, Inc. changed its name to CSX Transportation, Inc.

The purpose of the proposed action is to abandon CSXT's common carrier obligation and use a portion of the line for car storage near Monon, IN. The track and improvements on the remainder of the line beyond Monon will be salvaged.

- (6) **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:**

Engineering Sketches of Bridges 1, 2 and 3 are the only such drawings in the carrier's possession of the proposed project and have been included. (See Attachment 6, 7 and 8)

- (7) **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 consultations with the State Historic Preservation Office, local historical societies or universities):**

A review of our records indicates there are three (3) CSXT-owned structures over 50 years old on this line segment that may be eligible for listing in the National Register.

We do not know of any significance or uniqueness to these structures that would warrant your consideration, since to our knowledge, they are not associated with any event that has made a contribution to the broad patterns of history; nor were they associated with lives of persons significant to our past. They do not embody the distinctive characteristics of a type, period or method of construction. They do not represent significant and distinguishable entities whose components may lack individual distinction and have not or may not be likely to yield information important in prehistory or history.

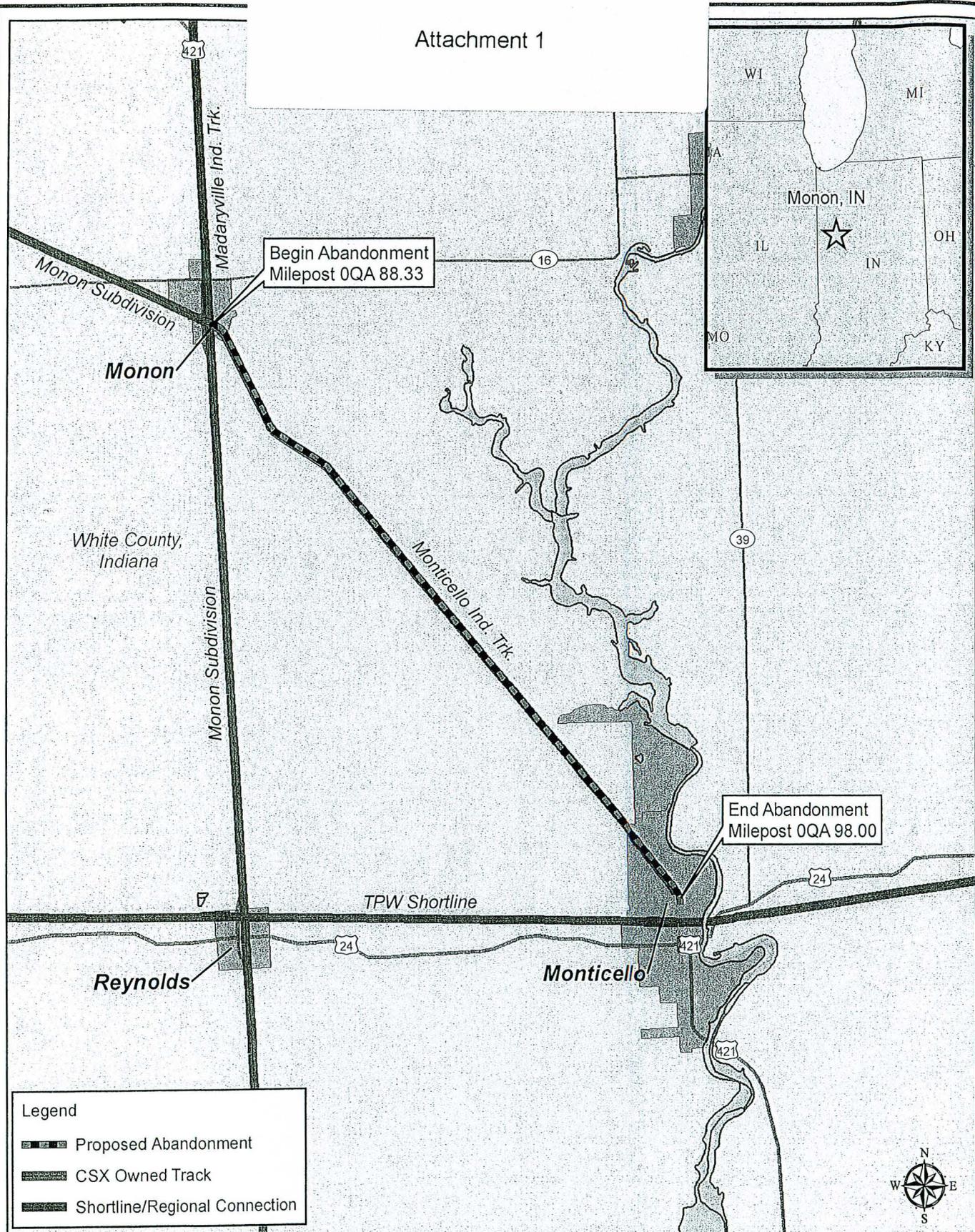
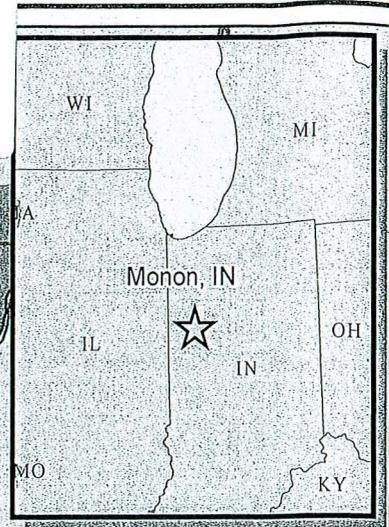
We do not know of any archeological resources or any other previously unknown historic properties in the project area.

- (8) **A description (based on readily available information in the railroad's possession) of any known prior subsurface ground disturbance or fill, environmental conditions (naturally occurring or man-made) that might affect the archeological recovery of resources (such as swampy conditions or the**

**presence of toxic wastes), and the surrounding terrain.**

The line was disturbed during construction by cuts and fill and any archeological resources that may have been located in the proposed project area would have been affected at that time versus during the proposed salvage operations associated with rail removal. Our records do not indicate that any swampy conditions exist, or that any hazardous material spills have occurred within the project area.

Attachment 1



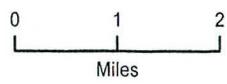
**Legend**

- Proposed Abandonment
- CSX Owned Track
- Shortline/Regional Connection



**CSX Transportation, Inc. Proposed Abandonment  
Monon Subdivision - Monticello Industrial Track**

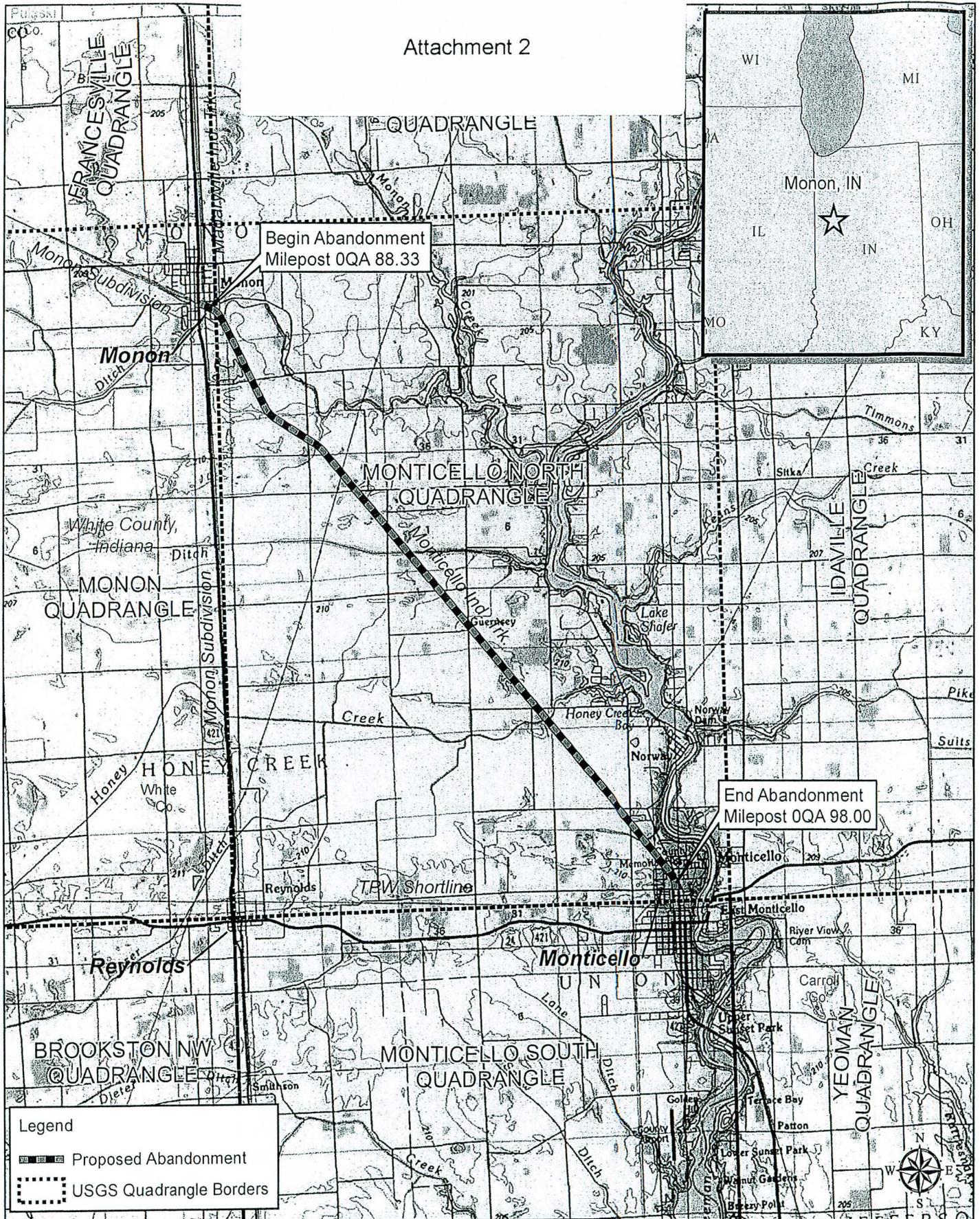
0QA 88.33 at Monon to 0QA 98.00 at Monticello  
a distance of 9.64 Miles +/-  
White County, Indiana  
STB Docket No. AB 55 (Sub-No. 712X)



Creation Date: June 13, 2011  
S:\PIN\18\IN\1811\181-001\0\UN-181-1026131\STB

CSX Real Property, Inc.  
IN-181-1026131

Attachment 2



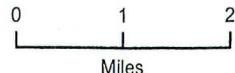
**Legend**  
 Proposed Abandonment  
 USGS Quadrangle Borders



Creation Date: June 13, 2011  
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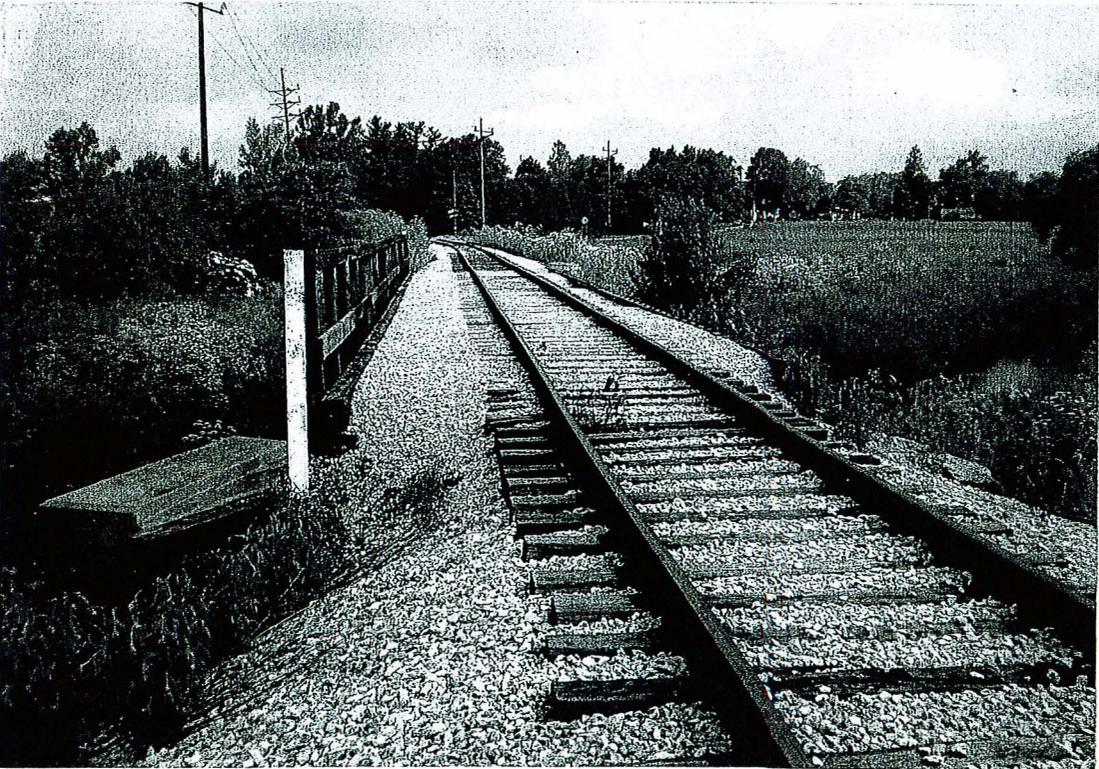
**CSX Transportation, Inc. Proposed Abandonment  
 Monon Subdivision - Monticello Industrial Track**

OQA 88.33 at Monon to OQA 98.00 at Monticello  
 a distance of 9.67 Miles +/-  
 White County, Indiana  
 STB Docket No. AB 55 (Sub-No. 712X)



CSX Real Property, Inc.  
 IN-181-1026131

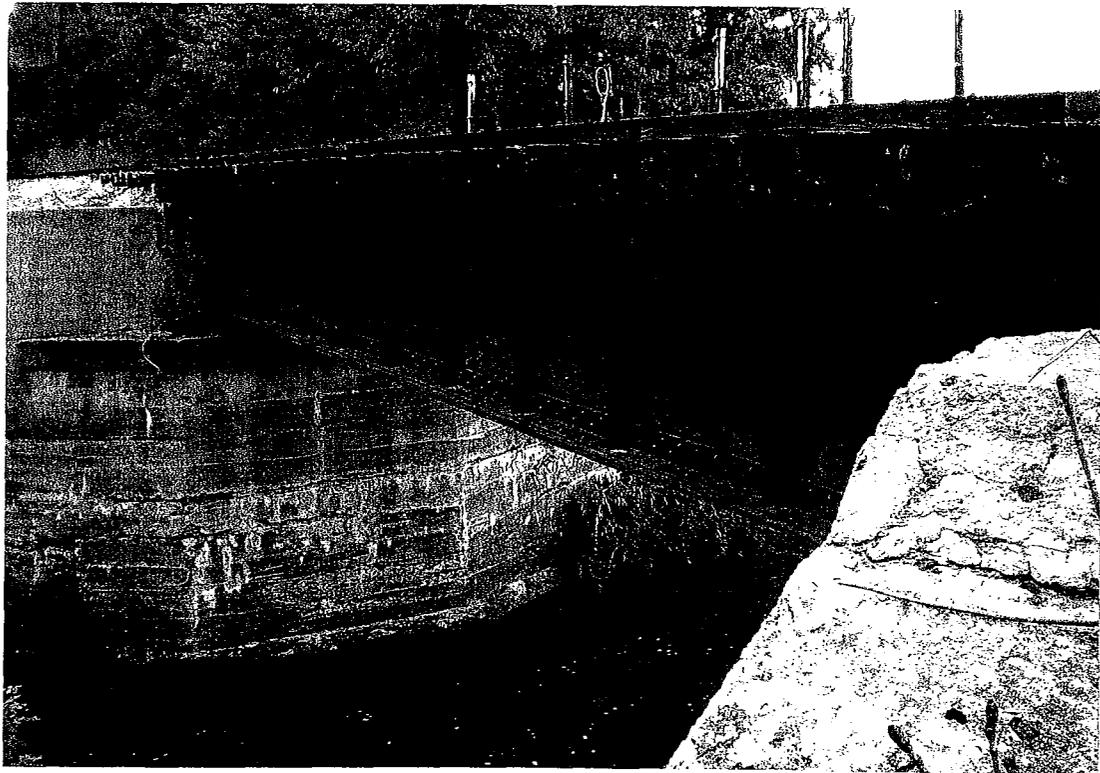
Attachment 3  
Bridge 1

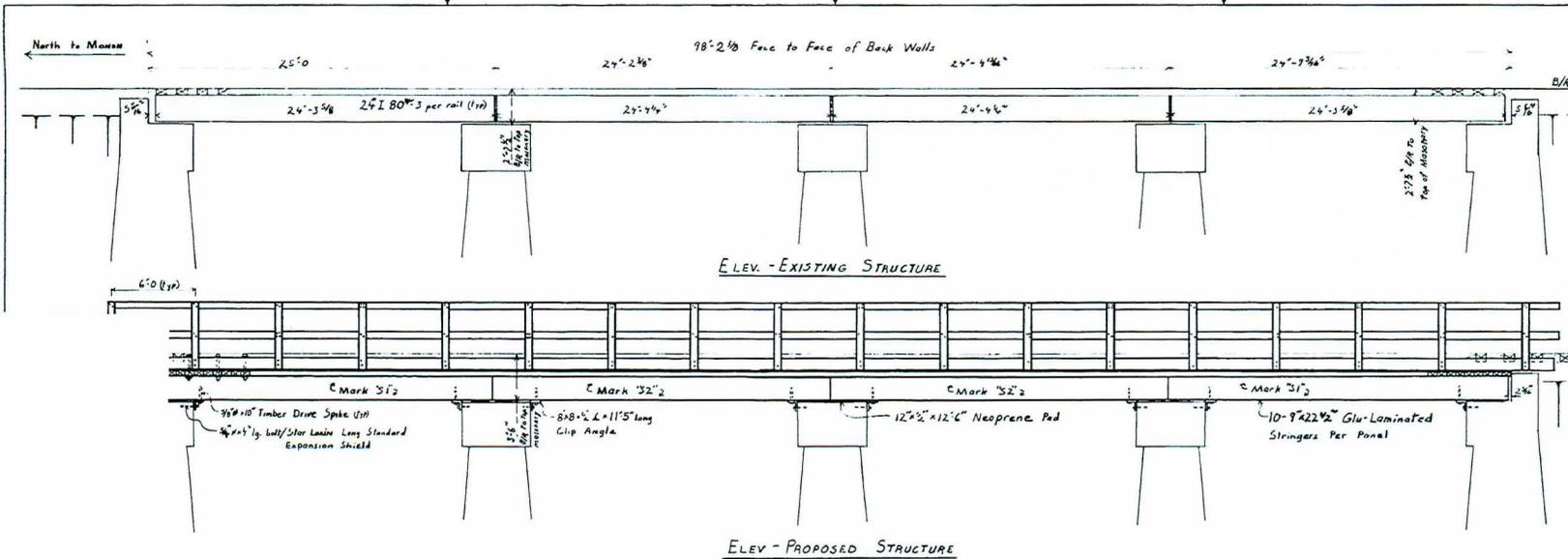


Attachment 4  
Bridge 2



Attachment 5  
Bridge 3





**BILL OF MATERIAL**

**BILL OF CREOSOTED PINE (SOLID SAWN)**

**BRIDGE TIMBER**

13 - 8" x 10" x 16'-0" Curbs "C1"	1470 Bd-Ft
176 - 4" x 8" x 16'-0" Floor Plank	6230 "
18 - 4" x 6" x 5'-0" Posts "P1"	180 "
12 - 2" x 4" x 18'-0" Handrails	216 "
100 - 8" x 1" x 8' Drain Blocks "W1"	800 "
<b>TOTAL</b>	<b>8066 Bd-Ft</b>

**BILL OF GLU-LAMINATED STRINGERS**  
See Sheet 2

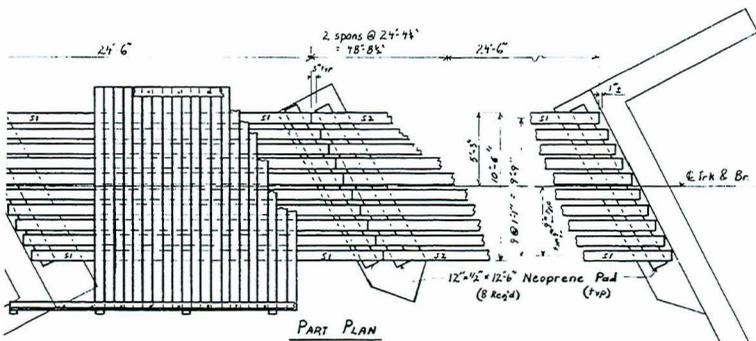
**BILL OF HARDWARE**

REQD	ORDER	DESCRIPTION
76	100	3/4" x 18" Machine Bolts / Sq Nut + 2 C.I.W.
76	100	3/4" x 4" " " " "
76	100	1 1/8" O.D. Star Lamin Long Standard expansion shields for 3/4" bolts
36	40	1/2" x 13" Machine Bolt / Sq Nut + 2 C.I.W.
90	100	3/8" x 7" Carriage Bolt / Sq Nut + cut wash
80	100	3/8" x 10" Timber Drive Spike
200	200	1/4" x 7" Boot Spikes
36	40	gal Fire Retardant (Texaco 1907 Liquid Bridge Cement)

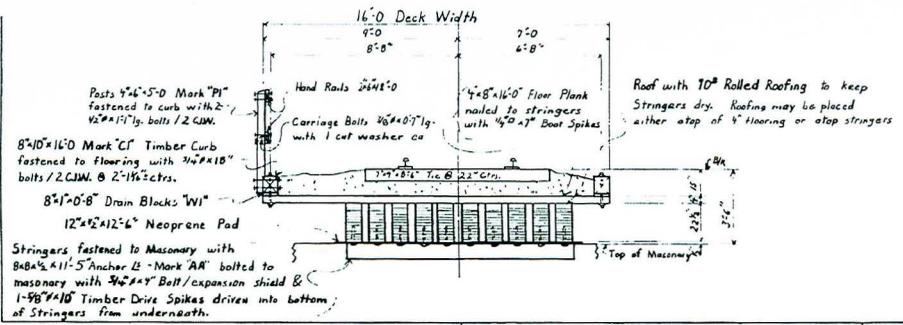
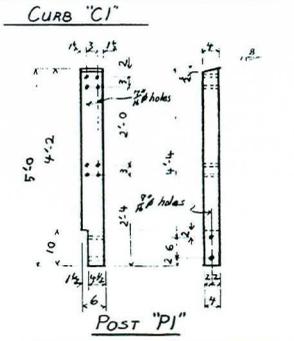
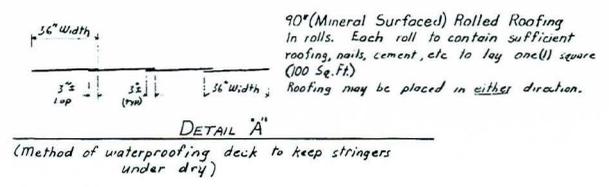
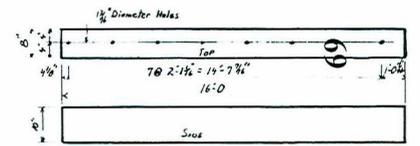
**BILL OF MISC.**

16 rolls - 90" Rolled Roofing  
8 - 1/2" x 12" x 12" x 6" Neoprene Pads

Bridge 1

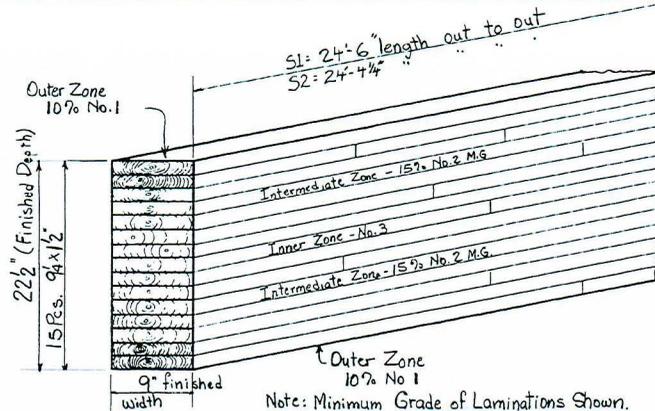


- GENERAL NOTES TO FIELD**
1. Do not cut or bore laminated stringers.
  2. Do not scar timber during unloading and handling.
  3. Any scars or cuts that would in any way would allow water to reach untreated areas of the timber should be coated with #1 Creosote Oil and Asphalt waterproofing.



Br-B-88.7 MILE B-88.7 Replace Open Deck Steel Span with Ballast Deck Glu-Laminated Timber Spans

<b>L &amp; N</b> LINDSAY & NORTON BARRON ENGINEERS & ARCHITECTS	OFFICE OF Engineer of Structures
	DIVISION Low (Mason Steel)
	DRAWN BY JLY SCALE 1/4" = 1'-0"
	CHECKED BY DATE Dec 6, 1974
LETTER FILE SHEET 1	DRAWING NO B-88.7 02



**GLUED LAMINATED STRINGER - SOU. PINE**

TABLE 3 - Combination 24F-1; AITC SPECIFICATIONS 117-71  
Wet Condition of Use Dated Oct. 7, 1971

Notes for Purchase of Glu-Laminated Stringers

1. The glued laminated stringers shall be manufactured from nominal 2"x10" (1 1/2"x9 1/4") untreated Southern Pine Lumber (Kij, dried), Combination Symbol 24F-1, AITC 117-71 Specs., Dated Oct 7, 1971 (See above sketch for grades of Southern Pine lumber to be used)
2. The lumber in the glued laminated members is to be so assembled that it will provide members with a 1900 psi (wet condition of use) of bending use stress level, meeting all the requirements of AITC 117-71, the "American Institute of Timber Construction, Standard Specifications for Structural Glued Laminated Timber of Southern Pine.
3. The adhesive to be a waterproofed phenol-resorcinol resin in face joints. In the finger-type end joints, when included, an adhesive shall be used conforming to the requirements of CS 235-63, the U.S. Commercial Standard for Structural Glued Laminated Timber.
4. After manufacture, the laminated stringers are to be surfaced four sides, made square, be end trimmed and made to meet the AITC Industrial Appearance Grade.
5. The laminated stringers shall be preservative treated with Creosote oil as per L&N R R Co's. Specifications (12 lbs. retention of No. 1 Creosote Oil)
6. Plant Inspection - By L&N R R Co.
7. The stringers shall be manufactured so that either the top or bottom may be the tension side

BILL of GLU-LAMINATED SOU. PINE STRINGERS

20 - Mark S1 --- 9"x22 1/2"x24'-6" Glu-laminated Stringers, as per Am. Inst. of Timber Const. Specs. - AITC 117-71 and L&N notes, this sheet, which must accompany requisition.

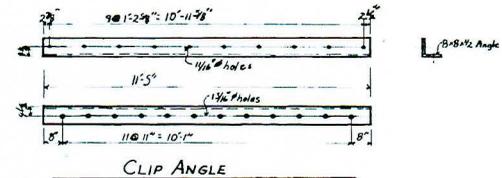
20 - Mark S2 --- 9"x22 1/2"x24'-4 1/4" Glu-laminated Stringers, as per Am. Inst. of Timber Const. Specs. - AITC 117-71 and L&N notes.

\*\* Place on a separate lumber order. Do not include with other lumber orders.

NOTE:

There are five (5) grades of Southern Pine lumber used for laminating. These are:

- No. 1 Dense
- No. 1
- No. 2 Dense
- No. 2 Medium Grain
- No. 3 with Medium Rate of Growth.



BILL OF STEEL (A36)

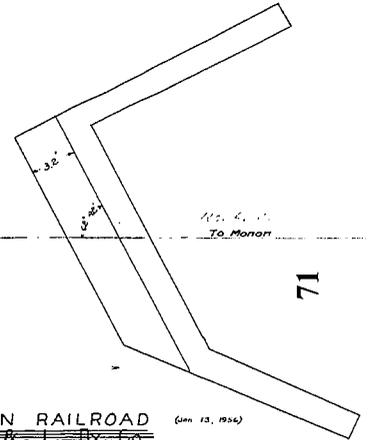
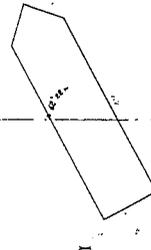
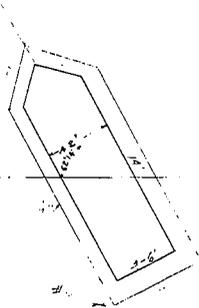
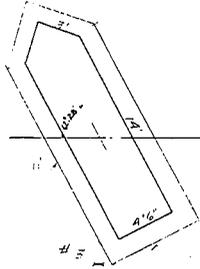
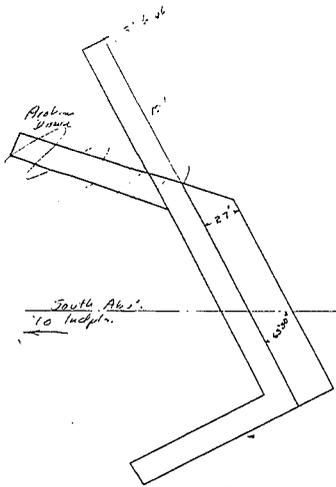
8'-8"x8"x1/2" L x 11'-5" Long Clip Angle  
est. wt. = 2400 lbs.

Dr: B-88.7 MILK B88.7  
Glu-Laminated Timber Stringers & Clip Angles

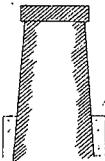
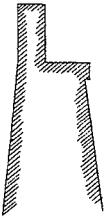
<b>L&amp;N</b> LUMBER & METAL BARRIS	OFFICE OF <b>Engineer of Structures</b>
	DIVISION Loc. <b>(Monon Sub)</b>
DESIGNED BY <b>324</b>	SCALE <b>none</b>
CHECKED BY	DATE <b>12-11-74</b>
LETTER FILE	SHEET <b>2</b>
DRAWING NO. <b>B-88.7</b>	OF 2

354 23

LCAT65N B0098322



Base of Rail



MONON RAILROAD (Jan. 13, 1906)

~~C. I. & L. Ry. Co.~~

ENGINEERS OFFICE

PLAN OF EXISTING MASONRY  
AT BRIDGE B-88.7 NEAR MONON

Scale 1/2" = 1'

Apr. 1907

B. 88.7

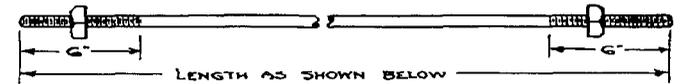
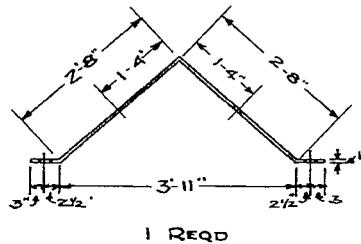
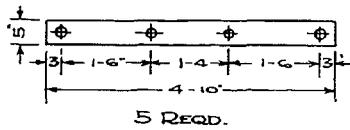
C. I. & L. Ry.

CLASSIFIED BY 208 1-4  
STATION NO. 889  
DRAWING NO. X-12

B. 88.7

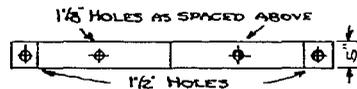
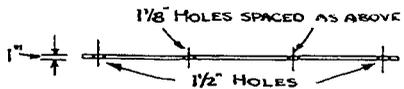
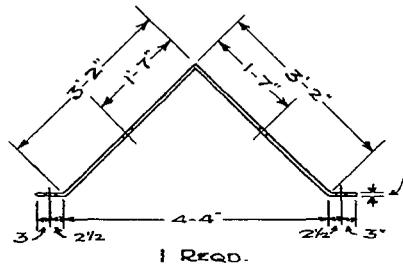
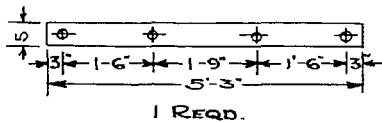
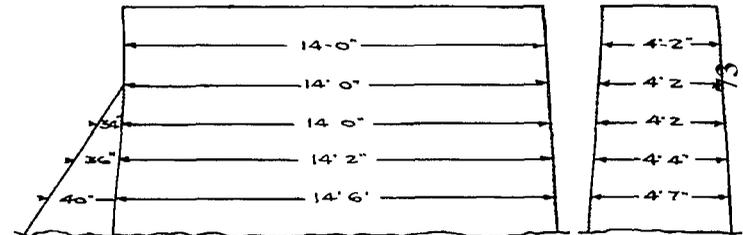
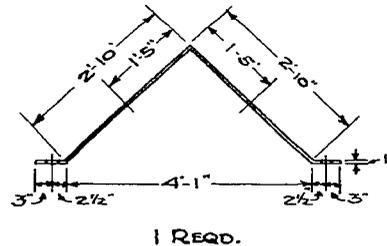
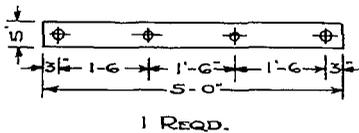
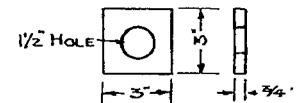
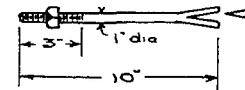
3412 L 14 LCAT65N B0098323





NOTE, RODS TO BE 1/8" OR 1/4" DIA.

6 RODS REQD. 14'-10" LONG } 2 NUTS EACH ROD.  
 2 RODS REQD. 15'-0" LONG }  
 2 RODS REQD. 15'-4" LONG }



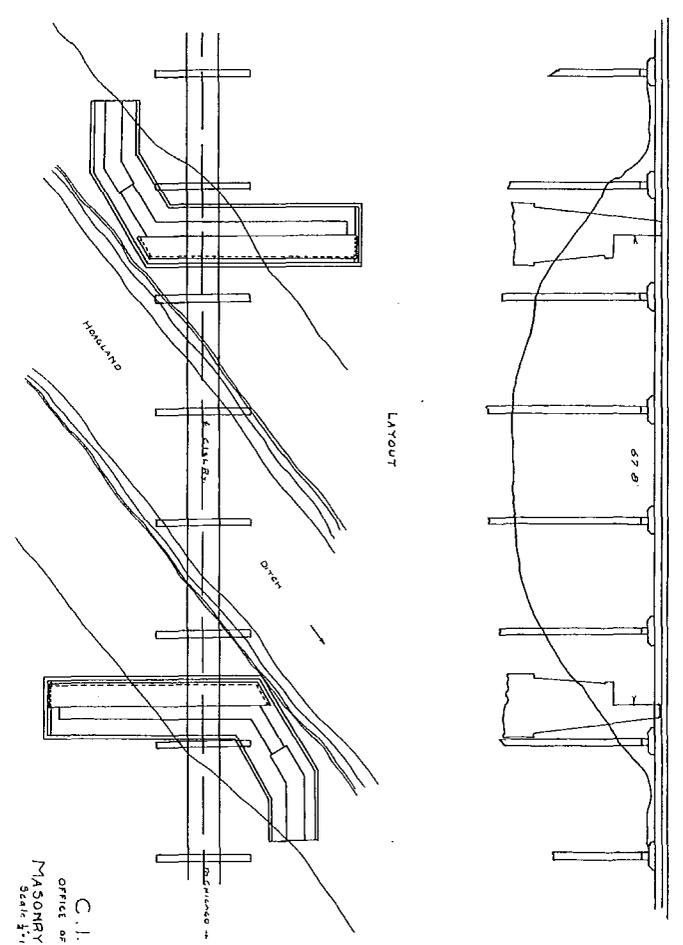
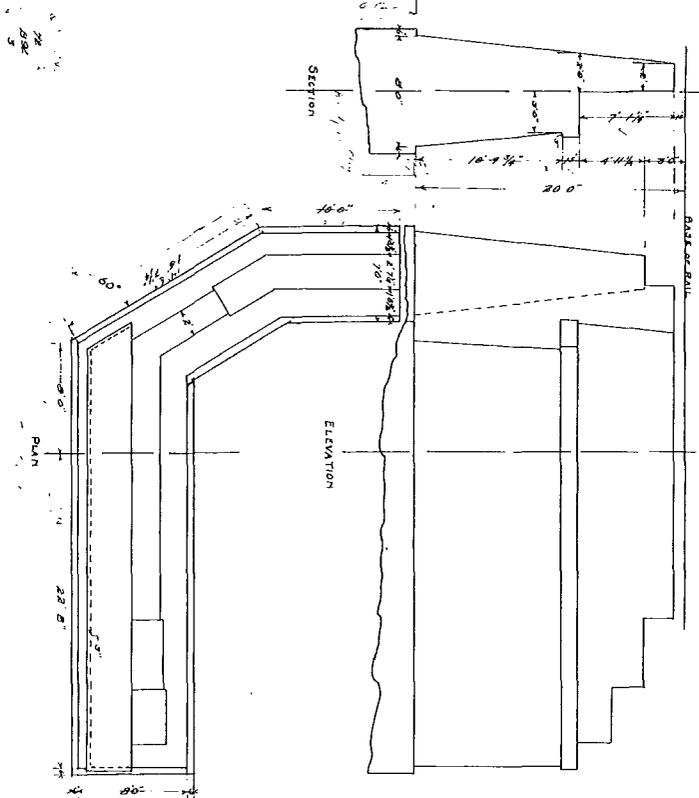
CHICAGO INDIANAPOLIS & LOUISVILLE RY.  
 OFFICE OF ENGINEER MAINTENANCE OF WAY.

RODS AND BANDS FOR NORTH PIER  
 BRIDGE B-88.7 MONON CREEK.  
 SCALE 1/2" = 1'  
 AUG 11, 1936.

9 3/8 x 110  
 LCAT65N B0098325

20-2-410

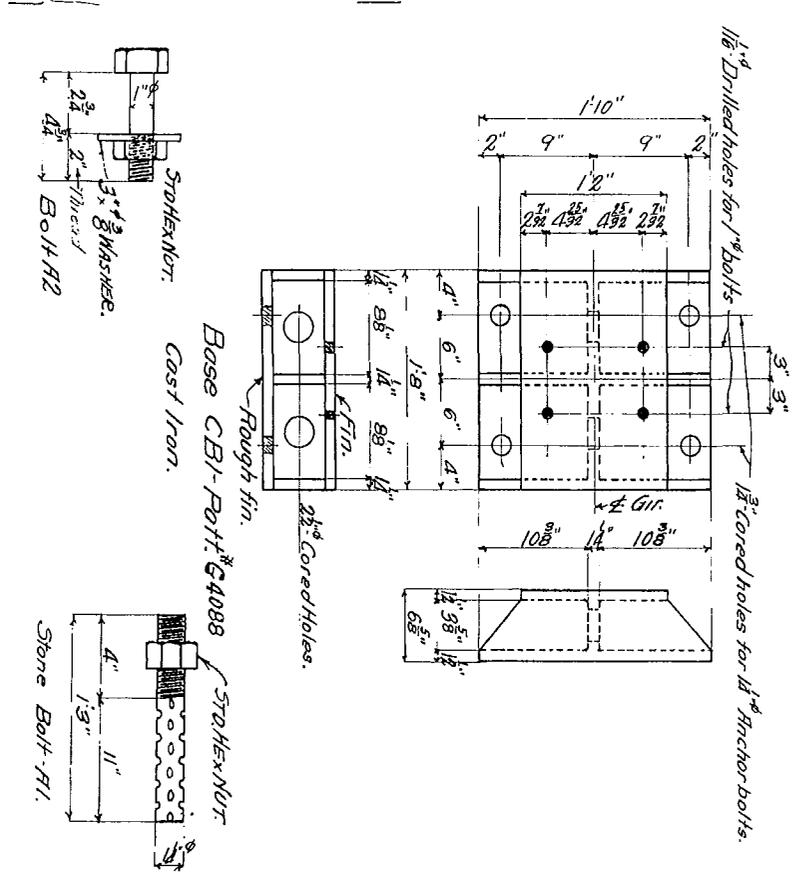




C. I. & L. R. Y.  
 OFFICE OF CHIEF ENGINEER  
 MASONRY PLAN BR. B925  
 Scale 3/4" = 1'-0"

3/24/14 H. CARTER 80092328





Q	Cast Base CBI A	20' x 6'8"	1	10	Cast Iron	343	Q1-7581
	16 Stone Bolts #1	16	1 1/2"	1	3 Sweedge.	Total 84	5
	16 Hex Nuts. 1 1/2" Top.					84	53
	16 Bolts #A2	16	1"	0	4 1/2" Plain.	31	55
	16 Hex. Nuts. 1" Top.					10	55
	16 Washers 3" x 3/8" - 1 1/2" hole						55

COPYRIGHT - AMERICAN BRIDGE CO. - 1921

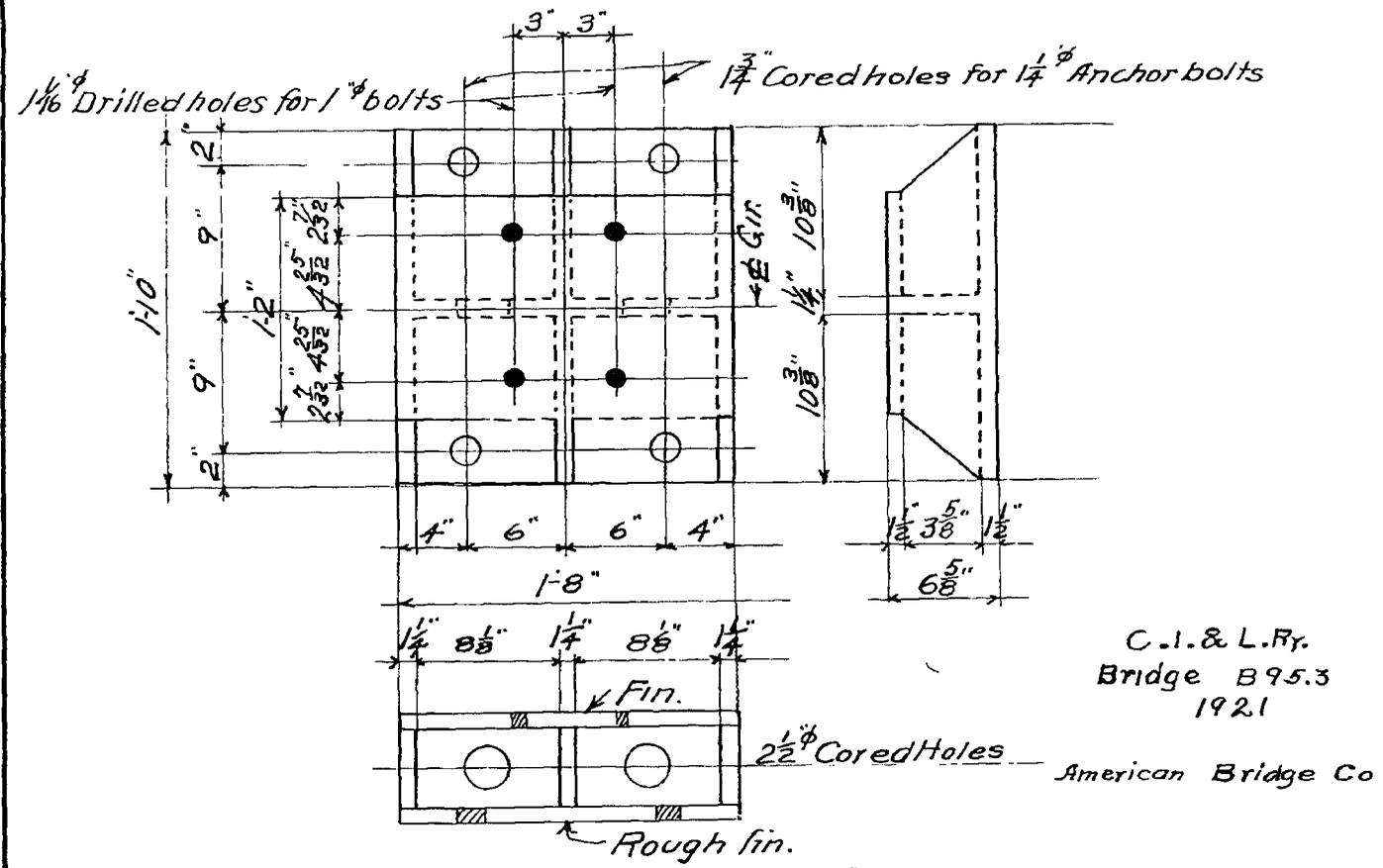
107 1/2 x 110

Paint. One coat of Sherwin Williams Kromik Steel Primer except bolts.

1921 11-14-21

Gory #3 D9988 1

1-45 Ft Deck Plate Girder span Bridge B-95.9 C.I. & L.R.V. 10-31-27

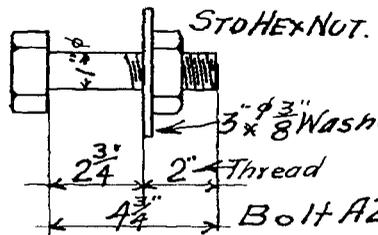


C.I. & L.Ry.  
 Bridge B95.3  
 1921

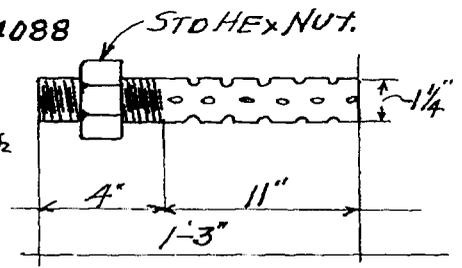
American Bridge Co

Base CBI-Patt #G4088

Cast Iron  
 4 Req Weight 363 Each



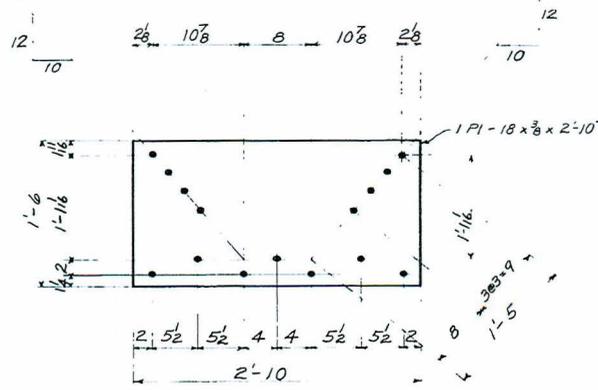
16 Req With Nuts Weight 31 lbs



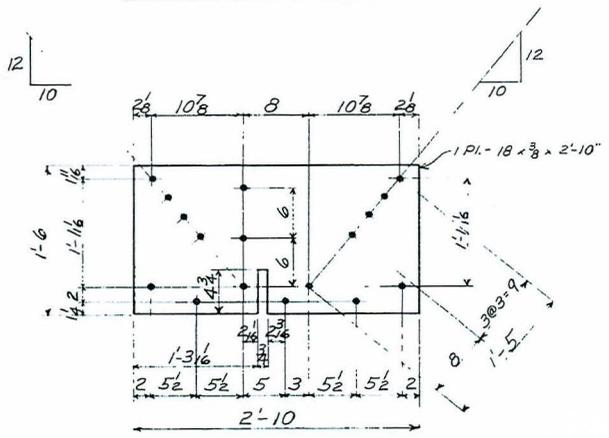
Stone Bolt A1.  
 16 Req With Nuts Weight 97 lbs.

10 5/8 x 10 7/8

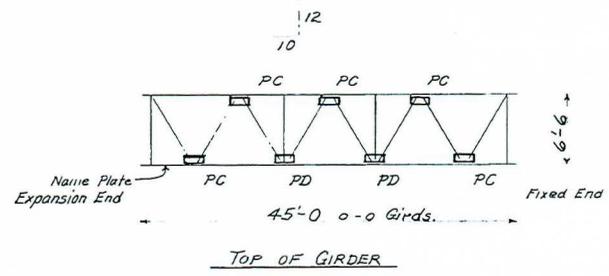
LCAT6N B0098332



LATERAL PLATE - MK PC



LATERAL PLATE - MK PD



BILL OF NEW LATERAL PLATES  
O.H. STRUCTURAL STEEL - ASTM A-36  
 5 Plates 18 x 3/8 x 2'-10" lg. ~ Mark PC  
 2 Plates " " " " " " PD  
 Est. Wgt. -

BILL OF HIGH STRENGTH BOLTS  
ASTM - A325  
 65 H.S. Bolts 3/8" x 2 1/4" lg.  
 55 " " " " 3 3/4" lg.  
 120 Regular Heavy Nuts for 3/8" H.S.  
 120 Hard Circular Wash. for 3/8" H.S.

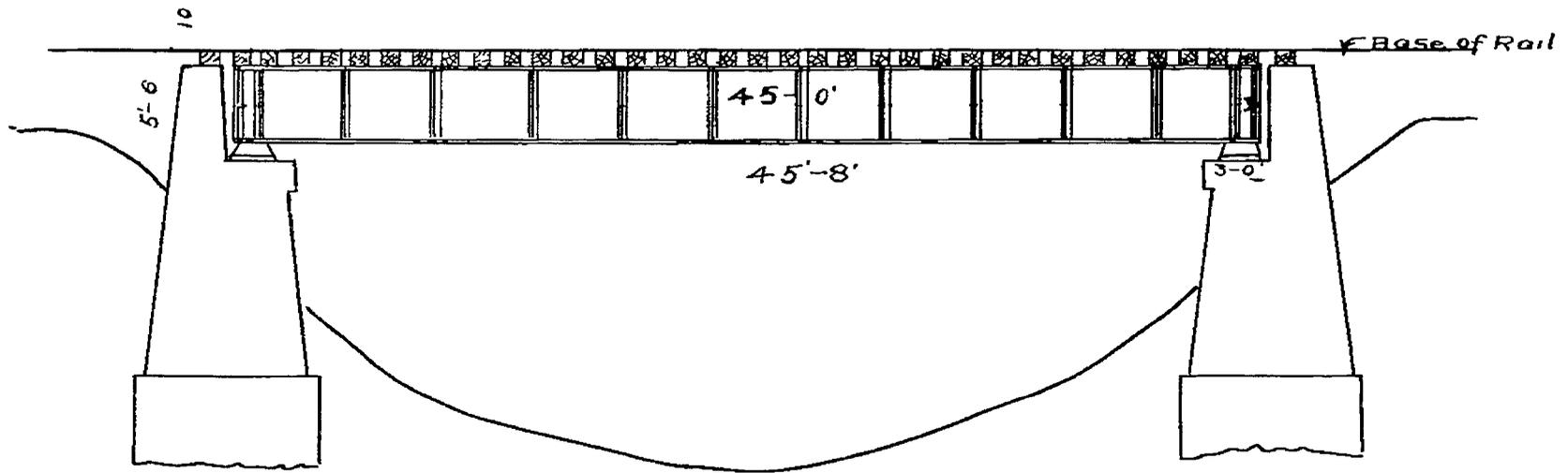
NOTES -  
 Plates are to be fabricated to dimensions, as shown. Edges to be smooth and straight.  
 Holes are to be 1/16" φ and free of burrs.  
 Field paint with 2 coats of Red Lead and 2 coats of Aluminum.

BR. B-95.3 - HONEY CREEK -  
 MONON TO INDIANAPOLIS  
 NEW LATERAL PLATES

**L & N** ENGINEER - STRUCTURES  
 LOUISVILLE, KY.

LOUISVILLE  
 CHECKED BY R.G.B. DATE 12-1-76  
 APPROVED BY R.D.P. DATE APR. 28 1976

29x77 LCAT65N B0098333



GENERAL NOTES -  
 WANTED - ONE 45 FT DECK  
 PLATE GIRDER WITH BASE  
 CASTINGS COMPLETE  
 SPECIFICATIONS - ARE A  
 TOP FLANGE TO BE FLAT  
 WITH NO RIVET HEADS  
 LOADING - COOPER S E 60  
 PAINTING - ONE SHOP COAT  
 OF RED OXIDE OF IRON GROUND  
 IN OIL INCLUDING SURFACES  
 IN CONTACT

APPROVED

*W. Stone*

CHIEF ENGINEER

**C. I. & L. Ry.**  
 OFFICE OF CHIEF ENGINEER  
 BRIDGE B-95.3

~~BRIDGE~~

45 FT. DECK PLATE GIRDER  
 SCALE 1" = 8' 0" DATE 7 15 21

80

LCAT65N

9x7112  
B0098334





500 Water Street – J-315  
Jacksonville, FL 32202  
Phone: (904) 359-1247  
E-Mail: Jo\_Burroughs@csx.com

Jo Ann Burroughs  
Manager Network Services

September 11, 2013.

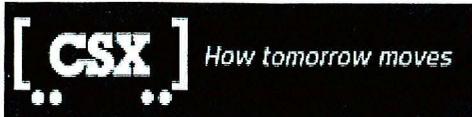
Indiana Department of Natural Resources  
Division of Historic Preservation & Archaeology  
402 W. Washington ST., RM 274  
Indianapolis, IN 46204

Dear Sir/Madam;

Please be advised that CSX Transportation, Inc. (CSXT) is considering to file with the Surface Transportation Board (STB) a Petition of Exemption in the Northern Region, Chicago Division, Monon Subdivision from Railroad Milepost 0QA 88.33 in Monon to Railroad Milepost 0QA 98.00 in Monticello, a distance of approximately 9.67 miles in White County, Indiana. STB Docket Number AB 55 (Sub-No. 712X).

The purpose of the proposed action is to abandon CSXT's common carrier obligation and use a portion of the line near Monon for car storage. The track and improvements on the remainder of the line beyond Monon will be salvaged. The above referenced 9.67-mile line, as shown on the attached map, is proposed as a Petition for Exemption in order to permit CSXT to avoid the maintenance and rehabilitation expenses on the line and allow closure of seventeen (17) railroad grade crossings. The revenue generated by the only active on-line shipper, Monticello Farm Service, is insufficient to cover the costs of operation and maintenance costs. No new rail-oriented business is expected to develop and the cost of the capital improvements to the rail line is not justified by the current or estimated future volume of traffic. Numerous efforts have been attempted to entice industrial development to the area, without success.

In connection with rail lines that are to become the subject of applications for authority to abandon, Federal Regulations at 49 CFR 1105.8(d), require that a Historic Report be submitted to the State Historic Preservation Officer prior to filing with the Surface Transportation Board. In



500 Water Street – J-315  
Jacksonville, FL 32202  
Phone: (904) 359-1247  
E-Mail: Jo\_Burroughs@csx.com

Jo Ann Burroughs  
Manager Network Services

accordance with those Regulations, I am attaching a Historic Report covering the above-proposed abandonment.

We would appreciate receiving a letter from your office confirming that this project will have no impact upon cultural resources.

Enclosed is a distribution list of all parties that have been copied on the proposed action. If you have any questions, please feel free to call or email me.

Sincerely,

A handwritten signature in blue ink that reads 'Jo Ann Burroughs'.

Jo Ann Burroughs

Enclosures (2)

# DNR Indiana Department of Natural Resources

Division of Historic Preservation & Archaeology • 402 W. Washington Street, W274 • Indianapolis, IN 46204-2739  
Phone 317-232-1646 • Fax 317-232-0693 • [dhpa@dnr.IN.gov](mailto:dhpa@dnr.IN.gov)

Michael R. Pence, Governor  
Cameron F. Clark, Director



October 9, 2013

Jo Ann Burroughs  
CSX  
500 Water Street, J-315  
Jacksonville, Florida 32202

Federal Agency: Surface Transportation Board

Re: Project information concerning the proposed abandonment of 9.67 miles from Railroad Milepost OQA 88.33 in Monon to Railroad Milepost OQA 98.00 in Monticello (DHPA #15328)

Dear Ms. Burroughs:

Pursuant to Section 106 of the National Historic Preservation Act (16 U.S.C. § 470f) and 36 C.F.R. Part 800, the staff of the Indiana State Historic Preservation Officer (“Indiana SHPO”) has conducted an analysis of the materials dated September 11, 2013 and received on September 16, 2013, for the above indicated project in White County, Indiana.

Based upon the documentation available to the staff of the Indiana SHPO, we have not identified any historic buildings, structures, districts or objects listed in or eligible for inclusion in the National Register of Historic Places within the probable area of potential effects.

It is our understanding that the track and improvements (described in your email to Amy Johnson on 10/9/13 as “rails, ties, ballast, other track materials, switches, crossings, culverts, crossing warning devices and any and all improvements or fixtures that are affixed to the track) on the line to be abandoned will be salvaged. We have not identified any currently known archaeological sites listed in or eligible for the National Register of Historic Places within the proposed project area. This identification is subject to the following condition:

- The salvage activities remain within areas disturbed by previous construction.

If any archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, state law (Indiana Code 14-21-1-27 and 29) requires that the discovery must be reported to the Department of Natural Resources within two (2) business days. In that event, please call (317) 232-1646. Be advised that adherence to Indiana Code 14-21-1-27 and 29 does not obviate the need to adhere to applicable federal statutes and regulations.

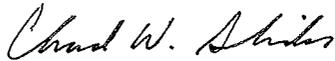
At this time, it would be appropriate for the Surface Transportation Board to analyze the information that has been gathered from the Indiana SHPO, the general public, and any other consulting parties and make the necessary determinations and findings. Please refer to the following comments for guidance:

- 1) If the Surface Transportation Board believes that a determination of “no historic properties affected” accurately reflects its assessment, then it shall provide documentation of its finding as set forth in 36 C.F.R. § 800.11 to the Indiana SHPO, notify all consulting parties, and make the documentation available for public inspection (36 C.F.R. §§ 800.4[d][1] and 800.2[d][2]).
- 2) If, on the other hand, the Surface Transportation Board finds that an historic property may be affected, then it shall notify the Indiana SHPO, the public and all consulting parties of its finding and seek views on effects

in accordance with 36 C.F.R. §§ 800.4(d)(2) and 800.2(d)(2). Thereafter, the Surface Transportation Board may proceed to apply the criteria of adverse effect and determine whether the project will result in a “no adverse effect” or an “adverse effect” in accordance with 36 C.F.R. § 800.5.

*A copy of the revised 36 C.F.R. Part 800 that went into effect on August 5, 2004, may be found on the Internet at [www.achp.gov](http://www.achp.gov) for your reference. If you have questions about archaeological issues please contact Amy Johnson at (317) 232-6982 or [ajohnson@dnr.IN.gov](mailto:ajohnson@dnr.IN.gov). If you have questions about buildings or structures please contact Ashley Thomas at (317) 234-7034 or [asthomas@dnr.IN.gov](mailto:asthomas@dnr.IN.gov). Additionally, in all future correspondence regarding the above indicated project, please refer to DHPA #15328.*

Very truly yours,



Mitchell K. Zoll  
Deputy State Historic Preservation Officer

MKZ:ADT:ALJ:aj

cc: David C. Navecky, Environmental Protection Specialist, Surface Transportation Board

## Burroughs, JoAnn

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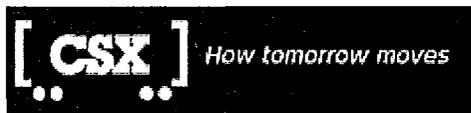
**From:** Burroughs, JoAnn  
**Sent:** Wednesday, October 09, 2013 3:21 PM  
**To:** 'Johnson, Amy (DNR)'  
**Subject:** RE: proposed abandonment ; DHPA 15328/ White County, IN

Ms. Johnson, The answer to your question is complicated. It depends on the use of the line post abandonment.

If someone were to file for a "Notice of Interim Use" or as we like to call it, a "Rails to Trails" we would leave the bridge support structure but remove the rail. If no Trail is expected, we would leave the stone abutments and remove the deck and the bridge structure. One bridge has a center stone structure and that would probably be removed so that water could flow freely. If the State of Indiana, White County or the adjacent land owner would like for us to leave the bridge structures we could negotiate a sale of the bridge to them. The bridge possibilities are unique to each abandonment.

The track would be removed in addition to the rails, ties, ballast, other track materials, switches, crossings, culverts, crossing warning devices and any and all improvements or fixtures that are affixed to the track.

Please let us know if you have additional questions. Thank you.



Jo Ann Burroughs  
Manager Network Services  
CSX Transportation  
904-359-1247

**From:** Johnson, Amy (DNR) [<mailto:AJohnson@dnr.IN.gov>]  
**Sent:** Wednesday, October 09, 2013 2:22 PM  
**To:** Burroughs, JoAnn  
**Subject:** proposed abandonment ; DHPA 15328/ White County, IN  
**Importance:** High

Jo Ann- I'm currently reviewing the following project in White County, Indiana:

*Project information concerning the proposed abandonment of 9.67 miles from Railroad Milepost OQA 88.33 in Monon to Railroad Milepost OQA 98.00 in Monticello*

In terms of potential impacts to archaeological resources, I have the following questions:

You state that the track and improvements on the line will be salvaged. In terms of the salvage efforts, will the decks of the bridges be removed, and the support piers and abutments will be kept in place? Will the track and the bridges be the only features of the line which will be removed for salvage? Thanks for any additional information you can provide. Amy Johnson

Amy Lynn Johnson

*Senior Archaeologist  
and Archaeology Outreach Coordinator*  
Indiana Department of Natural Resources  
Division of Historic Preservation and Archaeology  
<http://www.in.gov/dnr/historic/>

Indiana Archaeology Month is every September - <http://www.in.gov/dnr/historic/>

The Indiana Division of Historic Preservation and Archaeology is now on Facebook! Please like our page and check back frequently for information on upcoming events, trivia, and helpful hints. If you have suggestions for topics or questions for future discussion let us know at [dhpaconnect@dnr.in.gov](mailto:dhpaconnect@dnr.in.gov).

Please help protect the environment ~ Don't print this document unless it is necessary.

# **EXHIBIT D–FEDERAL REGISTER NOTICE**

BEFORE THE  
SURFACE TRANSPORTATION BOARD

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Docket No. AB-55 (Sub-No. 712X)

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CSX TRANSPORTATION, INC.—ABANDONMENT EXEMPTION—WHITE COUNTY, IN

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Notice of Petition for Abandonment Exemption

On February 4, 2014, CSX Transportation, Inc. (“CSXT”) filed with the Surface Transportation Board, Washington, D.C. 20423, a petition for exemption to abandon a 9.67-mile railroad line between milepost 0QA 88.33, in Monon, IN, and the end of the line at milepost 0QA 98.00, in Monticello, IN, which traverses through United States Postal Service ZIP Codes 47959 and 47960 (the “Line”). The Monon Station at milepost 0QA 88.3 and the Monticello Station at milepost 0QA 98.00 are on the Line.

The Line does not contain federally granted rights-of-way. Any documentation in the railroad’s possession will be made available promptly to those requesting it.

The interest of railroad employees of CSXT will be protected by *Oregon Short Line R. Co.—Abandonment—Goshen*, 360 I.C.C. 91 (1979).

Any offer of financial assistance will be due no later than 10 days after service of a decision granting the petition for exemption.

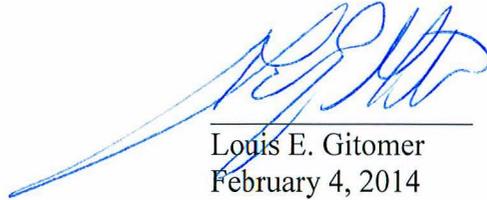
Persons seeking further information concerning abandonment procedures may contact the Surface Transportation Board or refer to the full discontinuance regulations at 49 CFR Part 1152. Questions concerning environmental issues may be directed to the Board’s Office of Environmental Analysis (“OEA”). An environmental assessment (“EA”) (or environmental impact statement (“EIS”), if necessary) prepared by OEA will be served upon all parties of

record and upon any agencies or other persons who commented during its preparation. Any other persons who would like to obtain a copy of the EA (or EIS) may contact OEA. EAs in this proceeding normally will be made available within 60 days of the filing of the petition. The deadline for submission of comments on the EA will generally be within 30 days of its service.

# EXHIBIT E-NEWSPAPER CERTIFICATION

## CERTIFICATE OF PUBLICATION

The undersigned hereby certifies that notice of the proposed abandonment in Docket No. AB-55 (Sub-No. 712X), as required by 49 C.F.R. § 1105.12, was advertised on January 27, 2014 in the Herald Journal, a newspaper of general circulation in the White County, IN.



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Louis E. Gitomer  
February 4, 2014

CSX Transportation, Inc. (“CSXT”) gives notice that on or about January 31, 2014, it intends to file with the Surface Transportation Board, Washington, DC 20423, a petition for exemption under 49 U.S.C. 10502 from the prior approval requirements of 49 U.S.C. 10903, et seq., permitting CSXT to abandon approximately 9.67 miles of railroad line on the Monticello Industrial Track between milepost 0QA 88.33, in Monon, IN, and the end of the line at milepost 0QA 98.00, in Monticello, IN, which traverses United States Postal Service ZIP Codes 47959 and 47960, White County, IN (the “Line”). The proceeding has been docketed as No. AB-55 (Sub-No. 712X).

The Board’s Office of Environmental Analysis (“OEA”) will generally prepare an Environmental Assessment (“EA”), which will normally be available 60 days after the filing of the petition for abandonment exemption. Comments on environmental and energy matters should be filed no later than 30 days after the EA becomes available to the public and will be addressed in a Board decision. Interested persons may obtain a copy of the EA or make inquiries regarding environmental matters by writing to OEA, Surface Transportation Board, Washington, DC 20423 or by calling OEA at 202-245-0295.

Appropriate offers of financial assistance to continue rail service can be filed with the Board. Requests for environmental conditions, public use conditions, or rail banking/trails use also can be filed with the Board. An original and 10 copies of any pleading that raises matters other than environmental issues (such as trails use, public use, and offers of financial assistance) must be filed directly with the Board’s Section of Administration, Office of Proceedings, 395 E Street, SW, Washington, DC 20423 [See 49 CFR 1104.1(a) and 1104.3(a)], and one copy must be served on applicant’s representative [See 49 CFR 1104.12(a)]. Questions regarding offers of financial assistance may be directed to the Board’s Office of Public Assistance, Governmental Affairs, and Compliance at 202-245-0233. Copies of any comments or requests for conditions should be served on the applicant’s representative: Louis E. Gitomer, Law Offices of Louis E. Gitomer, LLC, 600 Baltimore Avenue, Suite 301, Towson, MD 21204, 410-296-2250, email at [Lou@lgraillaw.com](mailto:Lou@lgraillaw.com).

**WHITE COUNTY**

**SS:**

**STATE OF INDIANA**

**CSX TRANSPORTATION PETITION**

*Personally appeared before the undersigned, Lou Ann Goffe, CSR, of the Herald Journal, a public daily newspaper of general circulation printed and published in Monticello in the County and State aforesaid, who being duly sworn, upon her oath saith the notice of which the attached is a true copy, was duly published in said paper for 1 times, the first of which appeared on the 27<sup>TH</sup> day of January, 2014 and the last on the 27<sup>TH</sup> day of January, 2014.*

  
Lou Ann Goffe

*Subscribed and sworn to me this 27<sup>TH</sup> day of January, 2014*

  
Peggy M. Anderson

**NOTARY OF WHITE COUNTY**

My commission expires on May 23, 2015

**PRINTER'S FEE - \$123.12 DUE**

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hspaxlp

## **EXHIBIT F—CERTIFICATE OF SERVICE**

### **CERTIFICATE OF SERVICE**

Pursuant to 49 C.F.R. §1152.60(d), the undersigned hereby certifies that the Petition for Exemption in Docket No. AB-55 (Sub-No. 712X), *CSX Transportation, Inc.—Abandonment Exemption—in White County, IN* was mailed via first class mail, postage prepaid, on February 4, 2014, to the following parties:

#### **State Public Service Commission**

Mike Riley  
Manager-Rail Office  
Indiana Department of Transportation  
100 N. Senate Ave., ICGN 955  
Indianapolis, IN 46204

#### **Military Surface Deployment and Distribution Command Transportation Engineering Agency**

Headquarters  
Military Surface Deployment and Distribution Command  
Transportation Engineering Agency  
ATTN: SDTE-SA (Railroads for National Defense)  
1 Soldier Way, Building 1900W  
Scott AFB, IL 62225

#### **National Park Service**

Mr. Stephan Nofield  
RTCA Program  
National Park Service  
1849 C St., NW (Org Code 2220)  
Washington, DC 20240

#### **National Park Service**

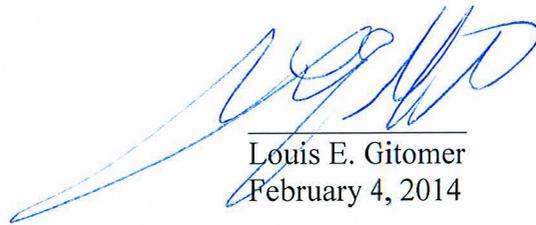
U.S. Department of Interior  
National Park Service  
Land Resources Division  
1849 C St., NW  
Washington, DC 20240

**U.S. Department of Agriculture**

U.S. Department of Agriculture  
Chief of the Forest Service  
4th Floor N.W., Auditors' Building  
1400 Independence Avenue, S.W.  
Washington, DC 20250

**Monticello Farm Service, Inc.**

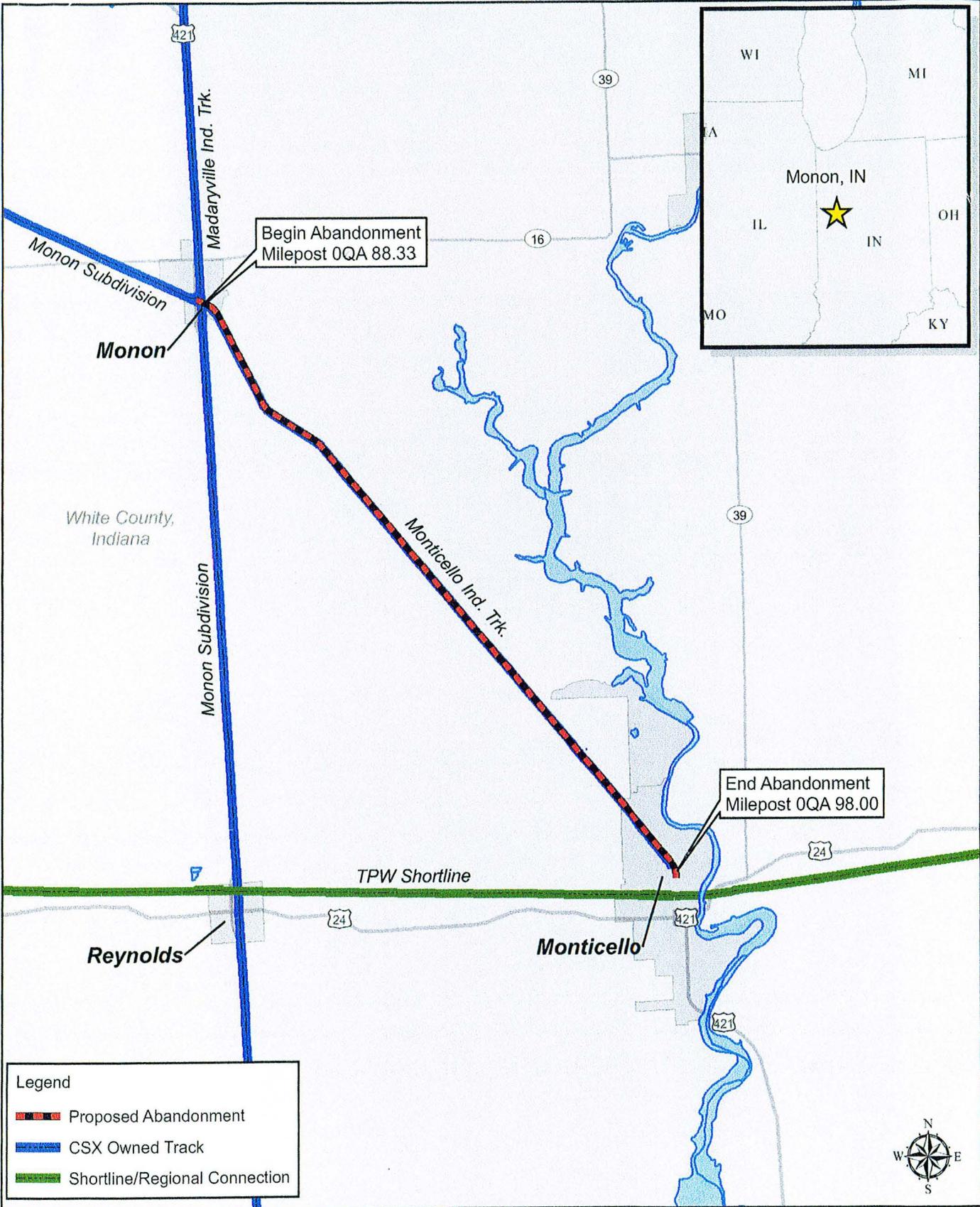
Mr. Thom Timmons  
Monticello Farm Service, Inc.  
1415 N 6<sup>th</sup> Street  
Monticello, IN 47960



Louis E. Gitomer  
February 4, 2014

## **EXHIBIT G-COLOR EXHIBITS**

Pages are numbered to correspond to page numbering in the pleading.



**Legend**

-  Proposed Abandonment
-  CSX Owned Track
-  Shortline/Regional Connection



Creation Date: June 13, 2011  
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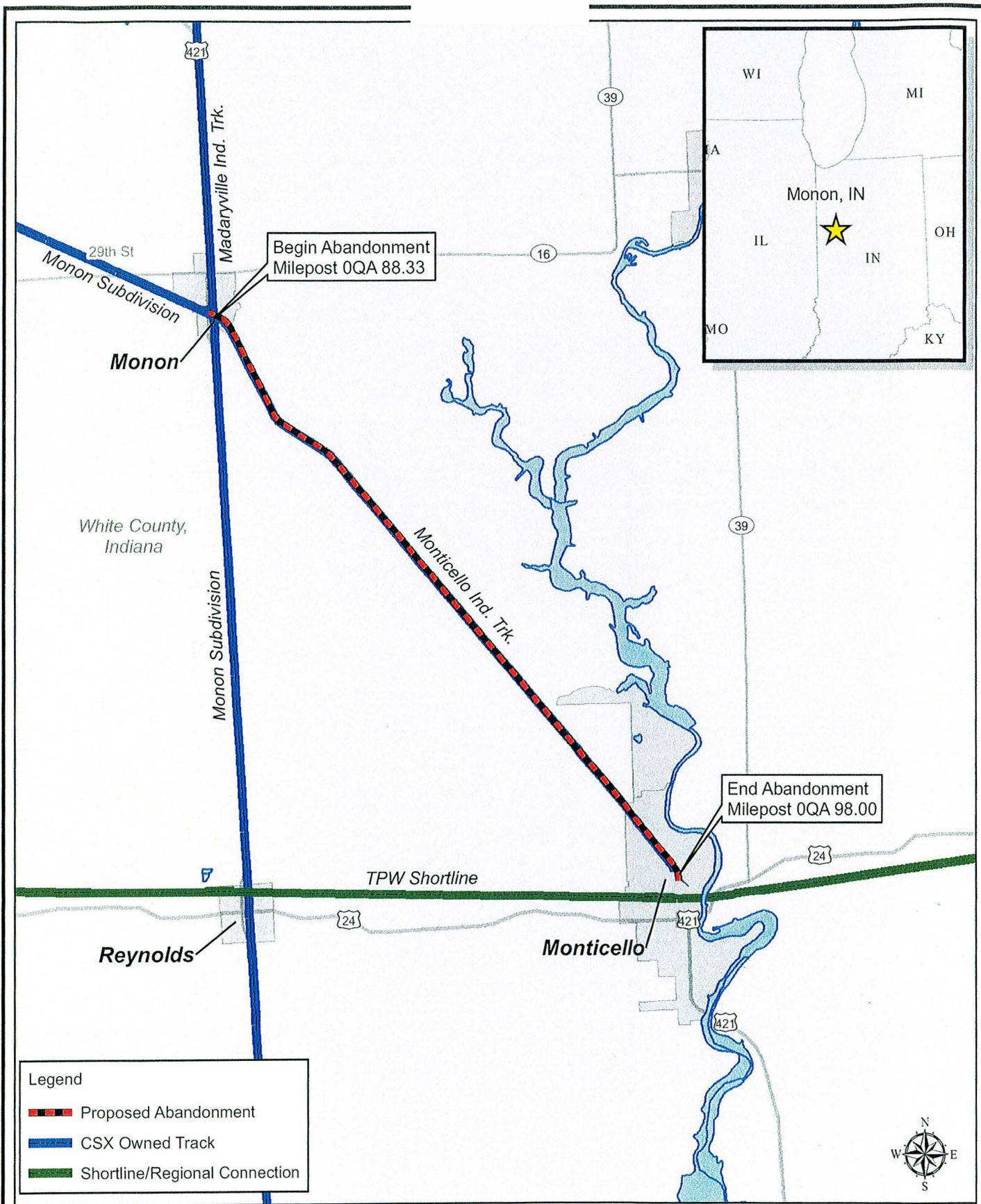
**CSX Transportation, Inc. Proposed Abandonment  
 Monon Subdivision - Monticello Industrial Track**

0QA 88.33 at Monon to 0QA 98.00 at Monticello  
 a distance of 9.67 Miles +/-  
 White County, Indiana  
 STB Docket No. AB 55 (Sub-No. 712X)

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CSX Real Property, Inc.  
 IN-181-1026131



**Legend**

-  Proposed Abandonment
-  CSX Owned Track
-  Shortline/Regional Connection

**CSX Transportation, Inc. Proposed Abandonment  
Monon Subdivision - Monticello Industrial Track**

OQA 88.33 at Monon to OQA 98.00 at Monticello  
a distance of 9.67 Miles +/-  
White County, Indiana

STB Docket No. AB 55 (Sub-No. 712X)

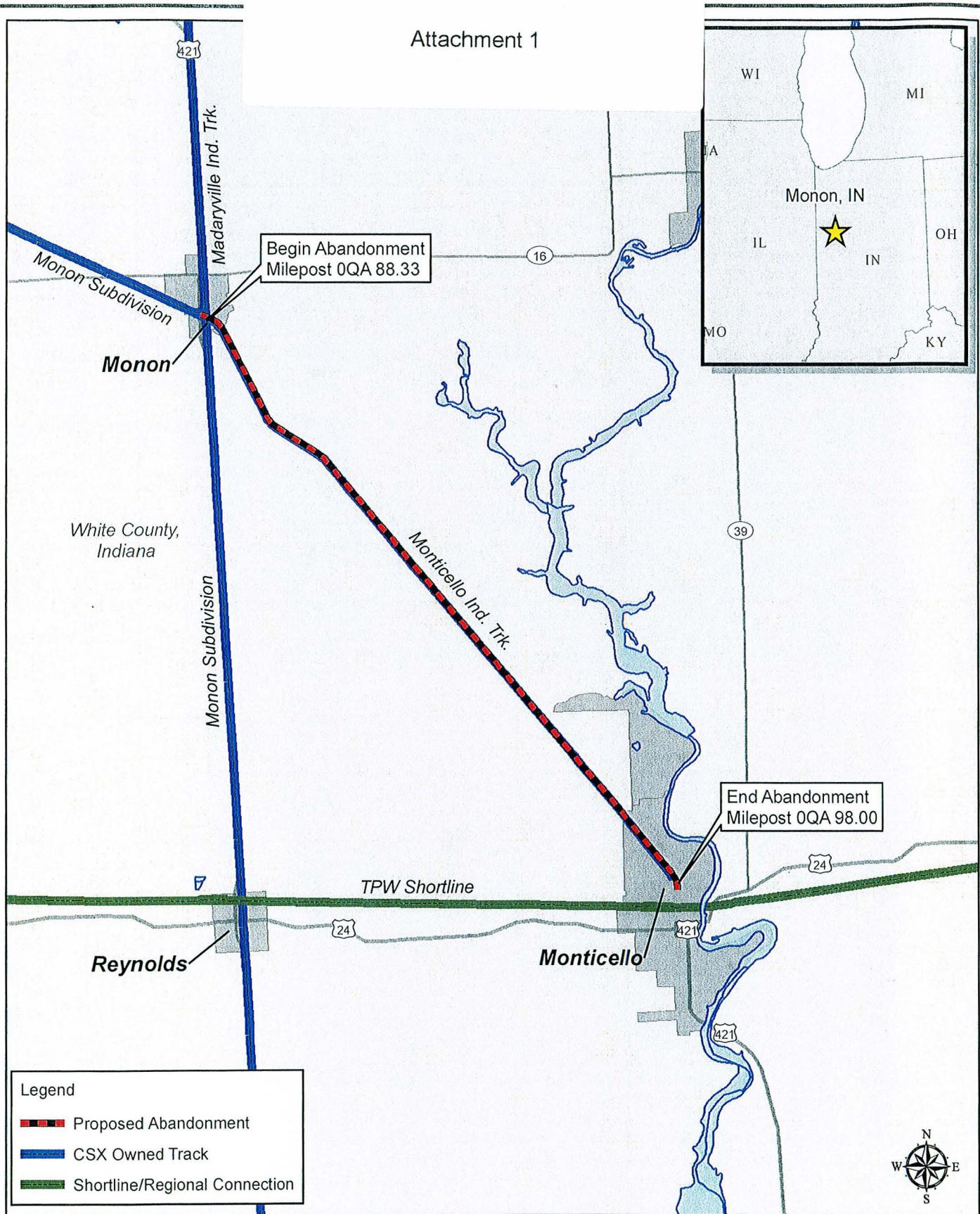
30



Creation Date: June 13, 2011  
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CSX Real Property, Inc.  
IN-181-1026131



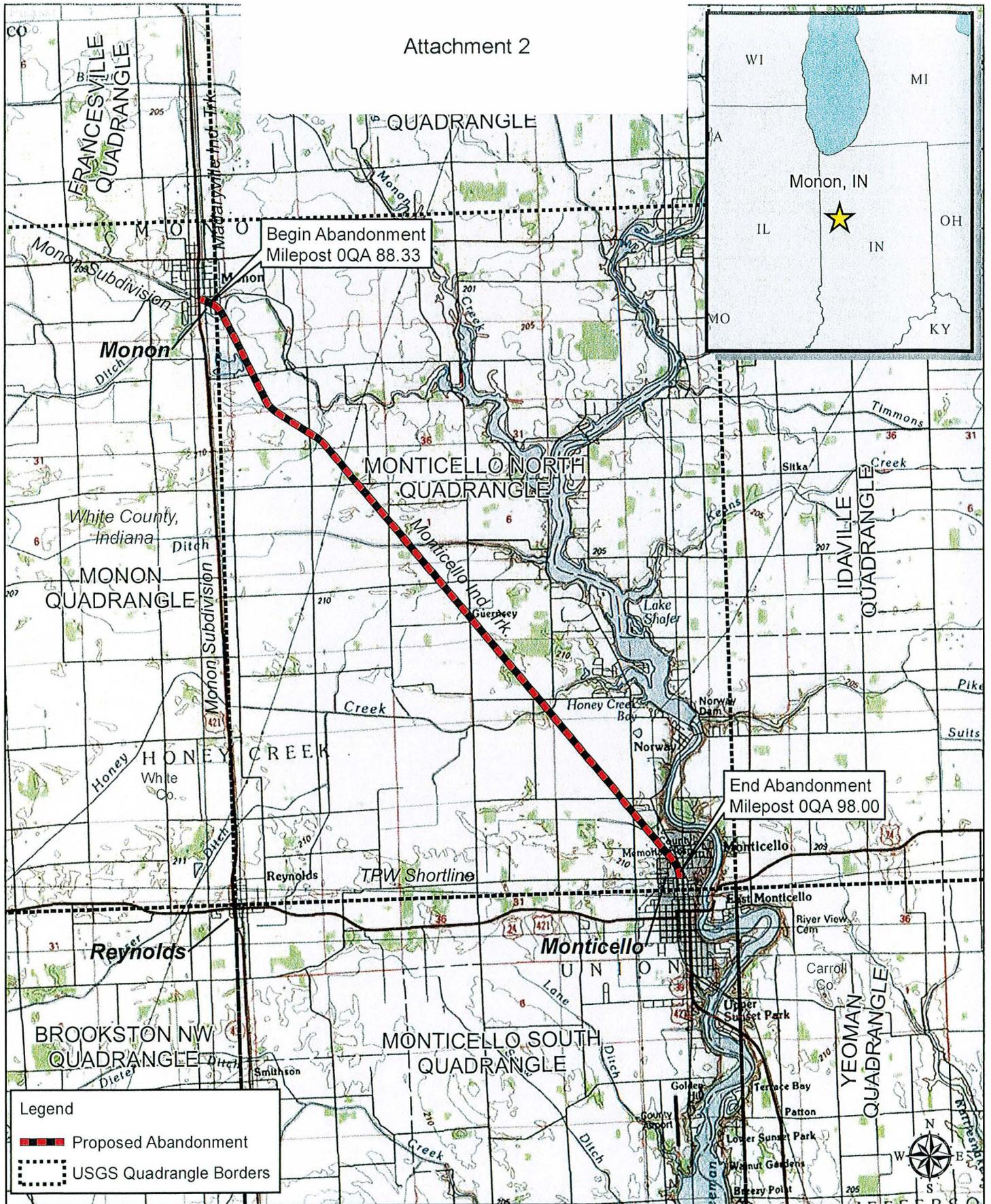
**CSX Transportation, Inc. Proposed Abandonment  
Monon Subdivision - Monticello Industrial Track**

0QA 88.33 at Monon to 0QA 98.00 at Monticello  
a distance of 9.67 Miles +/-  
White County, Indiana

STB Docket No. AB 55 (Sub-No. 712X)

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**Legend**

-  Proposed Abandonment
-  USGS Quadrangle Borders

**CSX Transportation, Inc. Proposed Abandonment  
Monon Subdivision - Monticello Industrial Track**

0QA 88.33 at Monon to 0QA 98.00 at Monticello  
a distance of 9.67 Miles +/-  
White County, Indiana  
STB Docket No. AB 55 (Sub-No. 712X)



Attachment 3  
Bridge 1



Attachment 4  
Bridge 2



Attachment 5  
Bridge 3

