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LAW OFFICES OF
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MELANIE B. YASBIN
Melanie@lgraillaw.com
410-296-2205

November 29, 2011

Ms. Victoria Rutson
Director, Office of Environmental Analysis
395 E Street, SW
Washington, DC 20423-001

RE: Docket No. AB-312 (Sub-No. 3X), *South Carolina Railroad Company, LLC—
Abandonment Exemption—in Chesterfield and Darlington Counties, SC*

Dear Ms. Rutson:

On or about December 19, 2011, we expect to be filing with the Surface Transportation Board ("STB") a notice of exemption seeking authority for South Carolina Railroad Company, LLC to abandon approximately 12.8 miles of line between milepost 319.89 +/- (centerline of Burlington Drive road crossing), near Society Hill, SC, and milepost 332.48 (east line of US Route 1), in Cheraw, SC, in Chesterfield and Darlington Counties, South Carolina.

Enclosed for electronic filing is the Combined Environmental and Historic Report ("CEHR") describing the proposed action and any expected environmental and historic effects, as well as maps of the affected area. The CEHR was mailed via first class mail or sent electronically to the parties required under 49 C.F.R. § 1105.7 and 49 C.F.R. § 1105.8(c) on November 29, 2011.

Sincerely yours,



Melanie B. Yasbin
Attorney for South Carolina Central Railroad, LLC

Enclosure

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COMBINED ENVIRONMENTAL AND HISTORIC REPORT
(49 C.F.R. 1105.7 and 1105.8)

Docket No. AB-312 (Sub-No. 3X)

**SOUTH CAROLINA CENTRAL RAILROAD COMPANY, LLC –
ABANDONMENT EXEMPTION–
IN CHESTERFIELD AND DARLINGTON COUNTIES, SC**

Dated: November 29, 2011

ENVIRONMENTAL REPORT

(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.

South Carolina Central Railroad Company ("SCRS") proposes to abandon a 12.8-mile +/- railroad line between milepost 319.89 +/- (centerline of Burlington Drive road crossing), near Society Hill, Darlington County, SC, and extending in a northerly direction to milepost 332.68 (south line of Market Street, including other legs of wye track extending westerly to milepost 332.48 (east line of US Route 1), in Cheraw, Chesterfield County, SC (the "Line").

Abandonment of the Line will result in the removal of the rail, crossties and possibly the upper layer of ballast. Removal of the Line will result in the elimination of 7 public road crossings and 7 private crossing on the Line.

There has been no traffic on the Line for over 2 years.

The only alternative to a full abandonment would be for SCRF not to abandon the Line. The Line is located in an area of little economic growth, where industrial development is unlikely to occur. With little, if any, potential traffic, SCRF has decided to seek abandonment of the Line.

(iii) The Line does not pass through a designated coastal zone.

(iv) SCRF believes the Line would be suitable for interim trail use/rail banking.

(4) Energy. (i) Describe the effect of the proposed action on transportation of energy resources. (ii) Describe the effect of the proposed action on recyclable commodities. (iii) State whether the proposed action will result in an increase or decrease in overall energy efficiency and explain why. (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.

(i) The proposed abandonment will have no effect on the transportation of energy resources.

(ii) The proposed abandonment will have no effect on the transportation of recyclable commodities.

(iii) The proposed abandonment will have minimal effect on overall energy efficiency since there has been no traffic on the Line.

(iv) The proposed abandonment will not cause the diversion of more than 1,000 rail carloads a year; or an average of 50 rail carloads per mile per year for any part of the line segments of rail traffic to motor carriage.

(5) Air. (i) If the proposed action will result in either: (A) An increase in rail traffic of at least 100 percent (measured in gross ton miles annually) or an increase of at least eight trains a day on any segment of rail line affected by the proposal, or (B) an increase in rail yard activity of at least 100 percent (measured by carload activity), or (C) an average increase in truck traffic of more than 10 percent of the average daily traffic or 50 vehicles a day on any affected road segment, quantify the anticipated effect on air emissions. For a proposal under 49 U.S.C. § 10901 (or § 10505) to construct a new line or reinstitute service over a previously abandoned line, only the eight train a day provision in sub-section (5)(i)(A) will apply. (ii) If the proposed action affects a class I or nonattainment area under the Clean Air Act, and will result in either: (A) an increase in rail traffic of at least 50 percent (measured in gross ton miles annually) or an increase of at least three trains a day on any segment of rail line; (B) an increase in rail yard activity of at least 20 percent (measured by carload activity); or (C) an average increase in truck traffic of more than 10 percent of the average daily traffic or 50 vehicles a day on a given road segment, then state whether any expected increased emissions are within the parameters established by the State Implementation Plan. However, for a rail construction under 49 U.S.C. § 10901 (or 49 U.S.C. § 10505), or a case involving the reinstatement of service over a previously

abandoned line, only the three train a day threshold in this item shall apply. (iii) If transportation of ozone depleting materials (such as nitrogen oxide and freon) is contemplated, identify: the materials and quantity; the frequency of service; safety practices (including any speed restrictions); the applicant's safety record (to the extent available) on derailments, accidents and spills; contingency plans to deal with accidental spills; and the likelihood of an accidental release of ozone depleting materials in the event of a collision or derailment.

(i) The proposed abandonment will not result in meeting or exceeding the specified thresholds.

(ii) The proposed abandonment will not result in meeting or exceeding the specified thresholds.

(iii) The proposed abandonment will not affect the transportation of ozone depleting materials.

(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.

Not applicable.

(7) Safety. (i) Describe any effects of the proposed action on public health and safety (including vehicle delay time at railroad grade 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. (iii) If there are any known hazardous waste sites or sites where there have been known hazardous materials spills on the right-of-way, identify the location of those sites and the types of hazardous materials involved.

(i) The proposed abandonment will have no detrimental effects on public health and safety. SCRF has not operated over the Line in more than two years.

(ii) The proposed abandonment will not affect the transportation of hazardous materials.

(iii) SCRF is not aware of any known hazardous waste sites or sites where there have been known hazardous materials spills on the Line.

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

(i) SCRF does not believe that the proposed action is likely to adversely affect endangered or threatened species or areas designated as a critical habitat. SCRF notified the U.S. Fish and Wildlife Service ("USF&W") of the proposed abandonment by letter dated November 29, 2011, and requested assistance in determining whether the proposed abandonment will adversely affect endangered or threatened species or areas designated as a critical habitat. *See Exhibit 2.* A copy of this Report was supplied to the USF&W for its information and further comment.

(ii) While Cheraw State Park is near the Line, SCRF does not believe any wildlife sanctuaries or refuges, National or State parks or forests would be adversely affected by the proposed abandonment.

SCRF notified the National Parks Service of the proposed abandonment by letter dated November 29, 2011, and requested assistance in identifying any potential effects on wildlife sanctuaries or refuges, National or State parks or forests. *See Exhibit 2.* To date, no response to this request has been received. A copy of this Report has been supplied to the National Park Service for its information and comment.

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

(i) SCRF is confident that the proposed abandonment will be consistent with applicable water quality standards. SCRF contacted the South Carolina Department of Health and Environment Control ("SCHEC") and the United States Environmental Protection Agency ("USEPA") by letters dated November 29, 2011. See Exhibit 2. To date, no response to this request has been received. A copy of this Report has been supplied to the SCHEC and USEPA for their information and comment.

(ii) SCRF believes that no permits under section 404 of the Clean Water Act are required for the proposed abandonment and that no designated wetlands or 100-year flood plains will be affected by the proposed abandonment. Upon receiving abandonment authority, removal of material will be accomplished by use of the right-of-way for access, along with existing public crossings. No new access roads are contemplated. SCRF does not intend to disturb any of the underlying roadbed or perform any activities that would cause sedimentation or erosion of the soil, and does 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 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, SCRF does not believe a permit under Section 404 of the Clean Water Act will be required.

SCRF contacted the U.S. Army Corps of Engineers by letter dated November 29, 2011 and has received no response to date. See Exhibit 2. A copy of this Report has been supplied to the U.S. Army Corps of Engineers for its information and comment.

(iii) SCRF believes that no permit under section 402 of the Clean Water Act would be required for the abandonment. SCRF contacted the SCHEC and the USEPA by letter dated October 20, 2011. *See* Exhibit 2. A copy of this Report has been supplied to the SCHEC and USEPA for their information and further comment.

(10) Proposed Mitigation. Describe any actions that are proposed to mitigate adverse environmental impacts, indicating why the proposed mitigation is appropriate.

SCRF does not expect any adverse environmental impact from the proposed abandonment and, therefore, sees no need for any mitigating actions. SCRF will, of course, adhere to any remedial actions required by the Board.

HISTORIC REPORT

1. A U.S.G.S. topographic map (or 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;

U.S. Geological Survey Maps have been supplied to the South Carolina Department of Archives and History . See Exhibit 3.

2. A written description of the right of way (including approximate widths, to the extent known), and the topography and urban and/or rural characteristics of the surrounding area;

The 12.8 mile right-of-way is approximately 130 feet wide (65 feet on either side of centerline of railroad track, except for in the wye track area in Cheraw, SC which is of varied width and shape, and consists of 272.69 acres +/- of land. The Line begins at milepost 319.89 +/-, near Burlington Drive in Society Hill, SC. The Line moves northwest crossing W. Depot Street and the Cedar Creek. The Line continues north from Darlington County into Chesterfield County. The Line then crosses the Spot Mill Creek and E. Chapman Road. The Line runs parallel to Bryant Lane, crossing Frank Kelly Road. Continuing in a northwestern direction the Line crosses Cliff Chapman Road and runs along State Road S-13-759. It crosses Becker Road, Kimrey Lane, and Red Hill Road. The Line then crosses Thompson Creek and turns northeast following State Road S-13-148 ending at milepost 332.4 prior to Second Street.

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;

There are 4 bridges on the property that are 50 years old or older. SCRF intends to leave the ballast, bridges, and culverts intact for trail use. Therefore, SCRG will not be removing any of the bridges on the Line. SCRF will only remove the track and materials from the bridges, but will leave the bridges in place for trail use. See Exhibit 4 for photographs.

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;

The bridge at milepost 320.0 was built in 1910 and is a concrete piles, steel structure with wood panels. SCRF does not know the dates of construction for the other bridges. The bridge at milepost 325.4 is wood piles and panels. The bridge at milepost 239.5 is a concrete piles, steel structure with wood panels. The bridge at milepost 330.8 is wood piles and panels. SCRF believes the bridges are typical and not historically significant.

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 proposed abandonment will not result in a change of operation since there is no demand for rail service. SCRF expects to salvage the track and materials.

The Cheraw & Darlington Railroad finished constructing the line between Cheraw and Darlington, SC in 1853. The line was rebuilt and extended after the Civil War. The Cheraw & Darlington became part of the Atlantic Coast Line. In 1987 CSXT sold the Line to SCRF.

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;

SCRF possesses valuation maps and track charts of the Line, but is not aware of any other documentation in its possession.

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);

SCRF believes that there are no archeological resources or other railroad related 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 manmade) that might affect the archeological recovery of resources (such as swampy conditions or the presence of toxic waste), and the surrounding terrain.

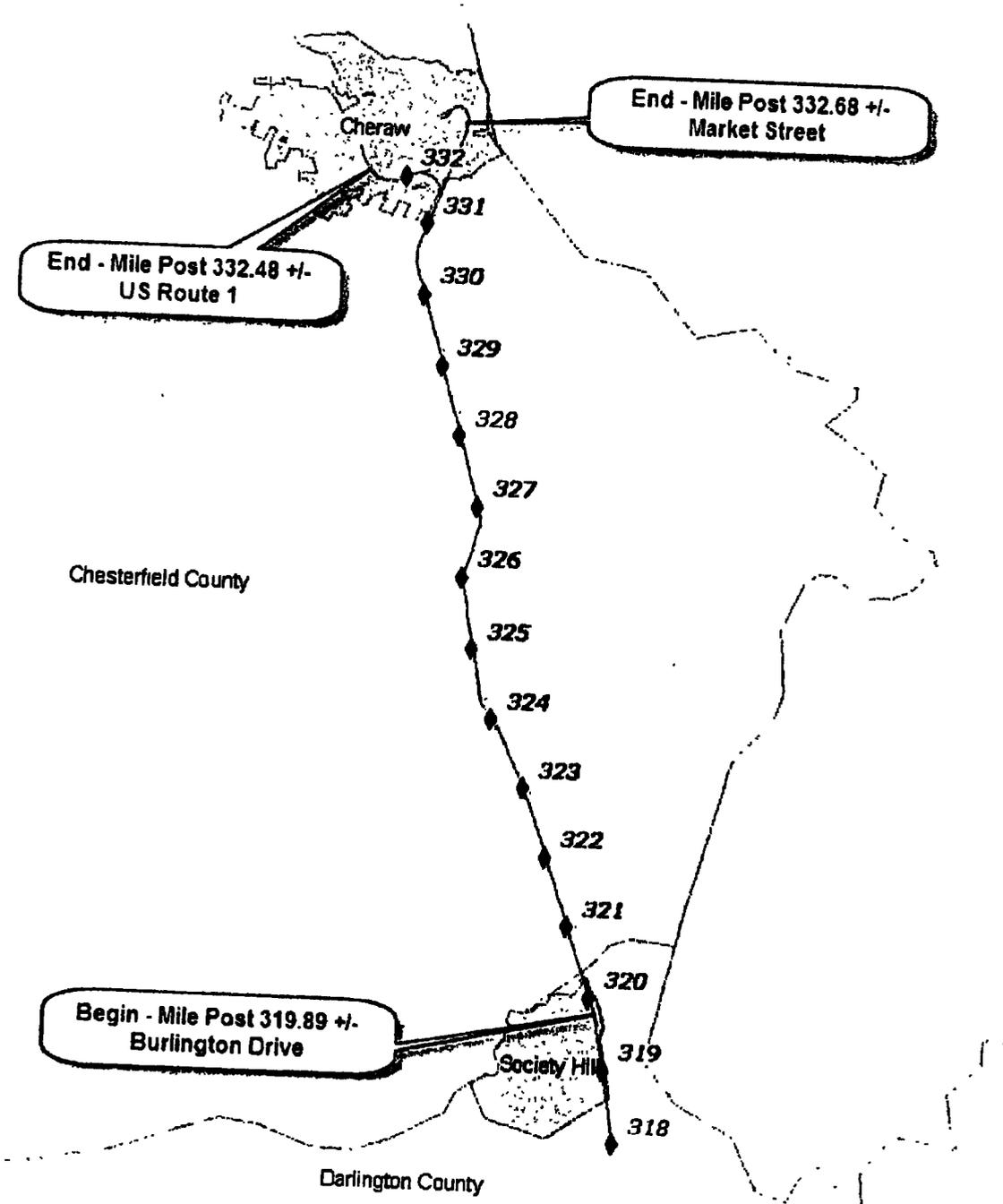
Based on a review of its records, SCRF believes that there are no known subsurface ground disturbances or fill, or environmental conditions that might affect the archeological recovery of any potential resources.

9. Within 30 days of receipt of the historic report, the State Historic Preservation Officer may request the following additional information regarding specific non railroad owned properties or groups of properties immediately adjacent to the railroad right-of-way: photographs of specified properties that can be readily seen from the railroad right-of-way (or other public rights-of-way adjacent to the property) and a written description of any previously discovered archeological sites, identifying the location and type of the site (*i.e.* prehistoric or native American).

SCRF does not foresee the likelihood that any additional information will need to be supplied in association with the proposed abandonment other than that information previously submitted. But, if any additional information is requested, SCRF will promptly supply the necessary information.

SCRF contacted the South Carolina Department of Archives and History ("SCDAH") See Exhibit 2. No response has been received. A copy of this Report has been mailed to SCDAH.

EXHIBIT 1 - MAP



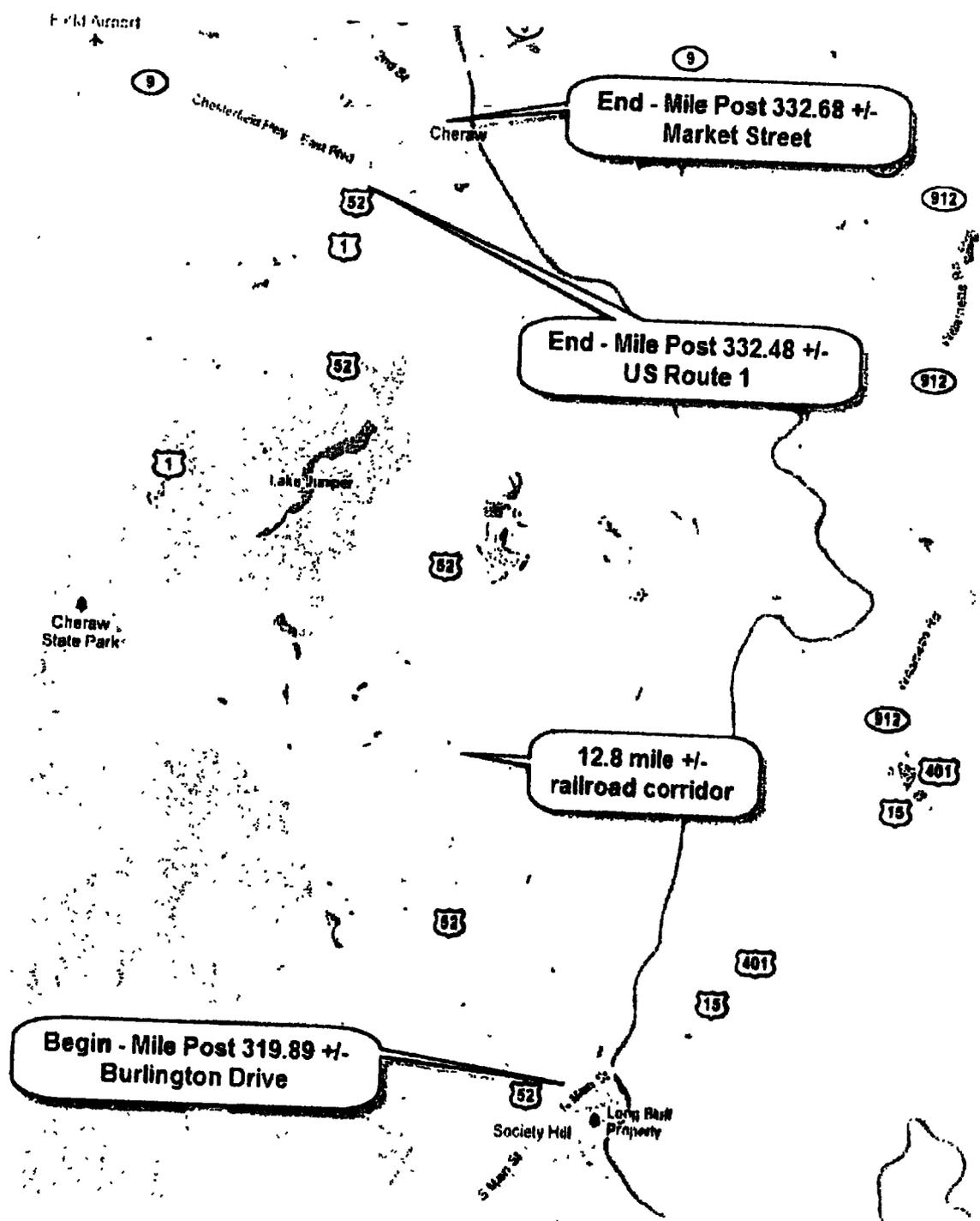


EXHIBIT 2 - LETTERS

LAW OFFICES OF
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MELANIE B. YASBIN
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410-296-2285

November 29, 2011

Mr. Michael D. Smith
Cheraw Town Administrator
200 Market Street
Cheraw, SC 29520

RE: Docket No. AB-312 (Sub-No. 3X), *South Carolina Railroad Company, LLC—
Abandonment Exemption—in Chesterfield and Darlington Counties, SC.*

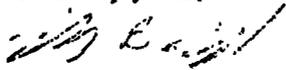
Dear Mr. Smith:

On or about December 19, 2011, we expect to be filing with the Surface Transportation Board ("STB") a notice of exemption seeking authority for South Carolina Railroad Company, LLC to abandon approximately 12.8 miles of line between milepost 319.89 +/- (centerline of Burlington Drive road crossing), near Society Hill, SC, and milepost 332.48 (east line of US Route 1), in Cheraw, SC, in Chesterfield and Darlington Counties, South Carolina.

Attached is a Combined Environmental and Historic Report describing the proposed action and any expected environmental and historic effects, as well as maps of the affected area. We are providing this report so that you may review the information that will form the basis for the STB's independent environmental analysis of this proceeding. If any of the information is misleading or incorrect, if you believe that pertinent information is missing, or if you have any questions about the STB's environmental review process, please contact the Office of Environmental Analysis (OEA), Surface Transportation Board, 395 E Street, S.W., Washington, DC 20423, telephone 202-245-0295 and refer to the above Docket No. AB-312 (Sub-No. 3X).

Because the applicable statutes and regulations impose stringent deadlines for processing this action, your written comments to OEA (with a copy to our representative) would be appreciated within 3 weeks. Your comments will be considered by the STB in evaluating the environmental impacts of the contemplated action. If there are any questions concerning this proposal, please contact our representative directly. Our representative in this matter is Louis E. Gitomer who may be contacted by telephone at 410-296-2205, email at Melanie@lgraillaw.com, or mail at Law Offices of Louis E. Gitomer, LLC, 600 Baltimore Avenue, Suite 301, Towson, MD 21204.

Sincerely yours,



Melanie B. Yasbin
Attorney for South Carolina Central Railroad, LLC

Enclosures

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November 29, 2011

Denise Douglass, Interim Administrator
Courthouse, 200 West Main Street
Chesterfield, SC 29709

RE: Docket No. AB-312 (Sub-No. 3X), *South Carolina Railroad Company, LLC—
Abandonment Exemption—in Chesterfield and Darlington Counties, SC*

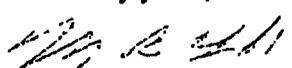
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Sincerely yours,



Melanie B. Yasbin
Attorney for South Carolina Central Railroad, LLC

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November 29, 2011

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South Carolina State Clearinghouse
1201 Main Street Suite 950
Columbia, SC 29201

RE: Docket No. AB-312 (Sub-No. 3X), *South Carolina Railroad Company, LLC—
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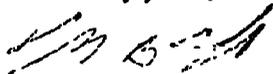
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Sincerely yours,



Melanie B. Yasbin

Attorney for South Carolina Central Railroad, LLC

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November 29, 2011

South Carolina Ocean and Coastal Resources Management
1362 McMillan Avenue Suite 400
Charleston, SC 29405

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November 29, 2011

Mr. Dale Surrett, County Administrator
1 Public Square, Room 210
Darlington, SC 29532

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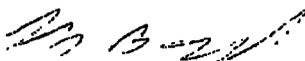
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EPA
Region 4
Sam Nunn Atlanta Federal Center
61 Forsyth Street, SW
Atlanta, GA 30303-3104

RE: Docket No. AB-312 (Sub-No. 3X), *South Carolina Railroad Company, LLC—
Abandonment Exemption—in Chesterfield and Darlington Counties, SC.*

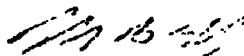
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Sincerely yours,



Melanie B. Yasbin
Attorney for South Carolina Central Railroad, LLC

Enclosures

LAW OFFICES OF
LOUIS E. GITOMER, LLC.

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Lou@lgraillaw.com

MELANIE B. YASBIN
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410-296-2205

600 BALTIMORE AVENUE, SUITE 301
TOWSON, MARYLAND 21204-4022
(410) 296-2250 • (202) 466-6532
FAX (410) 332-0885

November 29, 2011

U.S. Fish and Wildlife Service,
Region 4
Century Center
1875 Century Boulevard,
Atlanta, GA 30345

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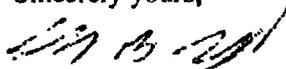
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November 29, 2011

Natural Resources Conservation Service
Strom Thurmond Federal Building 1835 Assembly Street, Room 950
Columbia, SC 29201

RE: Docket No. AB-312 (Sub-No. 3X), *South Carolina Railroad Company, LLC—
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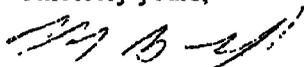
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November 29, 2011

South Carolina Department of Archives and History
8301 Parklane Road
Columbia, SC 29223-4905

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Abandonment Exemption—in Chesterfield and Darlington Counties, SC.*

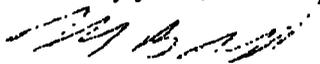
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November 29, 2011

Society Hill Town Hall
280 South Main Street
Society Hill, SC 29593

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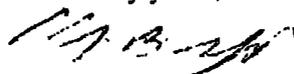
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November 29, 2011

South Carolina Department of Health and Environment Control
2600 Bull Street
Columbia, SC 29201

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U.S. Army Corp of Engineers
Charleston District
69A Hagood Ave
Charleston, SC 29403-5107

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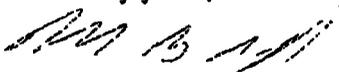
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November 29, 2011

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U.S. National Geodetic Survey
National Oceanic and Atmospheric Administration, Geodetic Services Division
Room 9292, NGS/12
1315 East-West Highway
Silver Spring, MD 20910

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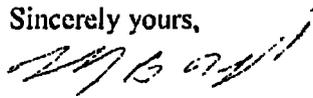
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November 29, 2011

U.S. National Park Service
Southeast Region
100 Alabama Street, SW
Atlanta, GA 30303

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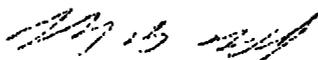
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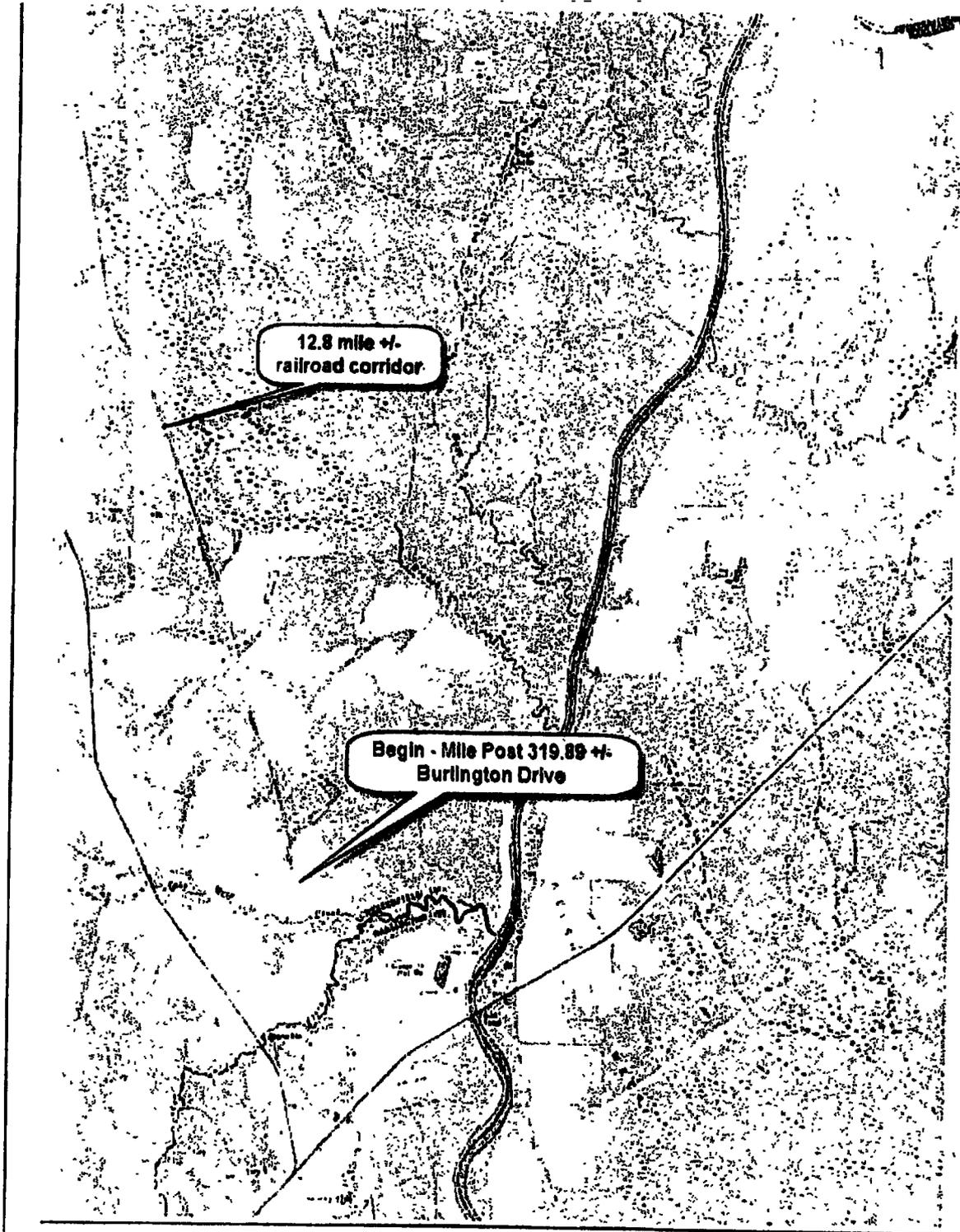
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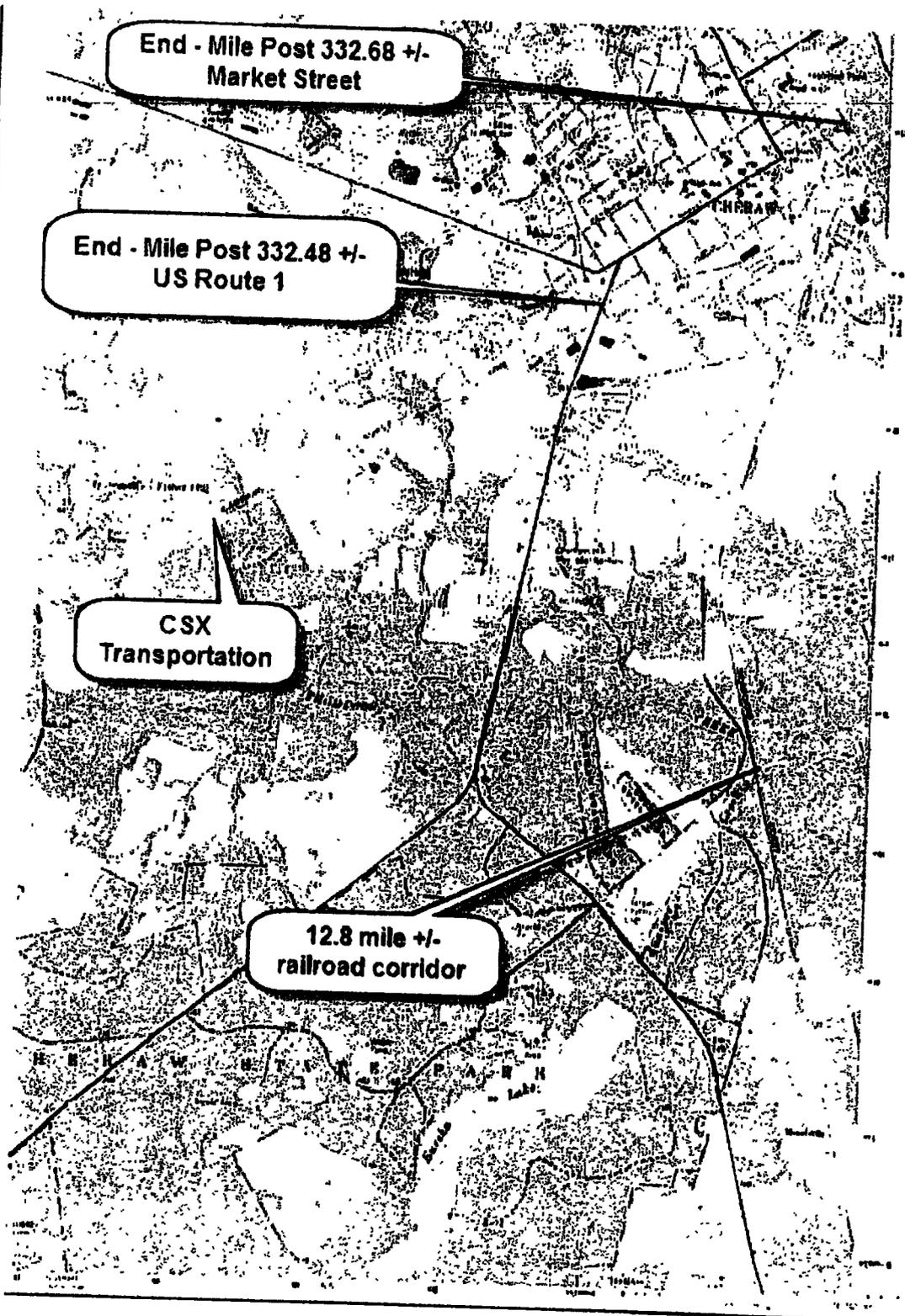


Melanie B. Yasbin
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EXHIBIT 3 – USGS MAP





**End - Mile Post 332.68 +/-
Market Street**

**End - Mile Post 332.48 +/-
US Route 1**

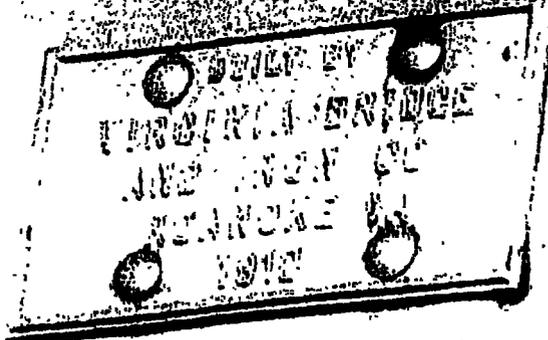
**CSX
Transportation**

**12.8 mile +/-
railroad corridor**

EXHIBIT 4—Photographs

EXHIBIT (2)

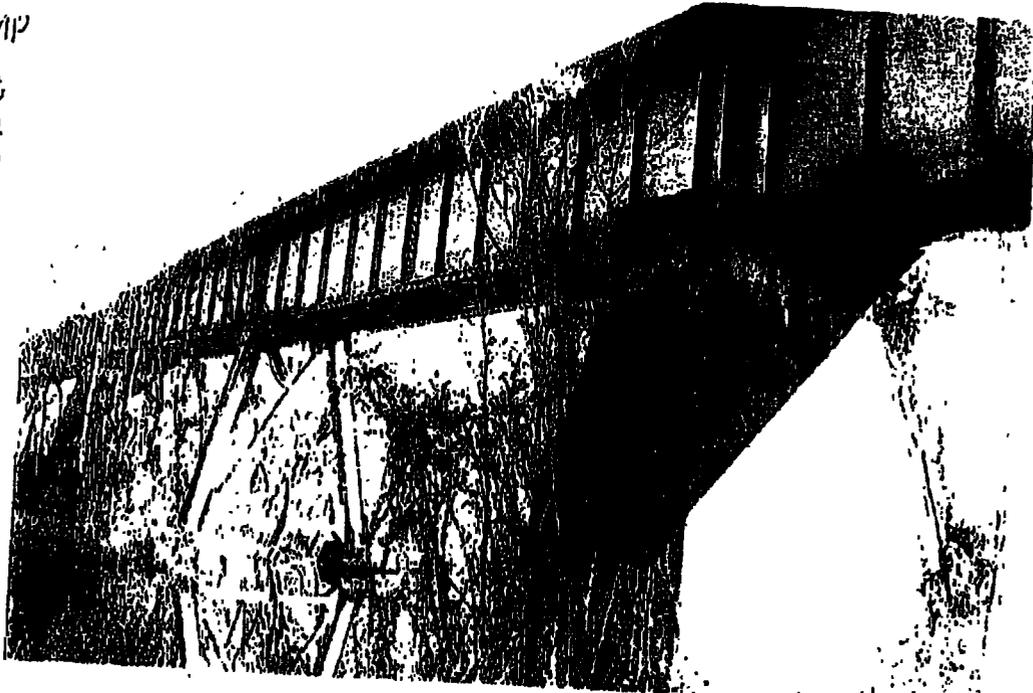
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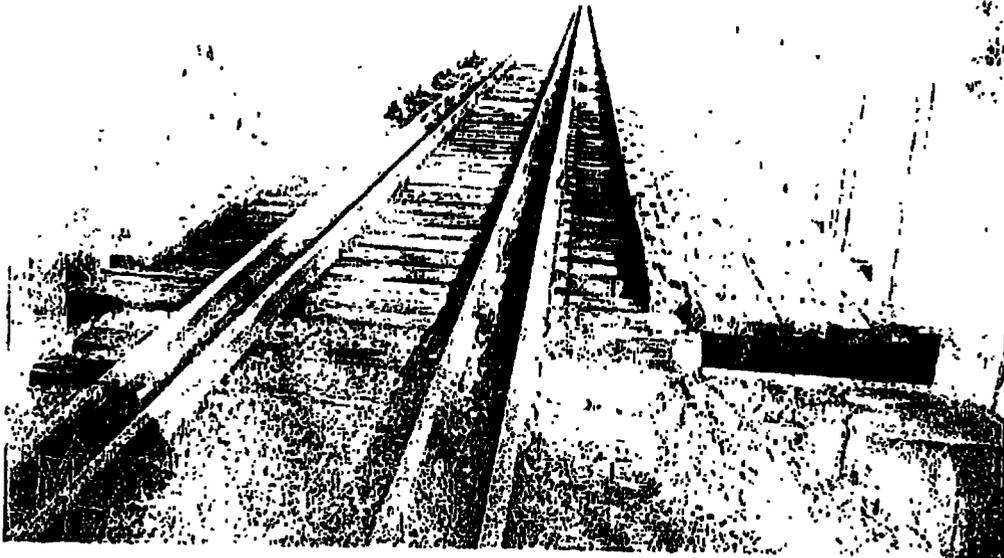
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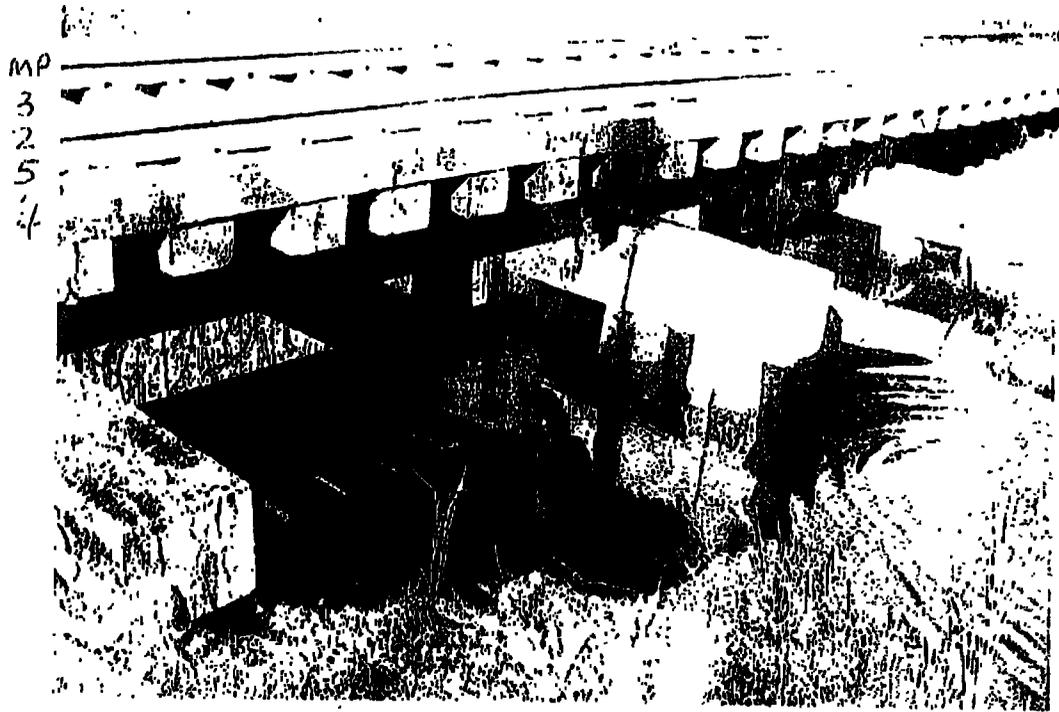


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OR 11 1972

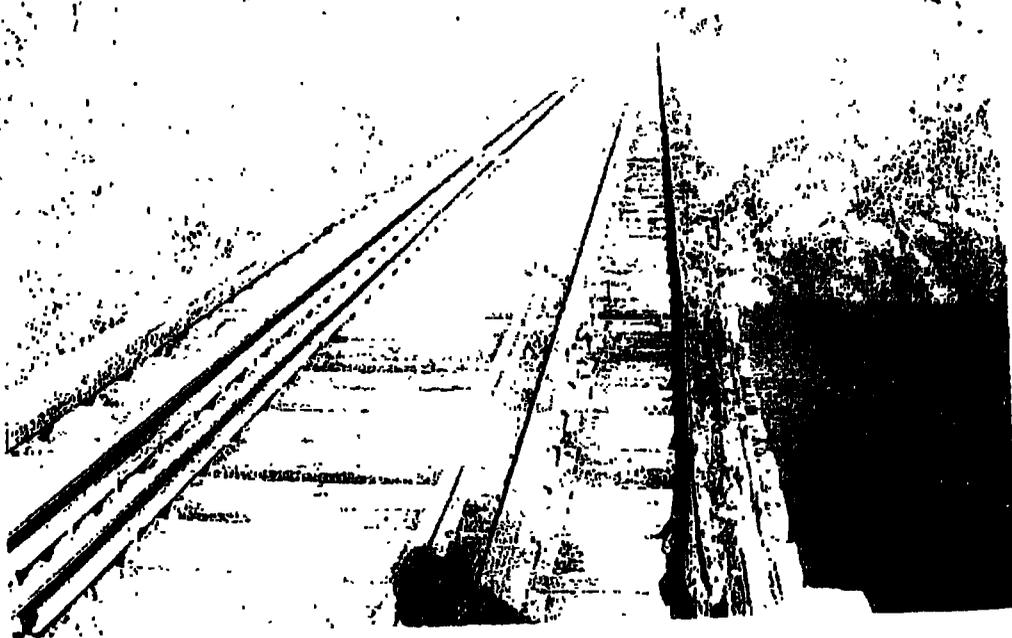
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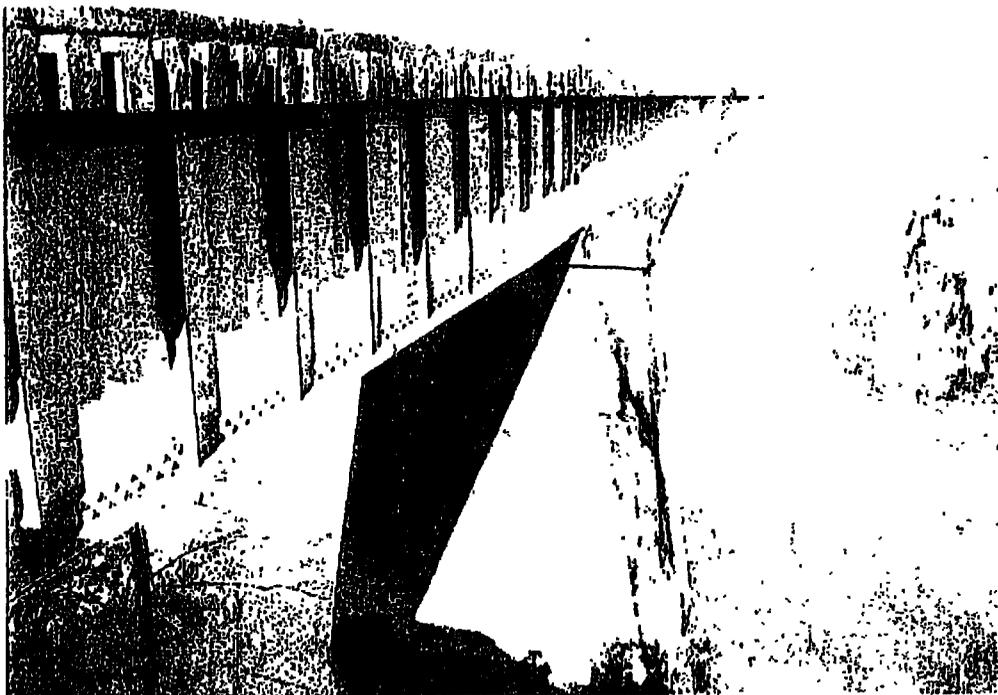




MP 329.5

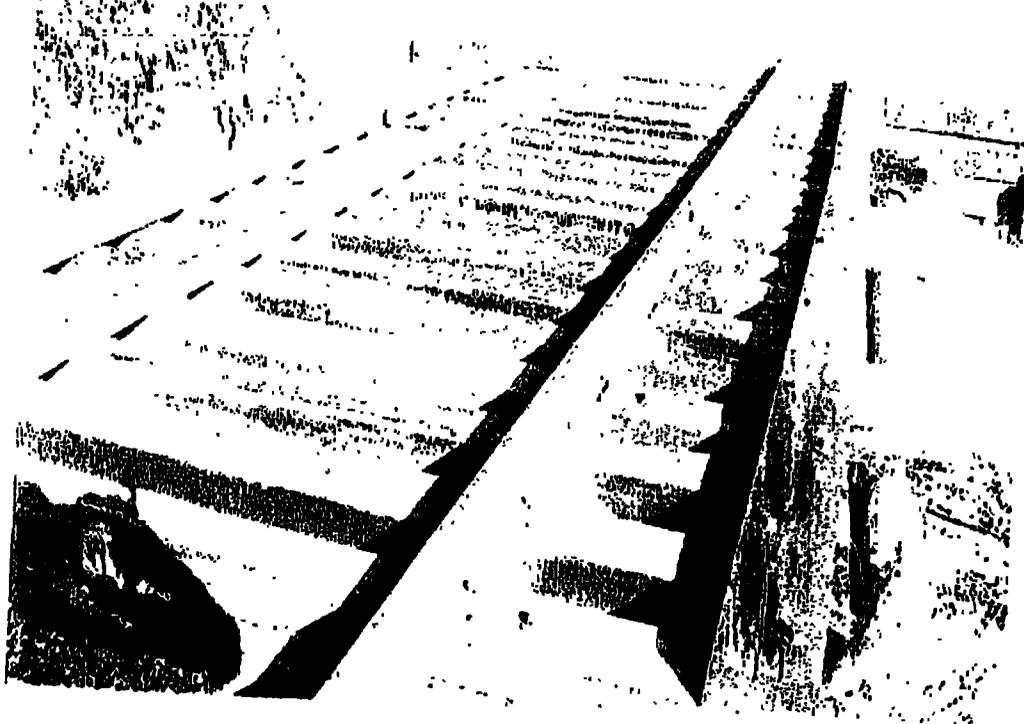


MP
3
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5



MP 329.5

MP 330.8



MP 330.8

