

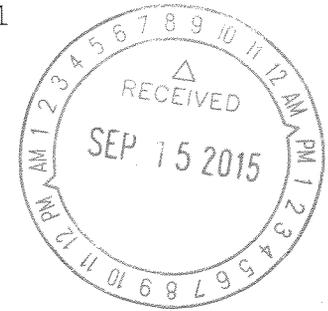
# Lake Shore Railway Historical Society Inc.

31 Wall Street, P.O. Box 571  
North East, Pennsylvania 16428-0571

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

239203

ENTERED  
Office of Proceedings  
September 15, 2015  
Part of  
Public Record



REVISED to include added CC  
copies sent.

August 27, 2015

Re: Knox and Kane Railroad Company-Abandonment Exemption - McKean  
County, PA; Docket No. AB-551 (Sub No. 2X)

Dear Ms. Brown,

I am writing on behalf of the Lake Shore Railway Historical Society (“LSRHS”) in connection with historical impacts of the above-captioned transaction. LSRHS was established to and its Mission is to preserve, enjoy, and share the memory, history, and experience of railroading in northwestern Pennsylvania.

LSRHS whole-heartedly supports the efforts to maintain the existence and the use of the railroad rails as a historical resource along the former Knox & Kane Railroad, the former Erie Railroad corridor, between Mount Jewett, PA and the Kinzua Bridge in McKean County.

I am writing because LSRHS believes the Knox and Kane Railroad did not adequately consider the significance of the rails in their Historical Report filed as part of the subject notice of exemption.

For the Board’s background the State of Pennsylvania established a park known as the Kinzua Bridge State Park to maintain the memory, history and story of this famous railroad bridge. Simply stated, preserving the bridge without also preserving the railroad tracks leading up to it presents an incomplete and inaccurate historical monument. Without the rails it will be far harder to put the Kinzua Bridge into the proper historical perspective it deserves as an essential part

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A Pennsylvania 501c3 non-profit educational institution

[lsrhs31@live.com](mailto:lsrhs31@live.com)

Tele814-725-1911

<http://lakeshorerailway.com>

of the industrial development of this area. If the few short miles of rails from Mount Jewett to the Kinzua Bridge (about 4 miles) are preserved and subsequently used for light rail traffic (specifically, but not limited to, restored historical rail road hand cars and rail road motorized maintenance cars) as part of the multiuse rails-with-trails conversion the story of the Kinzua Bridge will be far better understood. These historical rails are essential to the interpretation and the understanding of the full story of the Kinzua Bridge.

LSRHS encourages all parties to support the efforts to create a fully functional TRAIL-with-RAIL corridor between Mount Jewett and the Kinzua Bridge, which includes the rails remaining intact in this section of the Knox & Kane Corridor. Anything less is incomplete.

Accordingly, LSRHS asks the Board to impose as a historical condition a requirement that Knox & Kane preserve the entire length of the track structure proposed for abandonment from Mount Jewett to the Kinzua Bridge, which is approximately 4 miles in length.

Sincerely,

A handwritten signature in cursive script that reads "Raymond E. Grabowski, Jr.".

Raymond E. Grabowski, Jr  
President

cc: Knox and Kane Railroad Company  
Headwater Charitable Trust

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