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Matthew Cangiolosi
Regional Manager

June 15, 2011

Pennsylvania Historical and Museum Commission
400 North Street – 2nd Floor
Harrisburg, PA 17120-0093

230306



RE: CSX Transportation, Inc., Proposed Line Abandonment, Koppel, Beaver County, Pennsylvania, STB Docket Number AB 55 (Sub No. 708 X)

Dear Sir/Madam:

Please be advised that on or about July 15, 2011 CSX Transportation, Inc. (CSXT) expects to file with the Surface Transportation Board (Board) a Notice of Exemption seeking authority to abandon service from The Line (as referenced above) in Koppel, Pennsylvania. The track is known as the Koppel Steel Lead, begins at Railroad Milepost PLK 0, and ends at Railroad Milepost PLK 2.39. This line was a part of the Pittsburgh and Lake Erie Railroad (P&LE) that was formed on May 11, 1875. The P&LE served the steel mills of the greater Pittsburgh area. The approximate 2.39 total miles of track are located in Koppel, Beaver County, Pennsylvania, STB Docket Number AB 55 (Sub No. 708 X).

The above referenced 2.39 mile line has not generated any originating, terminating or overhead traffic in over 2 years. No new rail oriented business is expected to develop and the line is out of service and no longer required for operating purposes. The proposed action is to abandon the line and remove the rail, cross-ties, and possibly the upper layer of ballast.

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

Since there are no structures over 50 years old, I would appreciate receiving a letter from your office confirming that this project will have no impact upon cultural resources.

If you have questions, please feel free to call me.

Sincerely,

Matthew Cangiolosi

ENTERED
Office of Proceedings
JUN 22 2011
Part of
Public Record

Attachment

cc: Surface Transportation Board – OEA
395 East Street, SW
Washington D.C. 20423

HISTORIC REPORT



**CSX TRANSPORTATION, INC.
Koppel, Beaver County, PA
DOCKET AB-55 (SUB-NO. 708X)**

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 2.39 miles of its rail line from Railroad Milepost PLK 0 to Railroad Milepost PLK 2.39, known as the Koppel Steel lead, in Koppel, Beaver County, Pennsylvania.

Notice of Exemption Language:

The above referenced 2.39-mile line has not generated any originating or terminating traffic in over 2 years.

Abandonment of this line will result in the removal of the rail, crossties, and possibly the upper layer of ballast. CSXT does not intend to disturb any sub grade or sub grade structures. Finally, the operations and maintenance of this line will cease.

The only alternative would be not to abandon and to pass the opportunity costs of retaining the line to all other CSXT customers. This would not be a prudent utilization of carrier resources.

The 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 1980-01-01 quadrangle topographic map 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 no CSXT-owned structures that are 50 years old or older that 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 right of way width along this line varies from approximately 100 feet to 160 feet in width. Koppel Steel is located on the top of the hill. It was served by CSXT until the track was taken out of service in 2008. The Track has a switch back along with curve and grade issues. The area is heavily wooded and parallels the Beaver River. Maintenance was very expensive due to the geometry and heavy winter conditions.

- (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:**

Not applicable

- (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:**

Not applicable

- (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:**

This line was a part of the Pittsburgh and Lake Erie Railroad. (P&LE). - The P&LE was formed on May 11, 1875. They served the steel mills of the greater Pittsburgh area. P&LE was also known as the "Little Giant" due to the amount of tonnage that it moved in proportion to its route miles. P&LE was taken over by CSX Transportation in 1992. Koppel Steel is located on the top of the hill and was served by CSXT until the line was put out of service in 2008. Koppel Steel is still served by Norfolk Southern with line-haul movements and interchanging of carloads between NS and CSXT in Pittsburgh.

Upon receiving abandonment authority, Applicant's operations and maintenance over this line will cease and the track 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:**

Not applicable

- (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):**

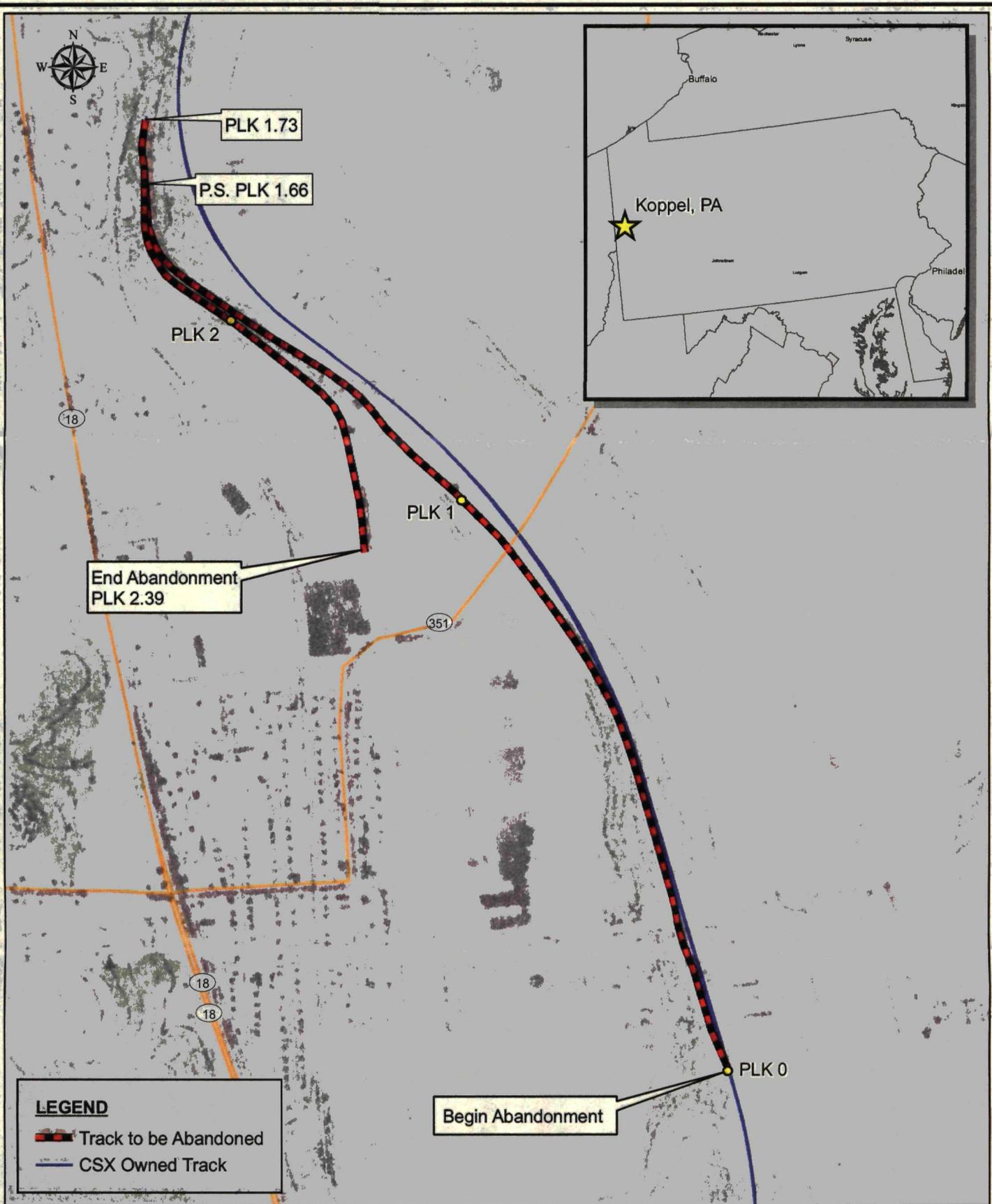
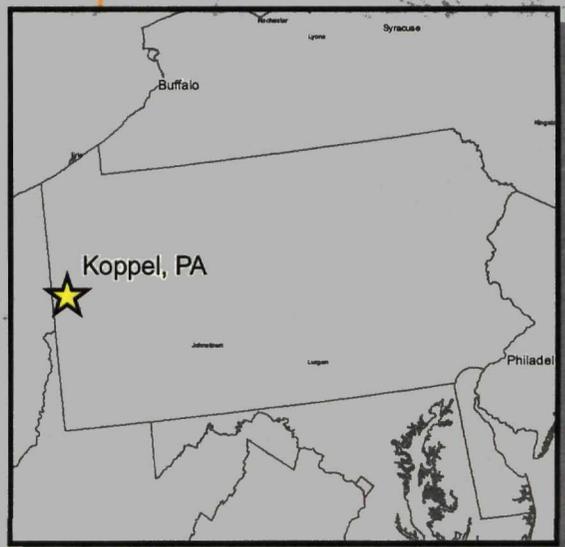
We do not know of any significance or uniqueness to any particular structure that would warrant your consideration, since to our knowledge, it is not associated with any event that has made a

contribution to the broad patterns of history; or were not associated with lives of persons significant to our past; do not embody the distinctive characteristics of a type, period, or method of construction; and do not represent a significant and distinguishable entity 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.



LEGEND

- Track to be Abandoned
- CSX Owned Track

Begin Abandonment

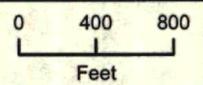
End Abandonment
PLK 2.39



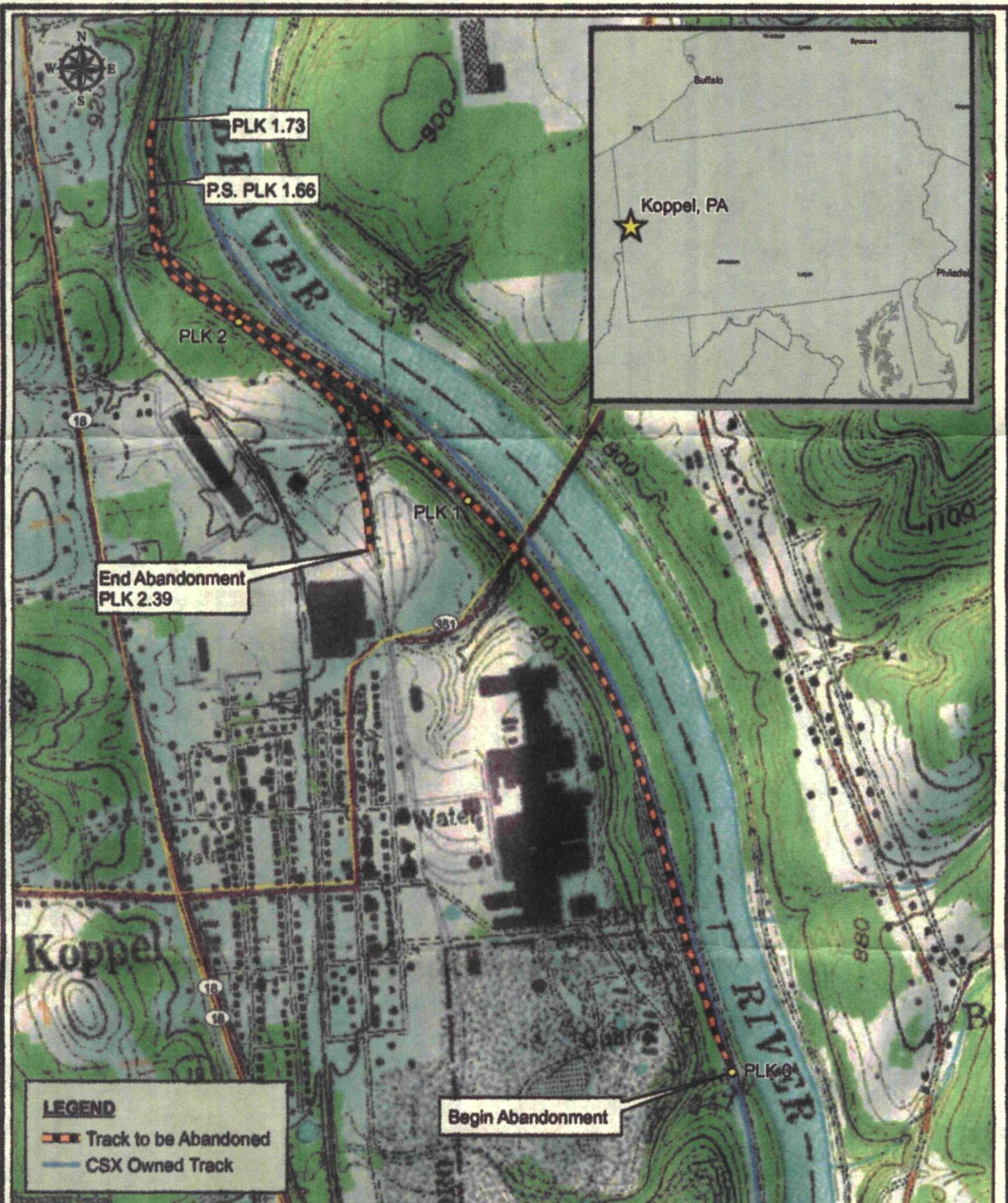
Creation Date: June 2, 2011

PITTSBURG SUBDIVISION CSX Transportation, Inc. Proposed Abandonment

PLK 0.0 to PLK 2.39, a distance of 2.39 mile
Koppel, Beaver County, Pennsylvania - STB Docket No. AB 55 (Sub-No 708X)



CSX Real Property, Inc.
PA-007-1044752
V1/40 (V09544)
V1/SL-41A (V09548)



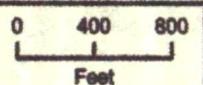
LEGEND
 Track to be Abandoned
 CSX Owned Track



Creation Date: June 2, 2011
 USGS QUAD 1880-01-01 "Cobden"
 1:24000, 0.15m, "color"

PITTSBURG SUBDIVISION
CSX Transportation, Inc.
Proposed Abandonment

PLK 0.0 to PLK 2.39, a distance of 2.39 mile
 Koppel, Beaver County, Pennsylvania - STB Docket No. AB 55 (Sub-No 708X)



CSX Real Property, Inc.
 PA-007-1044752
 V1/40 (V08544)
 V1/BL-41A (V08548)