



AUG 16 2010
RECEIVED

227651

Law Department
500 Water Street, J150
Jacksonville, FL 32202
TEL. 904-359-1305
EFAX. 904-245-3892
Kathryn_Barney@CSX.com

KATHRYN R. BARNEY
STAFF ATTORNEY

Admitted in FL

August 13, 2010

Via Overnight Express Mail

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

ENTERED
Office of Proceedings

AUG 16 2010

Part of
Public Record

**Re: Docket No. AB-55 (Sub-No. 704X), CSX Transportation, Inc. —
Abandonment Exemption—in Clay County, Kentucky**

Dear Ms. Brown:

Enclosed are the original and 10 copies of a Verified Notice of Exemption for abandonment in the above-entitled proceeding and the filing fee of \$3,700. Also enclosed is a computer diskette containing the Notice.

Please time and date stamp the additional copy of this letter and return it to me in the enclosed self-addressed, stamped envelope. Thank you for your assistance.

If you have any questions please call or email me.

Sincerely yours.

Kathryn R. Barney

Enclosures

BEFORE THE
SURFACE TRANSPORTATION BOARD

Docket No. AB-55 (Sub-No. 704X)

CSX TRANSPORTATION, INC.—ABANDONMENT EXEMPTION—
IN CLAY COUNTY, KENTUCKY

VERIFIED NOTICE OF EXEMPTION

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**SURFACE
TRANSPORTATION BOARD**

FILED

AUG 16 2010

**SURFACE
TRANSPORTATION BOARD**

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

Kathryn R. Barney, Esq.
CSX Transportation, Inc.
500 Water Street
Jacksonville, FL 32202
(904) 359-1305

Attorneys for: CSX TRANSPORTATION,
INC.

Dated: August 16, 2010



BEFORE THE
SURFACE TRANSPORTATION BOARD

Docket No. AB-55 (Sub-No. 704X)

CSX TRANSPORTATION, INC.–ABANDONMENT EXEMPTION–
IN CLAY COUNTY, KENTUCKY

VERIFIED NOTICE OF EXEMPTION

CSX Transportation, Inc. (“CSXT”) files this Verified Notice of Exemption pursuant to the class exemption at 49 C.F.R. § 1152.50 for CSXT to abandon a 2.95-mile line of railroad on its Southern Region, Huntington Division West, CV Subdivision between milepost OCF 208.71 and milepost OCF 211.66, known as the Horse Creek Branch, in Manchester, Clay County, Kentucky (the “Line”). No local or overhead rail traffic has moved over the Line during the past two years.

1. Proposed consummation date. The proposed consummation date is October 5, 2010 (or such later date that is 50 calendar days from the date this Verified Notice of Exemption is received by the Board).
2. Certification required by 49 C.F.R. § 1152.50(b). See Exhibit A.
3. Information required by 49 C.F.R. § 1152.22(a)(1) through (4), (7), and (8), and (c)(4).

(a) *General.*

(1) Exact name of applicant. CSX Transportation, Inc.

(2) Whether applicant is a common carrier by railroad subject to 49 U.S.C.

Subtitle IV, Chapter 105. CSXT is a common carrier by railroad subject to 49 U.S.C. Subtitle IV, Chapter 105.

(3) Relief sought. CSXT seeks to use the class exemption at 49 C.F.R. § 1152.50

to abandon a 2.95-mile line of railroad on its Southern Region, Huntington Division West, CV Subdivision between milepost OCF 208.71 and milepost OCF 211.66, known as the Horse Creek Branch, in Manchester, Clay County, Kentucky. The stations on the Line are (1) Claymont, FSAC 712044804, OPSL 19321, Milepost OCF208; (2) Greenleaf, FSAC 712044807, OPSL 19325, Milepost OCF210; (3) Red Bird, FSAC 712044806, OPSL 19325.5, Milepost OCF203; (4) Orford, FSAC 712044817, OPSL 19346, Milepost OCF214; (5) Sibert, FSAC 712044821, OPSL 19350, Milepost OCF216; (6) North Ridge, FSAC 712044822, OPSL 19352, Milepost OCF212; and (7) Becky Ann2, FSAC 712044824, OPSL 19353, Milepost OCF217.

(4) Map. See Exhibit B.

- (7) Name, title, and address of representative of applicant to whom correspondence should be sent. Kathryn R. Barney, CSX Transportation, Inc., 500 Water Street, J-150, Jacksonville, Florida 32202, (904) 359-1305.
- (8) List of all United States Postal Service ZIP Codes that the line proposed for abandonment traverses. The Line traverses ZIP Code 40962.

(e) Rural and community impact. Statement of whether the properties proposed to be abandoned are appropriate for use for other public purposes, including roads and highways, other forms of mass transportation, conservation, energy production or transmission, or recreation. If the applicant is aware of any restriction on the title to the property, including any reversionary interest, which would affect the transfer of title or the use of property for other than rail purposes, this shall be disclosed.

CSXT believes that the properties proposed for abandonment may be suitable for other purposes, but may be subject to reversionary interests that may affect transfer of title for other than rail purposes.

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

5. Certification. Certificates of compliance with the notice requirements of 49 C.F.R. §§ 1152.50(d)(1) and 1105.11 are attached as Exhibit C (Certificate of Service; Certificate of

Publication), Exhibit D (Certificate of Distribution of Environmental Report) and Exhibit E (Certificate of Distribution of Historical Report).

6. Environmental Report. See Exhibit D. Based on information in the possession of CSXT, 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.

7. Historic Report. See Exhibit E.

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

Respectfully submitted,



Kathryn R. Barney, Esq.
CSX Transportation, Inc.
500 Water Street
Jacksonville, FL 32202
(904) 359-1305

Attorneys for: CSX TRANSPORTATION,
INC.

Dated: August 13, 2010

EXHIBIT A

**VERIFICATION AND CERTIFICATION THAT RAIL LINE MEETS
CRITERIA OF 49 C.F.R. SECTION 1152.50(b)**

[See attached]

EXHIBIT B

MAP

[See attached]

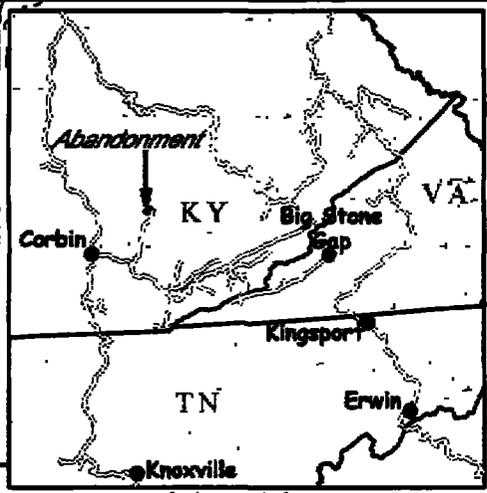


Manchester, KY



AREA MAP

Proposed Abandonment of the Horse Creek Branch
OCF 208.71 - OCF 211.66 , 2.95 Miles +/-
STB Docket No. AB 55 - Sub. No. 704X
City of Manchester, Clay County, Kentucky



BEGIN ABANDONMENT
OCF 208.71 +/-

END ABANDONMENT
OCF 211.66 +/-

Manchester

149

421

Daniel Boone Pwy

Horse Creek Branch

Interest Area

80

Laurel Co.

Clay Co.

Knox Co

11

C and M Branch

Cumberland Gap Pwy

To Corbin

CV Sub

To Big Stone Gap

Barbourville

11

LEGEND

———— CSXT Operating Corridor
 ———— Proposed Abandonment

Total Distance - 2.95 Miles +/-

SOUTHERN REGION
 HUNTINGTON - WEST DIVISION
 CV SUBDIVISION
HORSE CREEK BRANCH:
 OCF 208.71 - OCF 211.66
 STB Docket No. AB55
 (Sub. No. 704X)

CSX TRANSPORTATION

Proposed Abandonment of the HORSE CREEK BRANCH
 OCF 208.71 - OCF 211.66
 City of Manchester, Clay County, KY

CSX
 REAL. SECURITY

SCALE: 1" = 2 Miles

Revised: May 24, 2010
 Drawn By: L. Fenwick

EXHIBIT C
CERTIFICATES OF SERVICE AND PUBLICATION
[See attached]

CERTIFICATE OF SERVICE

Pursuant to 49 C.F.R. § 1152.50 (d)(1), the undersigned hereby certifies that notice of the proposed abandonment in Docket No. AB-55 (Sub-No. 704X) was mailed via UPS overnight delivery on August 5, 2010, to the following parties:

State Public Service Commission

Kentucky Public Service Commission
Attention: David L. Armstrong, Chairman
211 Sower Boulevard
Frankfort, KY 40602-0615

Military Surface Deployment and Distribution Command

Headquarters, Military Surface Deployment & Distribution Command
Transportation Engineering Agency
Attention: SDTE-SA
(Railroads for National Defense)
709 Ward Drive, Building 1990
Scott AFB, IL 62225-5357

National Park Service

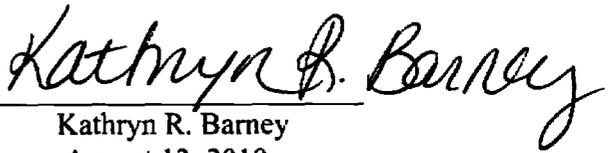
Mr. Rick Potts, Program Chief
Rivers, Trails and Conservation Assistance Program
National Park Service
1201 Eye Street, NW (Org Code 2220)
Washington, D.C. 20005

National Park Service

U.S. Department of Interior
National Park Service
Land Resources Division
1201 Eye Street, NW (Org Code 2220)
Washington, D.C. 20005

U.S. Department of Agriculture

U.S. Department of Agriculture
Chief of the Forest Service
4th Floor N.W., Auditors' Building
14th Street and Independence Avenue, S.W.
Washington, DC 20250


Kathryn R. Barney
August 13, 2010

CERTIFICATE OF PUBLICATION

The undersigned hereby certifies that notice of the proposed abandonment in Docket No. AB-55 (Sub-No. 704X) was advertised on August 12, 2010 in *The Manchester Enterprise*, a newspaper of general circulation in Clay County, Kentucky, as required by 49 C.F.R. § 1105.12.



Kathryn R. Barney
August 13, 2010

EXHIBIT D
ENVIRONMENTAL REPORT
[See attached]

**ENVIRONMENTAL REPORT
CERTIFICATE OF SERVICE**

Pursuant to the requirements of 49 C.F.R. § 1105.7(b) and .11, the undersigned hereby certifies that a copy of the Environmental Report in Docket No. AB-55 (Sub-No. 704X) was mailed via first class mail on July 22, 2010 to the following parties:

Mr. Carl Sizemore
Clay County Judge Executive
102 Richmond Road, Suite 201
Manchester, KY 40962

Ms. Carmen Lewis, Mayor
City of Manchester
123 Town Square
Manchester, KY 40962-0279

Kentucky State Clearinghouse
700 Capitol Avenue, Suite 100
Frankfort, KY 40601

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

Kentucky Department of Natural Resources & Environmental Protection
Fort Boone Plaza
14 Rcilly Road
Frankfort, KY 40601

Ms. Cynthia Dohner
U.S. Fish & Wildlife Service
Southeast Region
1875 Century Blvd, Suite 400
Atlanta, GA 30345

US Army Corps of Engineers
Louisville District
P.O. Box 59
Louisville, KY 40201-0059

US Army Corps of Engineers
Nashville District
P.O. Box 1070
Nashville, TN 37202-1070

USDA-NRCS
London Service Center
100 Nami Plaza
London, KY 40741-3125

National Park Service
Regional Director
100 Alabama St. SW
1924 Building
Atlanta, GA 30303

Mr. Jeremy R. Edgeworth
Kentucky Transportation Cabinet
Division of Planning
200 Mero Street, 5th Floor West
Frankfort, KY 40622

Mr. Timothy A. Sturgill
Railtrail Development Office
Department of Local Government
1024 Capital Center Drive, Suite 340
Frankfort, KY 40601-8204

Mr. Carey Tichenor
Trails Coordinator
Kentucky Dept. of Parks
10th Floor CPT
500 Mero Street
Frankfort, KY 40601

National Geodetic Service (NOAA) at NGS.InfoCenter@noaa.gov (via email)


Kathryn R. Barney
August 13, 2010

ENVIRONMENTAL REPORT

CSX TRANSPORTATION, INC. Horse Creek Branch Manchester, Clay County, Kentucky DOCKET AB-55 (SUB-NO. 704X)

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 (Applicant) proposes to abandon approximately 2.95 miles of its rail line from Railroad Milepost OCF 208.71 (Horse Creek Junction) to Railroad Milepost OCF 211.66 (near Paw Paw Road), known as the Horse Creek Branch in Clay County, Kentucky.

Applicant intends to abandon and subsequently reclassify approximately 1.94 miles of the proposed abandonment from Railroad Milepost OCF 208.71 to Railroad Milepost OCF 210.65 (Crawfish Branch Road) as industry lead track. The reclassification of the line will allow CSXT to lease or sell a portion of this segment of the line from approximately Railroad Milepost OCF 209.44 (Daniel Boone Parkway) to Railroad Milepost OCF 210.65 (Crawfish Branch Road) to Revelation Energy Coal Company so they can reactivate the site and begin to receive rail service. Applicant will retain approximately the initial 0.43 miles of the line from Railroad Milepost OCF 208.71 to approximately Railroad Milepost OCF 209.44.

Abandonment of the remaining 1.01 miles of the line from Railroad Milepost OCF 210.65 (Crawfish Branch Road) to end of track at Railroad Milepost OCF 211.66 (near Paw Paw Road) will result in the removal of the rail, crossties, and possibly the upper layer of ballast. Applicant does not intend to disturb any sub grade or sub grade structures.

There have been no rail operations on the line since 2002. Prior to 2002, the principal commodity shipped on this had been coal.

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.

Two maps which delineate the proposed project are attached. (See Attachments 1 and 2)

A distribution list of all parties that have been copied on the proposed transaction has also been enclosed. (See Attachment 3)

(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 is no passenger traffic on this line and there will be no effect on freight traffic. Therefore, no effect on existing regional or local transportation systems or patterns is expected.

(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 from its letter dated July 2, 2010 to Mr. Carl Sizemore, Clay County Judge Executive, or Ms. Carmen Lewis, Mayor, City of Manchester, requesting information regarding this statement. (See Attachments 4 and 5)

Applicant does not believe that the proposed action is inconsistent with any existing or future land use plans.

- (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 4, 2010 from Mr. Brian M. Jones of the U. S. Department of Agriculture, Natural Resources Conservation Service in London, Kentucky stating "No *Environmental Impact*". (See Attachment 6)

While some prime farmland may exist in the vicinity of this project, Applicant feels the simple removal of track material should not have an adverse impact.

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

The State of Kentucky does not have a Coastal Zone Management System.

- (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 the 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 transportation 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.**

There will be no diversion of rail traffic to motor carriage in excess of the above thresholds.

(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 an improvement to public health and safety by the elimination of three (3) at-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.**

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 hazardous waste sites or sites where there have been hazardous material spills on this line segment.

(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 has not received a response from its letter dated July 2, 2010 to Ms. Cynthia Dohner of the U. S. Fish and Wildlife Service, Southeast Region, in Atlanta, Georgia requesting information regarding this statement. (See Attachment 7)

Applicant does not feel that the simple removal of track material should have any adverse impact on any endangered or threatened species.

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

Applicant has not received a response from its letter dated July 2, 2010 to the National Park Service in Atlanta, Georgia seeking information regarding this statement. (See Attachment 8)

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

Since Applicant proposes only the simple removal of track material, no adverse impact is anticipated.

(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 from its letter dated July 2, 2010 to the Kentucky Department of Natural Resources & Environmental Protection in Frankfort, Kentucky seeking information regarding this statement. (See Attachment 9)

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 received a response dated July 23, 2010 from Mr. Mike Hasty of the U.S. Army Corps of Engineers, Louisville District, stating "...we cannot verify the presence or absence of any "waters of the U.S." within the proposed project's boundaries...". Applicant will be providing additional information to assist in the determination if a permit is necessary. (See Attachment 10)

Applicant has not received a response from its letter dated August 2, 2010 to the U.S. Army Corps of Engineers, Nashville District, requesting information regarding this statement. (See Attachment 11)

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. We do not intend to disturb any of the underlying roadbed 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 cross-ties 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 inquiry dated July 2, 2010 to the U.S. Environmental Protection Agency – Region 4 in Atlanta, Georgia requesting information regarding this statement. (See Attachment 12)

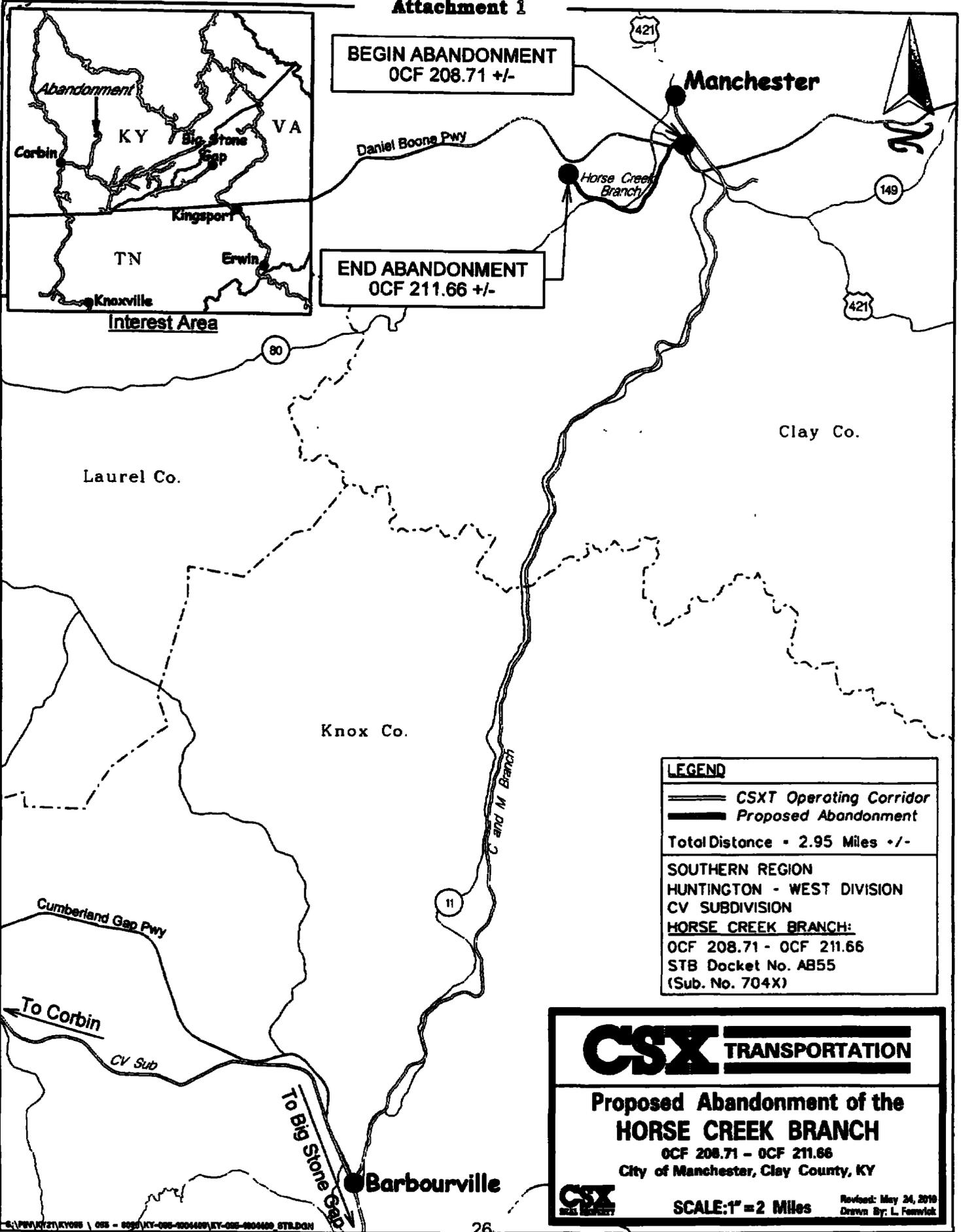
Based upon the course of action described in Section 9 (ii), Applicant does not believe a permit under Section 402 of the Clean Water Act will be required.

10. MITIGATION

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

Applicant does not anticipate any adverse environmental impacts in the project area as a result of this abandonment, however, if mitigation is necessary, Applicant will comply with State and Federal regulations and obtain any necessary permits required.

Attachment 1



BEGIN ABANDONMENT
OCF 208.71 +/-

END ABANDONMENT
OCF 211.66 +/-

LEGEND

CSXT Operating Corridor
 Proposed Abandonment

Total Distance - 2.95 Miles +/-

SOUTHERN REGION
 HUNTINGTON - WEST DIVISION
 CV SUBDIVISION
HORSE CREEK BRANCH:
 OCF 208.71 - OCF 211.66
 STB Docket No. AB55
 (Sub. No. 704X)

CSX TRANSPORTATION

Proposed Abandonment of the HORSE CREEK BRANCH
 OCF 208.71 - OCF 211.66
 City of Manchester, Clay County, KY

CSX

SCALE: 1" = 2 Miles

Revised: May 24, 2010
 Drawn By: L. Fenwick



Manchester, KY



AREA MAP

Proposed Abandonment of the Horse Creek Branch
OCF 208.71 - OCF 211.66 , 2.95 Miles +/-
STB Docket No. AB 55 - Sub. No. 704X
City of Manchester, Clay County, Kentucky

Attachment 3

**CSXT Abandonment External Distribution List
Horse Creek Branch, Manchester, Clay County, Kentucky
AB 55 Sub No. 704X**

Mr. Carl Sizemore
Clay County Judge Executive
102 Richmond Road, Suite 201
Manchester, KY 40962

US Army Corps of Engineers
Nashville District
P.O. Box 1070
Nashville, TN 37202-1070

Ms. Carmen Lewis, Mayor
City of Manchester
123 Town Square
Manchester, KY 40962-0279

USDA-NRCS
London Service Center
100 Nami Plaza
London, KY 40741-3125

Kentucky State Clearinghouse
700 Capitol Avenue, Suite 100
Frankfort, KY 40601

National Park Service
Regional Director
100 Alabama St. SW
1924 Building
Atlanta, GA 30303

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

Mr. Jeremy R. Edgeworth
Kentucky Transportation Cabinet
Division of Planning
200 Mero Street, 5th Floor West
Frankfort, KY 40622

Kentucky Department of Natural
Resources & Environmental Protection
Fort Boone Plaza
14 Reilly Road
Frankfort, KY 40601

Mr. Timothy A. Sturgill
Railtrail Development Office
Department of Local Government
1024 Capital Center Drive, Suite 340
Frankfort, KY 40601-8204

Ms. Cynthia Dohner
U.S. Fish & Wildlife Service
Southeast Region
1875 Century Blvd, Suite 400
Atlanta, GA 30345

Mr. Carey Tichenor
Trails Coordinator
Kentucky Dept. of Parks
10th Floor CPT
500 Mero Street
Frankfort, KY 40601

US Army Corps of Engineers
Louisville District
P.O. Box 59
Louisville, KY 40201-0059

National Geodetic Service (NOAA) at
'NGS.InfoCenter@noaa.gov' (via email)



Ray Magruder
Manager - Network Services

Attachment 1

100 Water Street - 1200
Jacksonville, FL 32202
Phone: (904) 633-1542
FAX: (904) 215-7723
E Mail: Ray_Magruder@CSX.com

July 2, 2010

Mr. Carl Sizemore
Clay County Judge Executive
102 Richmond Road, Suite 201
Manchester, KY 40962

Dear Mr. Sizemore:

Please be advised that CSX Transportation (CSXT), Inc. is considering abandonment of a portion of its rail line from Railroad Milepost OCF 208.71 (Horse Creek Junction) to end of track at Railroad Milepost OCF 211.66 (near Paw Paw Road), a combined distance of 2.95 miles known as the Horse Creek Branch in Manchester, Clay County, Kentucky, as depicted on the attached map.

It is CSXT's intention to abandon and subsequently reclassify approximately 1.94 miles of the proposed abandonment from Railroad Milepost OCF 208.71 to Railroad Milepost OCF 210.65 (Crawfish Branch Road) as industry lead track. The reclassification of the line will allow CSXT to lease or sell a portion of this segment of the line to Revelation Energy Coal Company so they can reactivate the site and begin to receive rail service.

The remaining 1.01 miles of the line from Railroad Milepost OCF 210.65 (Crawfish Branch Road) to end of track at Railroad Milepost OCF 211.66 (near Paw Paw Road) will facilitate salvage activities including the removal of three (3) at-grade road crossings.

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, state whether the proposed action is consistent with existing land use plans. Describe any inconsistencies."

CSXT would appreciate your advice as to the existence of a long-range comprehensive planning map for Clay County and the line's relationship to such planning.

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.

Further enclosed, please find a distribution list of all parties that have been copied of the proposed action.

Sincerely,

Attachment



Ray Magruder
Manager - Network Services

Attachment 3

500 Water Street - 1200
Jacksonville, FL 32202
Phone: (904) 633-1542
FAX: (904) 245-3923
E Mail: Ray_Magruder@CSX.com

July 2, 2010

Ms. Carmen Lewis, Mayor
City of Manchester
123 Town Square
Manchester, KY 40962-0279

Dear Mayor Lewis:

Please be advised that CSX Transportation (CSXT), Inc. is considering abandonment of a portion of its rail line from Railroad Milepost OCF 208.71 (Horse Creek Junction) to end of track at Railroad Milepost OCF 211.66 (near Paw Paw Road), a combined distance of 2.95 miles known as the Horse Creek Branch in Manchester, Clay County, Kentucky, as depicted on the attached map.

It is CSXT's intention to abandon and subsequently reclassify approximately 1.94 miles of the proposed abandonment from Railroad Milepost OCF 208.71 to Railroad Milepost OCF 210.65 (Crawfish Branch Road) as industry lead track. The reclassification of the line will allow CSXT to lease or sell a portion of this segment of the line to Revelation Energy Coal Company so they can reactivate the site and begin to receive rail service.

The remaining 1.01 miles of the line from Railroad Milepost OCF 210.65 (Crawfish Branch Road) to end of track at Railroad Milepost OCF 211.66 (near Paw Paw Road) will facilitate salvage activities including the removal of three (3) at-grade road crossings.

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, state whether the proposed action is consistent with existing land use plans. Describe any inconsistencies."

CSXT would appreciate your advice as to the existence of a long-range comprehensive planning map for the City of Manchester and the line's relationship to such planning.

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.

Further enclosed, please find a distribution list of all parties that have been copied of the proposed action.

Sincerely,

Attachment

CSXT Environmental Report Response Form

STB Docket Number AB 55 Sub No. 704X

Notice for Abandonment from Railroad Milepost OCF 208.71 (Horse Creek Junction) to Railroad Milepost OCF 211.66 (near Paw Paw Road), a distance of 2.95 miles known as the Horse Creek Branch in Manchester, Clay County, Kentucky.

Agency response (check one):

No Environmental Impact

Environmental Impact as follows (or attached):

Abandonment of this section of rail line will not have a negative effect on any prime or unique farmland. Also, this section was previously disturbed from construction of said rail line, thus no impact due to the previous disturbance.

Date: 8/4/2010

Signature: Brian M. Jones

Name: Brian M. Jones

Title: District Conservationist



Ray Magruder
Manager - Network Services

Attachment 7

500 Water Street - J200
Jacksonville, FL 32202
Phone: (904) 633-1542
FAX: (904) 215-1923
E-Mail: Ray.Magruder@CSX.com

July 2, 2010

Ms. Cynthia Dohner
U.S. Fish & Wildlife Service
Southeast Region
1875 Century Blvd, Suite 400
Atlanta, GA 30345

Dear Ms. Dohner:

Please be advised that CSX Transportation (CSXT), Inc. is considering abandonment of a portion of its rail line from Railroad Milepost OCF 208.71 (Horse Creek Junction) to end of track at Railroad Milepost OCF 211.66 (near Paw Paw Road), a combined distance of 2.95 miles known as the Horse Creek Branch in Manchester, Clay County, Kentucky, as depicted on the attached map.

It is CSXT's intention to abandon and subsequently reclassify approximately 1.94 miles of the proposed abandonment from Railroad Milepost OCF 208.71 to Railroad Milepost OCF 210.65 (Crawfish Branch Road) as industry lead track. The reclassification of the line will allow CSXT to lease or sell a portion of this segment of the line to Revelation Energy Coal Company so they can reactivate the site and begin to receive rail service.

The remaining 1.01 miles of the line from Railroad Milepost OCF 210.65 (Crawfish Branch Road) to end of track at Railroad Milepost OCF 211.66 (near Paw Paw Road) will facilitate salvage activities including the removal of three (3) at-grade road crossings.

The action requires Surface Transportation Board approval and Federal Regulations 49 C.F.R. 1105.7 (8) (i) and (ii) require that CSXT develop responses to the following statements:

- (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.

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 materials from entering any watercourses.

Based upon the above described actions, CSXT would appreciate your concurrence in its position that there would be no adverse impact to any federally-listed endangered or threatened species, critical habitats, wildlife sanctuaries or refuges, National or State parks, or forests.

As further information, CSXT will provide a preliminary environmental report in the coming weeks which will outline the scope of the proposed salvage activity (as stated above) and include any comments received from your office.

Further enclosed, please find a distribution list of all parties that have been copied of the proposed action.

Sincerely,

A handwritten signature in black ink, appearing to read "Y. White".

Attachment



Ray Magruder
Manager - Network Services

600 Water Street - #200
Jacksonville, FL 32202
Phone: (904) 633-1542
FAX: (904) 215-3923
E-Mail: Ray.Magruder@CSX.com

July 2, 2010

National Park Service
Regional Director
100 Alabama St. SW
1924 Building
Atlanta, GA 30303

Dear NPS:

Please be advised that CSX Transportation (CSXT), Inc. is considering abandonment of a portion of its rail line from Railroad Milepost OCF 208.71 (Horse Creek Junction) to end of track at Railroad Milepost OCF 211.66 (near Paw Paw Road), a combined distance of 2.95 miles known as the Horse Creek Branch in Manchester, Clay County, Kentucky, as depicted on the attached map.

It is CSXT's intention to abandon and subsequently reclassify approximately 1.94 miles of the proposed abandonment from Railroad Milepost OCF 208.71 to Railroad Milepost OCF 210.65 (Crawfish Branch Road) as industry lead track. The reclassification of the line will allow CSXT to lease or sell a portion of this segment of the line to Revelation Energy Coal Company so they can reactivate the site and begin to receive rail service.

The remaining 1.01 miles of the line from Railroad Milepost OCF 210.65 (Crawfish Branch Road) to end of track at Railroad Milepost OCF 211.66 (near Paw Paw Road) will facilitate salvage activities including the removal of three (3) at-grade road crossings.

This action requires Surface Transportation Board approval and Federal Regulations 49 C.F.R. 1105.7(c) require that advance notice be given to afford your agency a reasonable opportunity to provide meaningful input.

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.

Further enclosed, please find a distribution list of all parties that have been copied of the proposed action.

Sincerely,

A handwritten signature in black ink, appearing to read 'Ray Magruder', written in a cursive style.

Attachment



(Attachment)

600 Water Street - J.200
Jacksonville, FL 32202
Phone: (904) 633-1542
Fax: (904) 245-1923
E-Mail: Ray.Magruder@CSX.com

Ray Magruder
Manager - Network Services

July 2, 2010

Kentucky Department of Natural Resources & Environmental Protection
Fort Boone Plaza
14 Rellly Road
Frankfort, KY 40601

Dear KY DNR&EP:

Please be advised that CSX Transportation (CSXT), Inc. is considering abandonment of a portion of its rail line from Railroad Milepost OCF 208.71 (Horse Creek Junction) to end of track at Railroad Milepost OCF 211.66 (near Paw Paw Road), a combined distance of 2.95 miles known as the Horse Creek Branch in Manchester, Clay County, Kentucky, as depicted on the attached map.

It is CSXT's intention to abandon and subsequently reclassify approximately 1.94 miles of the proposed abandonment from Railroad Milepost OCF 208.71 to Railroad Milepost OCF 210.65 (Crawfish Branch Road) as industry lead track. The reclassification of the line will allow CSXT to lease or sell a portion of this segment of the line to Revelation Energy Coal Company so they can reactivate the site and begin to receive rail service.

The remaining 1.01 miles of the line from Railroad Milepost OCF 210.65 (Crawfish Branch Road) to end of track at Railroad Milepost OCF 211.66 (near Paw Paw Road) will facilitate salvage activities including the removal of three (3) at-grade road crossings.

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."

(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 cross-ties 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 (as stated above) and include any comments received from your office.

Further enclosed, please find a distribution list of all parties that have been copied of the proposed action.

Sincerely,

A handwritten signature in black ink, appearing to be "John" or similar, written in a cursive style.

Attachment

Attachment 10



DEPARTMENT OF THE ARMY
U.S. ARMY ENGINEER DISTRICT, LOUISVILLE
CORPS OF ENGINEERS
P.O. BOX 59
LOUISVILLE KY 40201-0059
FAX: (502) 315-6677
<http://www.lrl.usace.army.mil/>

July 23, 2010

Operations Division
Regulatory Branch (South)

Mr. Ray Magruder
CSX Transportation
500 Water Street-J200
Jacksonville, Florida 32202

Dear Mr. Magruder:

This is in response to a letter submitted on July 2, 2010 regarding an early coordination request for a proposal to abandon the Horse Creek Branch of CSXT rail line located in Manchester, Clay County, Kentucky. The remaining rail line of the proposed project will facilitate salvage activities including the removal of three at-grade crossings.

The U.S. Army Corps of Engineers (USACE) exercises regulatory authority under Section 10 of the Rivers and Harbors Act of 1899 (33 USC 403) and Section 404 of the Clean Water Act, 1972 (33 USC 1344) for certain activities in "waters of the United States (U.S.)." These waters include all waters that are currently used, were used in the past, or may be susceptible to use in interstate or foreign commerce. "Waters of the U.S." include hydrologically connected lakes, rivers and stream channels exhibiting an Ordinary High Water Mark (OHW), wetlands, sloughs, wet meadows and wetlands adjacent to "waters of the U.S."

The data you furnished indicates an authorization under one or both of these sections of law may be required before you begin the work. However, based on the submitted information we cannot verify the presence or absence of any "waters of the U.S." within the proposed project's boundaries and therefore cannot determine the need for a Department of the Army (DA) permit(s). If your project would impact "waters of the United States," we will need a completed DA permit application along with additional details regarding the project's design, scope, construction methods, property boundaries, photos, purpose and the coordinates and location of any "waters of the U.S."

The aforementioned project boundaries appear to be located in both U.S. Army Corps of Engineers Nashville District and Louisville District. Therefore you should also contact the Nashville District for further information regarding that portion of the proposed project that is within the Nashville boundaries.

Further information on the Regulatory program including the DA permits application, can be obtained from our website located at: <http://www.lrl.usace.army.mil>.

If you have any questions concerning this matter, please contact this office at the above address, ATTN: CELRL-OP-FS or by calling Ms. Meagan Chapman at 502-315-6709.

Sincerely,



Mike Hasty
Acting Chief, South Section
Regulatory Branch



Ray Magruder
Manager - Network Services

Attachment 11

500 Water Street - J200
Jacksonville, FL 32202
Phone: (904) 633-1542
FAX: (904) 245-3923
E-Mail: Ray_Magruder@CSX.com

August 2, 2010

U.S. Army Corps of Engineers
Nashville District
P.O. Box 1070
Nashville, TN 37202-1070

Re: CSXT Proposed Abandonment
Docket No. AB-55 (Sub No. 704X)

Dear USACE:

Please be advised that CSX Transportation (CSXT), Inc. is considering abandonment of a portion of its rail line from Railroad Milepost OCF 208.71 (Horse Creek Junction) to end of track at Railroad Milepost OCF 211.66 (near Paw Paw Road), a combined distance of 2.95 miles known as the Horse Creek Branch in Manchester, Clay County, Kentucky, as depicted on the attached map.

It is CSXT's intention to abandon and subsequently reclassify approximately 1.94 miles of the proposed abandonment from Railroad Milepost OCF 208.71 to Railroad Milepost OCF 210.65 (Crawfish Branch Road) as industry lead track. The reclassification of the line will allow CSXT to lease or sell a portion of this segment of the line to Revelation Energy Coal Company so they can reactivate the site and begin to receive rail service.

The remaining 1.01 miles of the line from Railroad Milepost OCF 210.65 (Crawfish Branch Road) to end of track at Railroad Milepost OCF 211.66 (near Paw Paw Road) will facilitate salvage activities including the removal of three (3) at-grade road crossings.

Attached is a preliminary Environmental Report, provided so that you may review the information that will form the basis for the Board's independent analysis of this proceeding. We will incorporate into it any comments that we receive from you. Any comments received after the report is complete will be submitted to the Board under separate cover. If you believe any of the information is incorrect or pertinent information is missing, or if you have any questions about the Board's environmental review process, please contact the Section of Environmental Analysis (SEA) at Surface Transportation Board, 395 E Street, NW, Washington, DC 20423, telephone (202) 245-0230 and refer to the Docket Number.

Because the applicable statutes and regulations impose stringent deadlines for processing this action, your comments to SEA (with copy to me) within three weeks would be appreciated. If your comments have not been received by August 16, 2010, CSXT will take the position before the Board that there are no environmental impacts for the proposed abandonment within your agency's jurisdiction. For your convenience, a response form has been attached to allow you to expedite the review process.

If there are any questions concerning this proposal, please contact me by telephone at (904) 633-1542, by e-mail or U.S. mail at the above address.

Sincerely,

Attachments

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



Attachment 12

500 Water Street - J200
Jacksonville, FL 32202
Phone: (904) 633-1542
FAX: (904) 245-3923
E-Mail: Ray_Magruder@CSX.com

Ray Magruder
Manager - Network Services

July 2, 2010

United State Environmental Protection Agency
Region 4
Sam Nunn Atlanta Federal Center
61 Forsyth Street, SW
Atlanta, GA 30303-3104

Dear US EPA:

Please be advised that CSX Transportation (CSXT), Inc. is considering abandonment of a portion of its rail line from Railroad Milepost OCF 208.71 (Horse Creek Junction) to end of track at Railroad Milepost OCF 211.66 (near Paw Paw Road), a combined distance of 2.95 miles known as the Horse Creek Branch in Manchester, Clay County, Kentucky, as depicted on the attached map.

It is CSXT's intention to abandon and subsequently reclassify approximately 1.94 miles of the proposed abandonment from Railroad Milepost OCF 208.71 to Railroad Milepost OCF 210.65 (Crawfish Branch Road) as industry lead track. The reclassification of the line will allow CSXT to lease or sell a portion of this segment of the line to Revelation Energy Coal Company so they can reactivate the site and begin to receive rail service.

The remaining 1.01 miles of the line from Railroad Milepost OCF 210.65 (Crawfish Branch Road) to end of track at Railroad Milepost OCF 211.66 (near Paw Paw Road) will facilitate salvage activities including the removal of three (3) at-grade road crossings.

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."

(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 cross-ties 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, CSAT will provide a preliminary environmental report in the coming weeks which will outline the scope of the proposed salvage activity (as stated above) and include any comments received from your office.

Further enclosed, please find a distribution list of all parties that have been copied of the proposed action.

Sincerely,

A handwritten signature in black ink, appearing to be "J. H. [unclear]".

Attachment

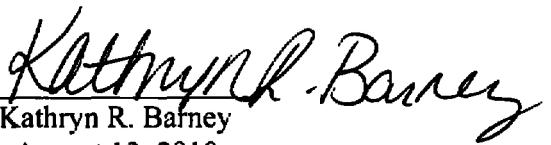
EXHIBIT E
HISTORIC REPORT

[See attached]

**HISTORIC REPORT
CERTIFICATE OF SERVICE**

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. 704X) was mailed via first class mail on July 21, 2010, to the following parties:

Mr. Mark Dennen
Executive Director Kentucky Heritage Council and
State Historic Preservation Officer
300 Washington Street
Frankfort, KY 40601


Kathryn R. Barney
August 13, 2010



Ray Magruder
Manager - Network & Joint Facility Services

500 Water Street - J200
Jacksonville, FL 32202
Tel. (904) 833-1542
Fax (904) 245-3923
E-Mail: Ray_Magruder@csx.com

July 21, 2010

Mr. Mark Dennen
Executive Director Kentucky Heritage Council and
State Historic Preservation Officer
300 Washington Street
Frankfort, KY 40601

RE: CSX Transportation, Inc.
Proposed Abandonment
Docket AB-55 (Sub-No. 704X)

Dear Mr. Dennen:

Please be advised that CSX Transportation (CSXT), Inc. is considering abandonment of a portion of its rail line from Railroad Milepost OCF 208.71 (Horse Creek Junction) to end of track at Railroad Milepost OCF 211.66 (near Paw Paw Road), a combined distance of 2.95 miles known as the Horse Creek Branch in Manchester, Clay County, Kentucky, as depicted on the attached map.

It is CSXT's intention to abandon and subsequently reclassify approximately 1.94 miles of the proposed abandonment from Railroad Milepost OCF 208.71 to Railroad Milepost OCF 210.65 (Crawfish Branch Road) as industry lead track. The reclassification of the line will allow CSXT to lease or sell a portion of this segment of the line to Revelation Energy Coal Company so they can reactivate the site and begin to receive rail service.

The remaining 1.01 miles of the line from Railroad Milepost OCF 210.65 (Crawfish Branch Road) to end of track at Railroad Milepost OCF 211.66 (near Paw Paw Road) will facilitate salvage activities including the removal of three (3) at-grade road crossings.

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.

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

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

Sincerely,

Attachment

HISTORIC REPORT

**CSX TRANSPORTATION, INC.
MANCHESTER, CLAY COUNTY, KENTUCKY
DOCKET AB-55 (SUB-NO. 704X)**

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 (Applicant) proposes to abandon approximately 2.95 miles of its rail line from Railroad Milepost OCF 208.71 (Horse Creek Junction) to Railroad Milepost OCF 211.66 (near Paw Paw Road), known as the Horse Creek Branch in Clay County, Kentucky.

Applicant intends to abandon and subsequently reclassify approximately 1.94 miles of the proposed abandonment from Railroad Milepost OCF 208.71 to Railroad Milepost OCF 210.65 (Crawfish Branch Road) as industry lead track. The reclassification of the line will allow CSXT to lease or sell a portion of this segment of the line from approximately Railroad Milepost OCF 209.44 (Daniel Boone Parkway) to Railroad Milepost OCF 210.65 (Crawfish Branch Road) to Revelation Energy Coal Company so they can reactivate the site and begin to receive rail service. Applicant will retain approximately the initial 0.43 miles of the line from Railroad Milepost OCF 208.71 to approximately Railroad Milepost OCF 209.44.

Abandonment of the remaining 1.01 miles of the line from Railroad Milepost OCF 210.65 (Crawfish Branch Road) to end of track at Railroad Milepost OCF 211.66 (near Paw Paw Road) will result in the removal of the rail, crossties, and possibly the upper layer of ballast. Applicant does not intend to disturb any sub grade or sub grade structures. The only alternative for this 1.01 mile segment would be to not abandon and pass the capital costs of retaining the line to all other CSXT customers. This would not be a prudent utilization of carrier resources.

There have been no rail operations on the line since 2002. Prior to

2002, the principal commodity shipped on this line had been coal.

Two maps which delineate the proposed project are attached. (See Attachments 1 and 2)

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 is a copy of the Manchester 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 3)

There are 4 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 right of way varies from approximately 25 to 30 feet from the centerline of track. The rail line traverses Goose Creek, several small streams, and small communities in a generally rural area.

- (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 4 through 7)

- (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 OCF 208.8 in the town of Manchester, KY. This is a 382.4-foot Timber bridge that

traverses Goose Creek (waterway) and was built in 1952 by the Louisville & Nashville Railroad. This bridge is located on the portion of the line that will be retained by Applicant.

Bridge Number 2 is located at Railroad Milepost OCF 210.7 in the town of Manchester, KY. This is a 33-foot Timber bridge that traverses an unnamed stream and was built in 1935 by the Louisville & Nashville Railroad.

Bridge Number 3 is located at Railroad Milepost OCF 210.9 in the town of Manchester, KY. This is a 104.3-foot Timber bridge that traverses Horse Creek (waterway) and was built in 1941 by the Louisville & Nashville Railroad.

Bridge Number 4 is located at Railroad Milepost OCF 211.6 in the town of Manchester, KY. This is a 48-foot Timber bridge that traverses Paw Paw Branch (waterway) and was built in 1935 by the Louisville & Nashville Railroad.

CSXT does not consider timber trestle bridges as "historic" since it is CSXT's required maintenance practice to repair timber trestle bridges on an "ongoing and as needed" basis. Repair and/or maintenance records are not retained due to the unique safety requirements that timber trestle bridges retain. Therefore, the historic qualities of such bridges are continually being changed due to 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:

This line was constructed circa 1916 by the Cumberland & Manchester Railroad (C&M) and was opened for traffic in January 1917. The line was constructed to serve several coal mines.

The Louisville and Nashville Railroad Company (L&N) acquired the line in 1927 when they became the sole owner of C&M's capital stock. The L&N was incorporated under special act of Kentucky on March 5, 1850, under special act of Tennessee on December 4, 1851, and under special act of Virginia, on March 30, 1887.

In 1972 The Family Lines was adopted to identify the Louisville and Nashville Railroad and the Seaboard Coast Line Railroad. On November 1, 1980, Seaboard Coast Line Industries Inc. (which was

formed in May, 1969) and Chessie System Inc. merged and became CSX Corporation. On January 1, 1983, the merger of The Family Lines' affiliates formed the Seaboard System Railroad Inc., which name was changed on July 1, 1986 to CSX Transportation, Inc.

The L&N and subsequently CSXT continued to operate on the line for coal traffic until 2002 when operations ceased.

As a result of the proposed action, rail operation of the line is expected to resume.

- (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 and 2 are the only such drawings or sketches that remains in carrier's possession. (See Attachments 8 and 9)

- (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 four (4) CSXT-owned structures over 50 years old on this line segment that may be eligible for listing in the National Register.

We do not consider timber trestle bridges as "historic" since it is our required maintenance practice to repair timber trestle bridges on an "ongoing and as needed" basis. Repair and/or maintenance records are not retained due to the unique safety requirements that timber trestle bridges retain. Therefore, the historic qualities of such bridges are continually being changed due to safety and operational requirements.

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; were not associated with

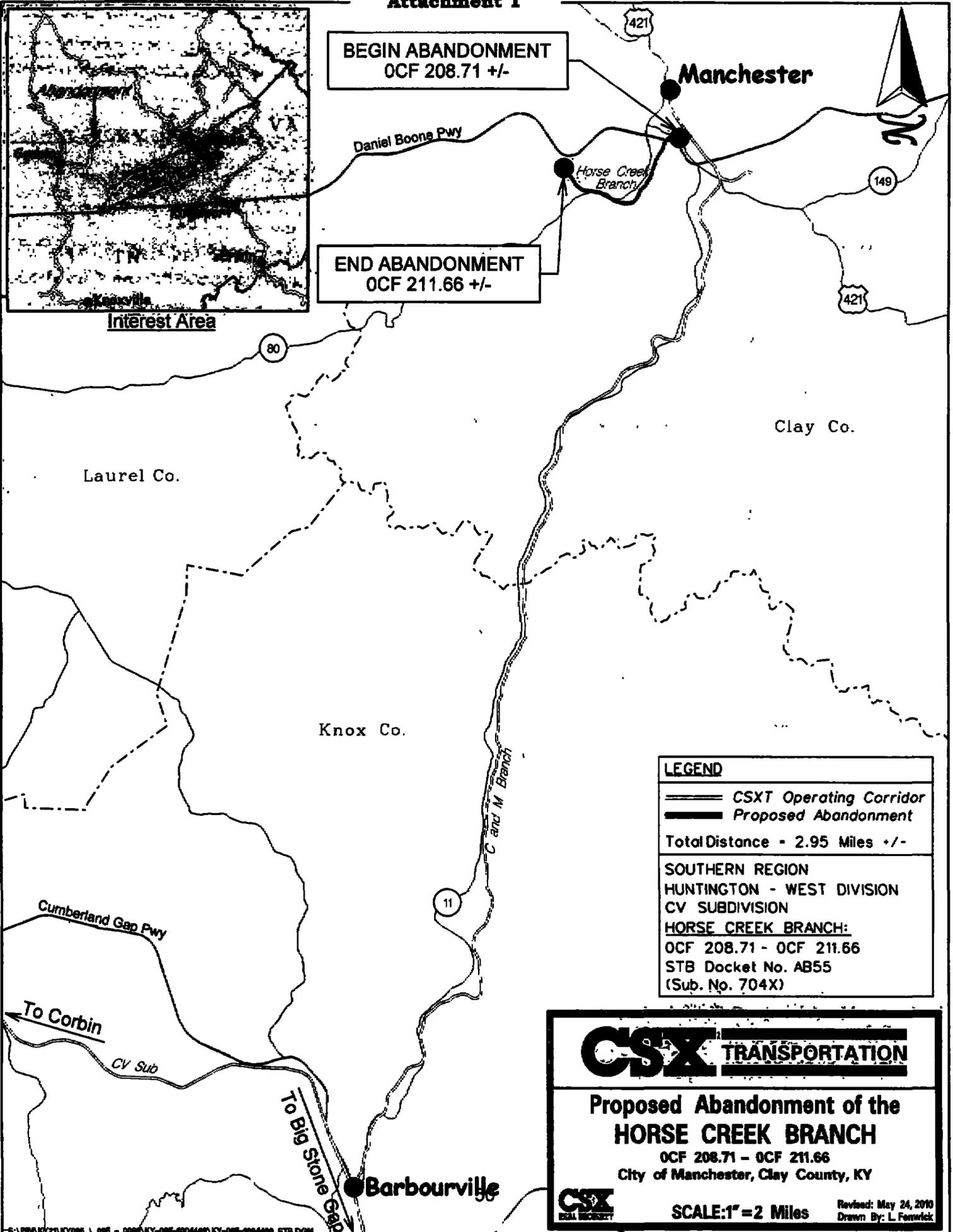
lives of persons significant to our past; do not embody the distinctive characteristics of a type, period or method of construction; and do not represent a significant and distinguishable entity whose components may lack individual distinction and have not or may not be likely to yield information important 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.

Attachment 1



BEGIN ABANDONMENT
OCF 208.71 +/-

END ABANDONMENT
OCF 211.66 +/-

Interest Area

Manchester

Clay Co.

Laurel Co.

Knox Co.

LEGEND

—— CSXT Operating Corridor
 ——— Proposed Abandonment

Total Distance - 2.95 Miles +/-

SOUTHERN REGION
 HUNTINGTON - WEST DIVISION
 CV SUBDIVISION
HORSE CREEK BRANCH:
 OCF 208.71 - OCF 211.66
 STB Docket No. AB55
 (Sub. No. 704X)

CSX TRANSPORTATION

Proposed Abandonment of the HORSE CREEK BRANCH
 OCF 208.71 - OCF 211.66
 City of Manchester, Clay County, KY

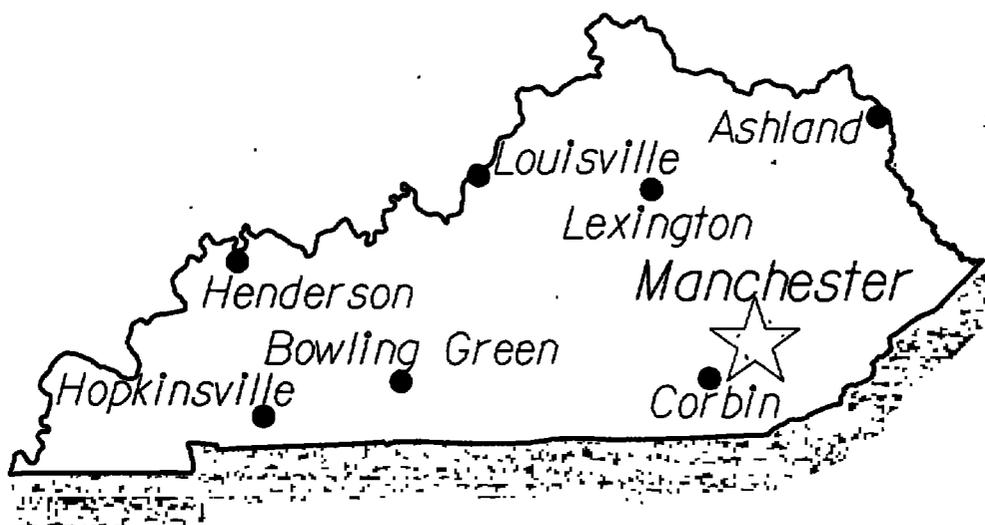
CSX
 REAL SECURITY

SCALE: 1" = 2 Miles

Revised: May 24, 2010
 Drawn By: L. Fenwick



Manchester, KY



AREA MAP

Proposed Abandonment of the Horse Creek Branch
OCF 208.71 - OCF 211.66 , 2.95 Miles +/-
STB Docket No. AB 55 - Sub. No. 704X
City of Manchester, Clay County, Kentucky

Attachment 3

Bridge Key 18297 at OCF 208.80
Length 382' 4", Timber Deck Beam, built in 1952

Bridge Key 18298 at OCF 210.70
Length 33', Timber Open Deck; built in 1935

End Abandonment

Bridge Key 18300 at OCF 211.60
Length 48', Timber Open Deck, built in 1935

Bridge Key 18299 at OCF 210.90
Length 104' 3", Timber Open Deck, built in 1941

Begin Abandonment

OCF 211

OCF 210

OCF 209

OCQ 209

OCQ

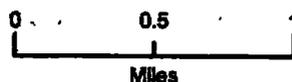
OCQ 207

OCQ 206

OCQ 205

OCQ 204

OCQ 203



Approximate Latitude and Longitude at OCF 208.8 (Goose Creek Bridge)

N37° 08' 9.40" W83° 45' 24.83"

Topo: USGS 24k Manchester Quad (USGS_QD_ID: 37083-B7)

USGS 24k Hima Quad (USGS_QD_ID: 37083-A7)

Projection is: GCS_WGS_1984 - UTM Zone 17 (NAD83)

Legend

SUBJECT
CSX



Drawn By: L. Fenwick
Rev. Date: May 24, 2010

Attachment 4
Bridge # 1



**Attachment 4A
Bridge # 1**



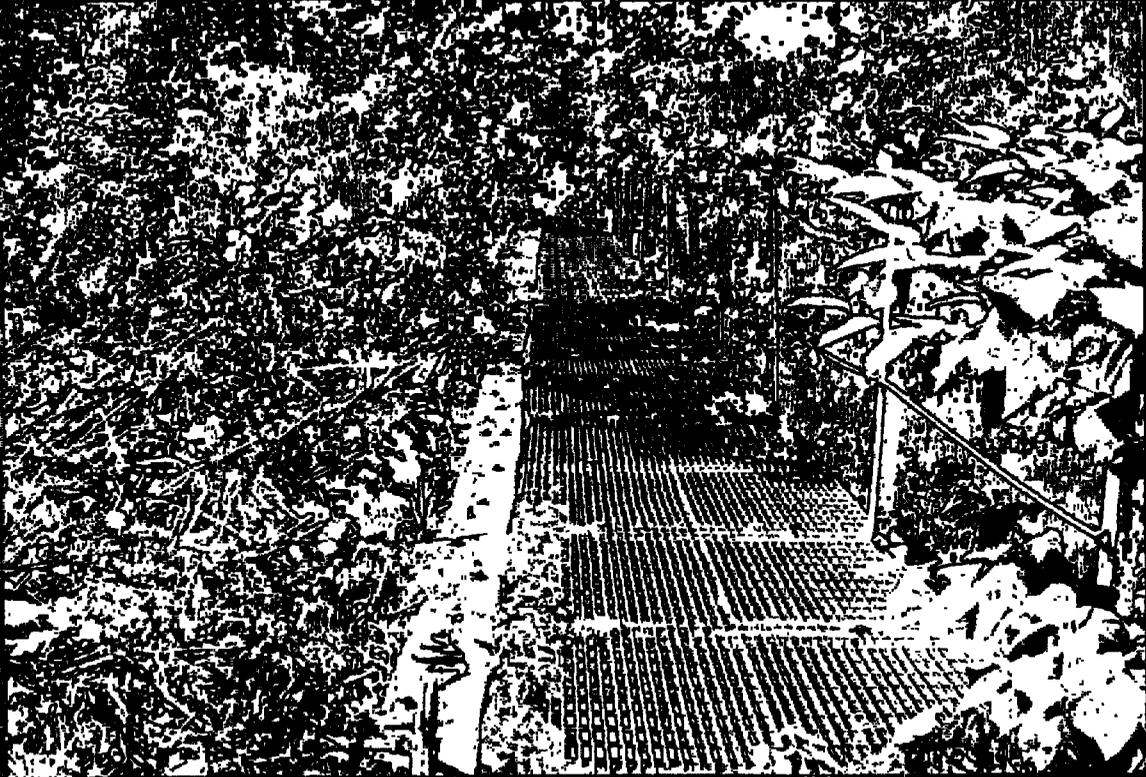
Attachment 5
Bridge # 2



**Attachment 5A
Bridge # 2**



**Attachment 6
Bridge # 3**



**Attachment 6A
Bridge # 3**

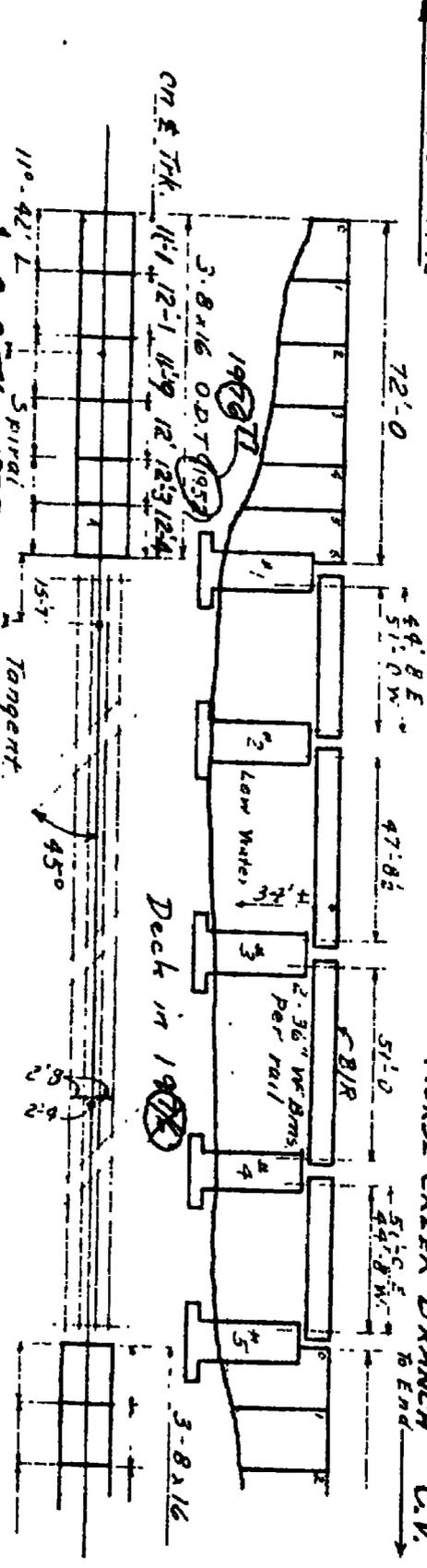


**Attachment 7
Bridge # 4**



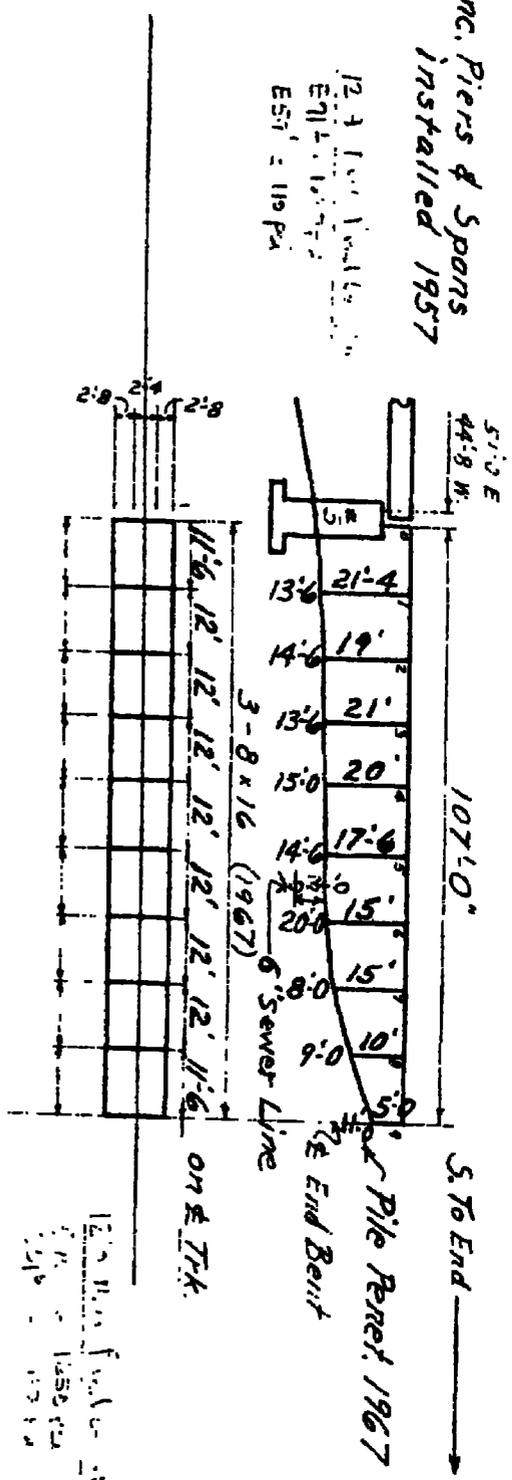
TRESTLE 1A N. APP. GOOSE CREEK. MILE CF 208.8 CUMBERLAND & MANCHESTER R.R. HORSE CREEK BRANCH C.V.

NO TO LOUISVILLE



Alignment: 8x8 Ties 1977 Walkway West Side
 Bents & Pile N. App 1952 Green Deck - Creos. N.A.-1952 S.D.-H84106 L.F.14193
 " 6 Pile S. App 1967 - S.A.-1967 F.P. (H97516) " 30983
 " " " " - Gir Spans 1957 Painted-1957

Conc. Piers & Spans installed 1957



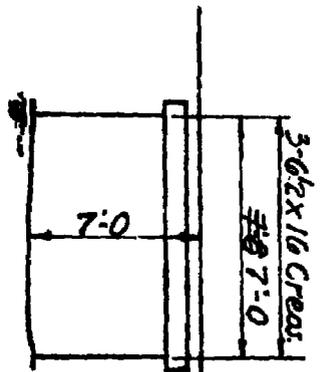
H 99567

CULVERT No. 2A. TOBY BRANCH.

MILE CF 210⁺

CUMBERLAND & MANCHESTER R.R.
HORSE CREEK BRANCH. C.V.

55.



7:0 Total
 1:10 2:10 3:10
 E 111' 10" J.P.W.M.

Alignment. 8° C.R., SE. 3 1/2°
Bents Creo. 4 Pile

Deck Creo. ³/₄ Row ^{Red} 1970

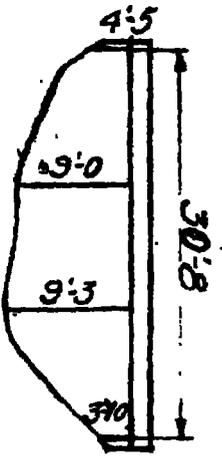
Floor Renewed 1954

Rev 2-7-41

TRESTLE 2B.

MILE CF 210⁺

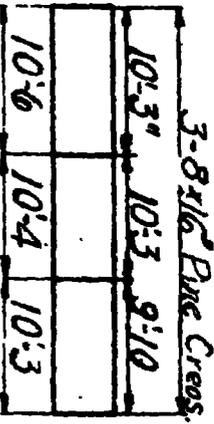
CUMBERLAND & MANCHESTER R.R.
HORSE CREEK BRANCH. C.V.



TO END ->

Max. Panel Length

E 132' 9" J.P.W.M.
E 133' 6" J.P.W.M.



Deck Creo 1954

Alignment. Torg.
Bents Creo. 4 Pile

Rev 2-7-41

HALES