



PAN AM
RAILWAYS

SPRINGFIELD TERMINAL RAILWAY COMPANY
BOSTON & MAINE CORPORATION
MAINE CENTRAL RAILROAD COMPANY

1700 IRON HORSE PARK
NORTH BILLERICA, MA 01862

LEGAL DEPARTMENT
(978) 663-1215
Fax (978) 663-1213

September 2, 2016

To: Service List

**Re: Boston and Maine and Springfield Terminal Railway Co. -
Abandonment and Discontinuance of Service – Northern Railroad
Main Line – [MP B-74.32 to MP B-80.68] –
Dkt. No. AB 32 (Sub No. 107X) and AB 355 (Sub No. 43X)**

Ladies and Gentlemen:

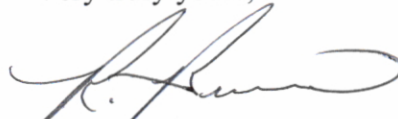
In accordance with the Surface Transportation Board's ("STB") regulations at 40 CFR § 1105.7(b), the Boston & Maine Corporation and Springfield Terminal Railway Company (collectively "B&M") hereby give notice that on or about September 23, 2016, it intends to file with the Surface Transportation Board, Washington, D.C. 20423, a Notice of Exemption. Said Notice will seek permission for the abandonment and the discontinuance of service on a portion of the so-called Northern Main Line (the "Line") in New Hampshire, extending from railroad milepost 74.32 to milepost 80.68, which traverses through United States Postal Service Zip Codes, 03301 (Concord) and 03303 (Boscowen) New Hampshire. A map depicting the Line is attached. If permitted by the Board, the exemption procedure permitted by Subpart F of 49 CFR § 1152 will be used. Attached is an Environmental/Historical Report describing the proposed action and any expected environmental/historical effects, as well as a map 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 inaccurate or incorrect; if you believe that relevant information is absent, or if you have any questions regarding the STB's environmental review process, please contact the Section of Environmental Analysis ("SEA"), 1925 K Street, NW, Washington, DC 20423, telephone (202) 565-1526 and refer to the above docket number(s). Whereas the applicable statutes and regulations impose stringent deadlines for processing this action, your written comments to SEA, if any, would be appreciated within three (3) weeks. Additionally, kindly forward a copy of any comments to the undersigned at the above address. Your comments will be considered by the STB in evaluating the environmental/historical preservation impacts of the contemplated action.

Based on information in our possession, 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 such documentation.

Thank you for your consideration in this matter.

Very truly yours,

A handwritten signature in black ink, appearing to read 'R. Burns', with a large, sweeping flourish at the end.

Robert B. Burns
Corporate Counsel

Enclosures

NORTHERN MAINE LINE of NORTHERN RAILROAD

ENVIRONMENTAL/HISTORICAL REPORT

Docket Nos. AB 32 (Sub No, 107X) and AB 355 (Sub No. 43X)

I. ENVIRONMENTAL REPORT

The following information is provided in accordance with 49 C.F.R. § 1105.7 (e):

(1) **Proposed Action and Alternatives**

The Boston and Maine Corporation (“B&M”) and Springfield Terminal Railway Company (the “Applicants”) propose to abandon and discontinue service over an approximate 6.63 mile portion of the so-called “Northern Main Line” of the Northern Railroad (the “Line”). A map of the proposed abandonment and discontinuance has previously been provided to all parties receiving this report, and is attached as Exhibit A.

Due to the inability to generate traffic over the Line, there is no reasonable alternative to abandonment and discontinuance. Applicants ONLY wish to salvage existing track and ties to relocate to another line.

(2) **Transportation System**

There will be no substantial effect on existing regional or local transportation systems or patterns.

There is no passenger or freight traffic on the Line. Any traffic previously moving over the Line was rerouted well more than two years ago.

(3) **Land Use**¹

- (i) The Applicants believe that the proposed action is consistent with and in furtherance of local land use plans.
- (ii) The Applicants believe the proposed action will have no effect or adverse impact on any prime agricultural land.
- (iii) This action is not located within the boundary of the New Hampshire coastal zone. Actual notice of the proposed action has been provided to the State coastal zone agency.
- (iv) Applicants are unsure whether the right-of-way is suitable for alternative public use under 49 U.S.C. 10906.

(4) **Energy**

- (i) The transportation of energy resources will not be effected by the proposed action.
- (ii) The proposed action will have no effect on the movement and/or recovery of recyclable commodities.
- (iii) The proposed action will increase overall energy efficiency in that it will allow Applicants to eliminate their potential responsibility for costly and energy-consuming maintenance operations for an unused portion of line.
- (iv) The proposed action will not cause a diversion from rail to motor carrier in excess of the threshold levels set forth at § 1105.7 (e)(4)(iv)(A) or (B).

¹ The Applicants attach to this Environmental/Historical Report as an Appendix, all correspondence received from federal, state, and local authorities and agencies in response to the Applicants' request for comments regarding the proposed abandonment/discontinuance of service.

(5) **Air**

The proposed action will not result in any of the increases set forth at § 1105.7 (e) (5).

Noise

The proposed action will not result in or exceed any of the thresholds set forth at § 1105.7 (e) (6).

(7) **Safety**

- (i) The proposed action will have no adverse effect on public health and safety.
- (ii) No hazardous materials will be diverted to highway transportation.
- (iii) No known hazardous waste sites or spills exist on the Line.

(8) **Biological Resources**

(i) Applicants know of no endangered or threatened species or critical habitats that will be affected by the proposed action. The Applicants previously requested comments from the U.S. Fish and Wildlife Service in this regard. The Service has not responded to Applicants that a federally-listed or proposed, threatened or endangered species or critical habitat under the jurisdiction of the U.S. Fish and Wildlife Service is known in the project area(s).”

(ii) Applicants believe no national or state parks or forests will be affected by the proposed action.

(9) **Water**

- (i) The Applicant contemplates no action inconsistent with federal, state and/or local water quality standards.
- (ii) The Applicant does not believe the proposed action will require any

permits under § 404 of the Clean Water Act. Salvage operations are expected to be undertaken. There are no indications of environmental contamination. No designated wetlands or 100-year flood plains will be affected by the proposed action.

(iii) It is not expected that permits under § 402 of the Clean Water Act will be required for the proposed action. However, salvage operations will be undertaken.

(10) **Proposed Mitigation**

Because no adverse environmental impacts are expected to result from the proposed action, no mitigation will be needed or is planned.

(11) **Additional Information for Rail Constructions**

The proposed action is not a rail construction proposal, so this section does not apply.

II. HISTORIC REPORT

The following information is provided in accordance with 49 C.F.R. § 1105.8 (d):

(1) **Maps**

A map of the line is attached hereto as Exhibit A.

(2) **Description of Right-of-Way**

The portion of Line at issue is approximately six (6.36) miles in length. The width of the right-of-way varies from 66+/- feet to 186+/- feet in width. The majority being approximately 82.5+/- feet. The attached topographic map indicates the Line's topography.

(3) **Photographs of Railroad Structures**

The Applicants have attached photos of structures on the Line that are fifty (50) years old or older or that are eligible to be listed in the National Register of Historic Places. The Applicants have requested comments from the New

Hampshire Historic Preservation Officer in regard to the anticipated effect of the proposed action on historical resources. The New Hampshire Division of Historical Resources (“NHDHR”) has responded by letter stating, “... the railroad bed and berm and features such as mile markers and whistle posts referenced ... in addition to the culverts and bridges ... are character defining features of the historic line.” The NHDHR also asserts that the branch was eligible for listing in the National Register for its historical and engineering significance in 1999 and again in 2014. Applicants have conducted both a field survey and a records review at the Historical Commission and have attached photos and records indicating those results. The abandoned line will likely be sold off to municipalities and/or the State of New Hampshire. Applicants are agreeable to include in the documents of any sale, a statement of significance for the National Register-eligible Line including the following language: “Any future undertaking shall enter into consultation with the Division [i.e. SHPO] and concerned towns in order to identify possible adverse effects to the line, if changes to the line are proposed.” Based on the above condition, NHDHR has rendered the undertaking as a “No Adverse Effect” pursuant to 36 CFR Part 800.5.

(4) **Construction Dates**

The Applicants know of two (2) railroad bridges on the Line that are 50 years or older or that are listed in the National Register of Historic Places. Bridge located at MP 80.06 was constructed circa 1918, and Bridge located at MP 80.23 was constructed circa 1920. Both bridges will not be removed.

(5) **History of Operations**

No local or overhead traffic has moved over the Line for at least two years. The proposed abandonment will not effect carrier operations in the area.

(6) **Summary of Useful Documents**

The Applicants has attempted to provide those records that are pertinent to the sites or structures relevant to the stretch of the Line being abandoned and are 50 years or older or that are eligible to be listed on the National Register of Historic Places.

(7) **Opinion as to Historical Significance**

The Applicants have requested comments from the New Hampshire Historic Preservation Officer in regard to the anticipated effect of the proposed action (salvage of track ONLY) on historical resources. The New Hampshire Division of Historical Resources (“NHDHR”) has responded by letter stating, “... the railroad bed and berm and features such as mile markers and whistle posts referenced ... in addition to the culverts and bridges ... are character defining features of the historic line.” The NHDHR also asserts that the branch was eligible for listing in the National Register on 1999 and again in 2014 for its historical and engineering significance. Applicants are agreeable to include in the documents of any sale, a statement of significance for the National Register-eligible Line including the following language: “Any future undertaking shall enter into consultation with the Division [i.e. SHPO] and concerned towns in order to identify possible adverse effects to the line, if changes to the line are proposed.” Based on the above condition, NHDHR has rendered the undertaking as a “No Adverse Effect” pursuant to 36 CFR Part 800.5.

(8) **Description of Prior Subsurface Disturbance**

The Applicants know of no prior subsurface ground disturbances or fill, or environmental conditions that might affect the archeological recovery of resources and the surrounding terrain.

III. CERTIFICATE OF SERVICE

This certifies that the Applicants have served copies of this Environmental/Historical Report upon and, prior to such service, consulted, or attempted to consult, with the following parties:

***** *SEE ATTACHED BELOW* *****

Dated this _____ day of September, 2016.

Robert B. Burns, Esq.

Environmental/Historical Report Service List
Northern Railroad Maine Line – AB 32- Sub No. 107X
and AB 355 - Sub No. 43X

Office of Energy and Planning
4 Chenell Drive
Concord, NH 03301-8501

Administrator – Office of Commissioner
NH Department of Environmental Services
P.O. Box 95
Concord, NH 03302-0095

Natural Resources Conservation Service
USDA
451 West Street
Amherst, MA 01002

Merrimack County Commissioners
333 Daniel Webster Hwy
Boscawen, NH 03303

Mayor's Office
124 East Side Drive
Concord, NH 03301

Board of Selectmen
116 North Main Street
Boscawen, NH 03303

State Historic Preservation Officer
New Hampshire Division of Historical
Resources
19 Pillsbury Street
Concord, NH 03302-2043

NHCP Coastal Program
22 International Drive
Suite 175
Portsmouth, NH 03801

Office Director
Office of Environmental Stewardship
U.S. Environmental Protection Agency
New England, Region 1
1 Congress Street, STE 1100
Boston, MA 02114-2023

New England Field Office
U.S. Department of Interior
Fish & Wildlife Service
70 Commercial Street, STE 300
Concord, NH 03301

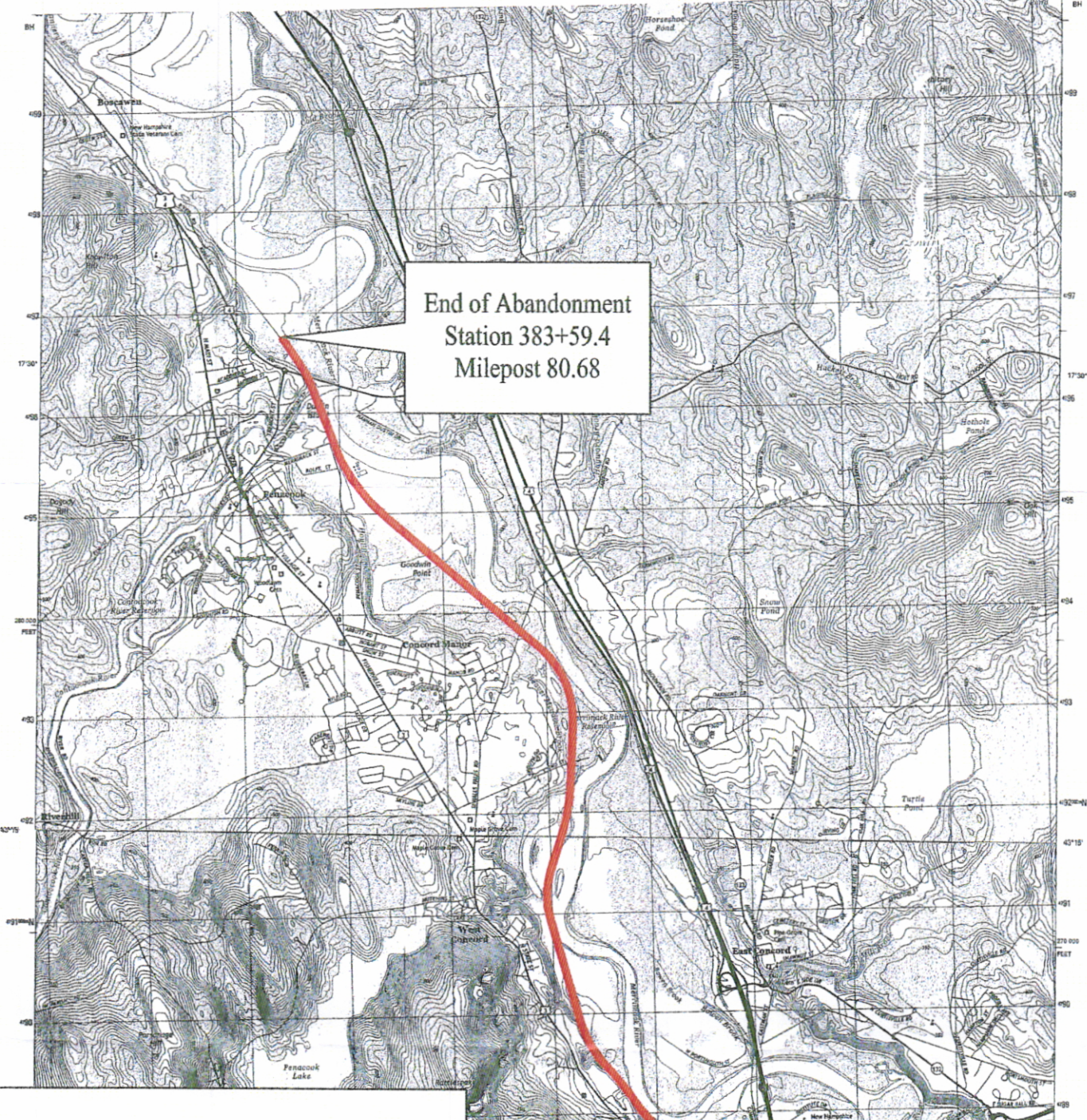
Larry Rosenberg
Chief, Public Affairs Office
New England District
U.S. Army Corps of Engineers
696 Virginia Road
Concord, MA 01742-2751

Regional Director
Northeast Region
National Park Service
U.S. Customs House
200 Chestnut Street, 5th Floor
Philadelphia, PA 19106

District Conservationist
USDA – NRCS
319 Littleton Road, STE 205
Westford, MA 01886-4133

Rick Ellsmore, Conservationist
Federal Bldg.
2 Madbury Road
Durham, NH 03824-2043

Simon Monroe, Geodetic Tech
Geodetic Services Division
National Geodetic Survey
NOAA, N/NGS2
1315 East-West Highway
Silver Spring, MD 20910-3293



End of Abandonment
 Station 383+59.4
 Milepost 80.68

Beginning of Abandonment
 Station 47+10
 Milepost 74.32

Boston & Maine Corporation

Office of the Vice President - Engineering
 Proposed Abandonment & Discontinuance of
 Service between M.P. 74.32 and M.P. 80.68

Northern Main Line
 Concord & Boscawen, NH
 Valuation Section 32.1, Maps 1-8

May 2, 2016 Scale: 1"=5,000'
 Contour Interval = 20'

