



HPO-Project Review # 13-0135-1
HPO-D2013-031

State of New Jersey

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DEPARTMENT OF ENVIRONMENTAL PROTECTION

NATURAL & HISTORIC RESOURCES

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April 2, 2013

Ms. Victoria Rutson
Office of Economic and Environmental Analysis
Surface Transportation Board
395 E Street, SW
Washington, DC 20423

Attention: Section on Environmental Analysis

Dear Ms. Rutson:

As Deputy State Historic Preservation Officer for New Jersey, in accordance with 36 CFR Part 800: Protection of Historic Properties, as published in the *Federal Register* on December 12, 2000 (65 FR 77725-77739) and amended on July 6, 2004 (69 FR 40544-40555), I am providing Consultation Comments for the following proposed action:

STB Docket Number AB-55 (Sub-Number 724X)
CSX Transportation, Inc.
Trenton Branch
Railroad Right of Way, Milepost QAT 32.82 to QAT 34.49
Township of Ewing, Mercer County, New Jersey.

SUMMARY: The proposed re-classification (to "Industry Lead" track) and abandonment of the Trenton Branch Track (Mileposts QAT 32.82 to 34.49) will have no adverse effect upon the National Register of Historic Places eligible **Delaware and Bound Brook Railroad Historic District**.

800.4 Identification of Historic Properties

Previous consultation with the Federal Transit Administration, the Federal Highway Administration, New Jersey Transit, and the New Jersey Department of Transportation evaluated the historic significance and integrity of the currently named CSX West Trenton (QA) Line (the former Conrail West Trenton Line, previously the Philadelphia and Reading (Reading) Railroad, and originally the Delaware and Bound Brook Railroad) and identified the **Delaware and Bound Brook Railroad Historic District** as eligible for inclusion in the National Register of Historic Places (NRHP).

800.5 Assessment of Adverse Effects

Based on currently available information, the right of way described as the Trenton Branch does not appear to contain any historic buildings or structures or provide service to any historically significant buildings or industries, characteristics that would potentially qualify the right of way as eligible for inclusion in the National Register of Historic Places, either individually or as a resource contributing to the significance and integrity of the Delaware and Bound Brook Railroad Historic District. Although this right of way is a surviving remnant of a previously longer and historically significant railroad line, providing the former Philadelphia and Reading (Reading) Railroad with access to Trenton and the National Register of Historic Places listed Reading Railroad Freight House at North Warren, Ringold, and Tucker Streets, the right of way east of Milepost QAT 34.49 has previously been abandoned and transformed into public roads and private development. The alteration of the right of way between Milepost QAT 34.49 and the historic railroad freight station has eliminated the historic relationship between this NRHP listed building and the historic Delaware and Bound Brook Railroad junction at West Trenton (Milepost QAT 32.82). Therefore, I concur with the conclusion that the re-classification (to "Industry Lead" track) and abandonment of the Trenton Branch Track will not adversely affect the historic significance, character or integrity of the NRHP eligible Delaware and Bound Brook Railroad Historic District (CSX West Trenton (QA) Line).

If you have any questions regarding the assessment of historic resources or project effects, please contact Caroline Charlese Scott at (609) 633-2396.

Sincerely,



Daniel D Saunders
Deputy State Historic
Preservation Officer

C: Ms. JoAnn Burroughs, CSX

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