



Oregon

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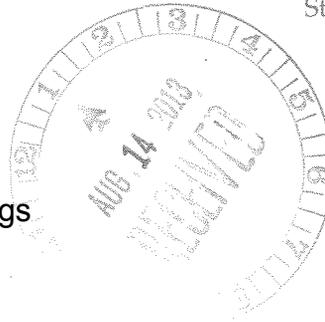
August 8, 2013

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ENTERED

Ms. Cynthia Brown
Surface Transportation Board
395 E. Street SW
Washington, DC 20423-0001

Office of Proceedings
August 14, 2013
Part of
Public Record



RE: SHPO Case No. 11-0636

FOE/ Bailey Branch of the UPRR Abandonment Proj (Docket No. AB-33 Sub-No. 257 and AB-986 Sub-No. 1 (Union Pacific)

Surface Transportation Board/UPRR/WPRR
Multiple legals, Various, Benton County

Dear Ms. Brown:

Our office was contacted today by Don Wagner, of the Hull-Oakes Lumber Company Mill, relating to us his concerns about our acceptance of Union Pacific's proposal to avoid adverse effects to the Hull-Oakes Mill Complex National Historic District. Specifically, Mr. Wagner indicated that while the letter from Raymond Allamong (dated July 11, 2013, and on which Oregon State Historic Preservation Office based its concurrence with No Adverse Effects) states that "UP is willing to forego salvage of its track structure at Dawson from the first turnout leading into the Hull-Oakes mill to the end of the line...", his conversation with a Union Pacific representative (who consulted UP project engineers in responding to Mr. Wagner's inquiry) found that UP intends to remove all track and infrastructure/equipment from the line beginning at a switch located within the Hull-Oakes Mill Complex Historic District and continuing east of that location.

Our understanding, based on the letter from Mr. Allamong, was that UP intended to avoid an adverse effect to this resource by conveying track, infrastructure and equipment intact with the right-of-way beginning at the eastern boundary of the Historic District, and continuing west through the historic district to the end of the railroad line at its western terminus. The information provided to us by Mr. Wagner suggests that, if true, the UP intends to remove said track, infrastructure, and equipment from within the listed historic district, which would, in the opinion of our office, constitute an adverse effect to the historic district.

We request that your office clarify the intent of Union Pacific regarding this, and contact our office with your findings. If the UP intends to remove the track from the right-of-way beginning outside the historic district and continuing to the east, then our concurrence will stand. If, by contrast, you determine that the UP intends to remove track, equipment, or infrastructure from within the historic district, then our previous concurrence with the finding of no adverse effect will be vacated, and the opinion of our office will be that the project will result in an adverse effect to the historic district, which will require mitigation. We look forward to hearing from you.

Sincerely,

Jason Allen, M.A.
Historic Preservation Specialist
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cc: Chris Bentley, Benton County Historic Resources Cmsm
Don Wagner, Hull-Oakes Lumber Company

