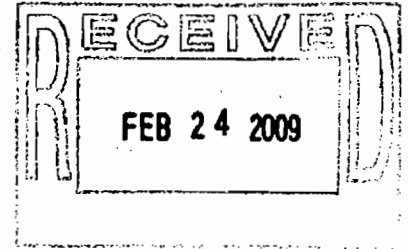




Commonwealth of Pennsylvania
Pennsylvania Historical and Museum Commission
Bureau for Historic Preservation
Commonwealth Keystone Building, 2nd Floor
400 North Street
Harrisburg, PA 17120-0093
www.phmc.state.pa.us

EJ-16427



February 20, 2009

Dr. Douglas Dinsmore
Skelly and Loy
2601 N. Front Street
Harrisburg, PA 17110-1185

TO EXPEDITE REVIEW USE
BHP REFERENCE NUMBER

Re: ER 08-1481-042-D & E
STB: Beech Creek Railroad Reactivation Project, Wallace, Boggs,
Morris and Cooper Townships, Clearfield County and Rush, Snow Shoe
Townships, Centre County

Dear Dr. Dinsmore:

The Bureau for Historic Preservation (the State Historic Preservation Office) has reviewed the above named project in accordance with Section 106 of the National Historic Preservation Act of 1966, as amended in 1980 and 1992, and the regulations (36 CFR Part 800) of the Advisory Council on Historic Preservation as revised in 1999 and 2004. These regulations require consideration of the project's potential effect upon both historic and archaeological resources.

The Beech Creek Railroad was evaluated in staff committee on 2/12/09 following the receipt of additional information. Committee was unable to reach a consensus regarding eligibility. The National Register section reviewed the material on 2/17/09.

In the opinion of NR staff the Beech Creek Railroad is significant as the sole carrier of the sole source of coal for the New York Central Railroad (NYC). The railroad was built by the NYC to reach the bituminous coalfields of central Pennsylvania and the Vanderbilts organized the Clearfield Bituminous Coal Company, which owned most of the land along the railroad right-of-way. As a wholly owned subsidiary and only source of fuel for the NYC the Beech Creek Railroad is a contributing line to the National Register-eligible New York Central Railroad.

Existing features of the Beech Creek Railroad line include two tunnels, two viaducts and a number of small bridges, sections of operating line, and sections of rail bed. Other features that should be considered contributing are structures or buildings directly associated with the operation of the line such as stations, or with the transport of coal, such as tipples. In order for sections of the railbed to be considered contributing they must be on their original alignment and be clearly identifiable as a rail bed with grading and elevation.



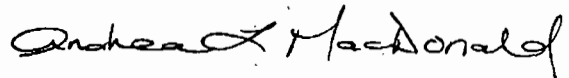
Page 2
D. Dinsmore
Feb. 20, 2009

This evaluation is based on currently available information. If further information regarding the significance of the line suggests that it was not the sole source of coal for the New York Central or indicates that the integrity of the remaining line features is compromised, particularly for the condition of the rail bed, BHP may revise its evaluation of eligibility.

It is our understanding from a recent public meeting held to present this project that a new rail siding and building will be built as part of this project. Since this new construction was not shown or mentioned in your previous submission we cannot concur to project affect at this time. Please submit information concerning all new construction and changes to this National Register eligible resource proposed by this project. This information should include mapping, photos and information on these additional work items.

If you need further information regarding historic structures please consult with Susan Zacher at (717) 783-9920.

Sincerely,

A handwritten signature in black ink that reads "Andrea L. MacDonald". The signature is fluid and cursive, with the first name "Andrea" and last name "MacDonald" clearly legible.

Andrea L. MacDonald, Chief
Division of Preservation Services

AM/smz