



Fwd: Docket No. AB 1087 (Sub-No. 1X)

Fritz Kahn

to:

icoia.rutson, joshua.wayland

02/12/2014 04:07 PM

Hide Details

From: Fritz Kahn <xiccgc@gmail.com>

To: icoia.rutson@stb.dot.gov, joshua.wayland@stb.dot.gov

----- Forwarded message -----

From: **Fritz Kahn** <xiccgc@gmail.com>

Date: Wed, Feb 12, 2014 at 4:07 PM

Subject: Docket No. AB 1087 (Sub-No. 1X)

To: jwood@mdah.state.ms.us

Cc: victoria.rutson@stb.dot.gov, josh.wayland@stb.dot.gov

Jim:

Attached is a Supplemental Historic Report, which I hope will provide you with the additional information you were seeking from Grenada Railway LLC. If I can be of further help, please let me know.

Fritz

Fritz R. Kahn, P.C.

1919 M Street, NW (7th fl.)

Washington, DC 20036

SURFACE TRANSPORTATION BOARD

Docket No. AN 1087 (Sub-No. 1)

GRENADA RAILWAY LLC
--PETITION FOR ABANDONMENT EXEMPTION—
IN MONTGOMERY, CARROLL, HOLMES
YAZOO AND MADISON COUNTIES, MISS.

SUPPLEMENTAL HISTORIC REPORT

Attached is a schematic map of the 77.7-mile railroad line of Grenada Railway LLC (“GRYR”) between Milepost 626.1 near Elliott and Milepost 703.8 near Canton proposed to be abandoned upon authorization of the Surface Transportation Board of the U.S. Department of Transportation. In addition, there is attached a 16-page track map showing the number, dimension, style and date of construction of the 125 bridges, trestles, culverts and other structures 50 years or older on the railroad line, the county boundary lines, the communities traversed and the contour of the railroad line. Sets of no fewer than 250 color photographs of the 125 bridges, trestles, culverts or other structures 50 years or older on the railroad line and their immediate surrounding areas previously were sent to the Mississippi State Historic Preservation Officer and to the Director of the Office of Environmental Analysis of the Surface Transportation Board. Attached moreover is a list of the 125 bridges, trestles, culverts or other structures 50 years or older on the railroad line, their location by milepost number, dimension, style and dates of construction and major alterations, if known.

The attached map also shows the location by milepost of each of the stations of the GRYR on the railroad line proposed to be abandoned: Duck Hill 38925, Eskridge

38967, Winona 38967, Vaiden 39176, West 39192, Durant 39063, Goodman 39079, Pickens 39146 and Vaughan 39179.

These are small, rural communities. The largest is Winona with a population of approximately 4,838, and the smallest is West with a population of approximately 181. The only industries in the entire area of the 77.7-mile line of railroad have been Winona Hardwood at Winona, which now is transloading its freight at Grenada, and Burrows Paper Corporation at Pickens, and they over the years have sent or received but a few carloads of freight.

The right-of-way of the railroad line proposed to be abandoned varies in width, some portions being 50 feet wide and others, 100 feet. The railroad line runs through rural central Mississippi, terrain that is generally flat, its elevation ranging between 184 feet and 395 feet.

The segment of the railroad line south of Grenada to Aberdeen Junction was constructed by the Mississippi Central Railroad between 1852 and 1860, and the segment between Aberdeen Junction and north of Canton was constructed by the Canton, Kosciusko, Aberdeen and Tuscumbia Railroad between 1852 and 1855. Both railroads were reorganized in 1874 into the New Orleans, St. Louis and Chicago Railroad, controlled by the Illinois Central Railroad Company. The railroads again were reorganized in 1877 into the Chicago, St. Louis and New Orleans Railroad, which was leased to the Illinois Central Railroad Company for a period of 400 years.

During the Civil War the railroad line between Memphis and Jackson was called the Mississippi Central Railroad, and it was the route of the Union forces which sought to capture Vicksburg, west of Jackson on the Mississippi River, and of the Confederate

forces which forced their retreat to Memphis. None of the Civil War railroad line has survived; the entire line has been rebuilt in the meantime.

GRYR acquired the railroad line pursuant to the verified notice of exemption in STB Finance Docket No. 35247, Grenada Railway, LLC--Acquisition and Operation Exemption--Illinois Central Railroad Company and Waterloo Railway Company, served May 29, 2009, 75 Fed. Reg. 25799, May 29, 2009. If the abandonment were approved by the Surface Transportation Board, the tracks, ties and other track materials would be salvaged to help the remainder of the GRYR financially. The 125 bridges, trestles, culverts or other structures 50 years old or older, however, will remain in place if the Board were to authorize the railroad line's abandonment. GRYR has no plans to demolish or remove any of those structures following the line's abandonment.

As a matter of fact, there is nothing currently marking the spot at Vaughn where Casey Jones perished in the crash of his locomotives. Most of the memorabilia has been moved to Water Valley, MS. It would be GRYR's intent to leave approximately 50 feet of rail in place at Vaughn to cite the spot where Casey Jones gave up his life.

GRYR did not receive from Illinois Central Railroad when it purchased the railroad line any engineering drawings or other documents useful in documenting the history of the 130 bridges, trestles or culverts 50 years old or older, and none are in its possession.

The 125 bridges, trestles, culverts or other structures 50 years old or older are ordinary, rudimentary railroad structures, and there is nothing distinguished about them which would warrant their listing in the National Register of Historic Places. The railroad line has been in operation for approximately a century and a half, and, therefore,

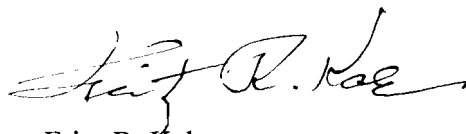
it is unlikely that there are any archeological resources or any other previously unknown historic properties in the immediate area adjacent to the railroad line.

There is no evidence of ground disturbances or fill which might affect the archeological recovery of resources along the railroad line and the surrounding terrain, and GRYR has no knowledge of such changes in the subject area's environmental conditions.

Respectfully submitted,

GRENADA RAILWAY LLC

By its attorney,

A handwritten signature in black ink, appearing to read "Fritz R. Kahn", with a stylized flourish at the end.

Fritz R. Kahn
Fritz R. Kahn, P.C.
1919 M Street, NW (7th fl.)
Washington, DC 20036
Tel.: (202) 263-4152

Dated: February , 2014.

Cc: Victoria J. Rutson, Esq.
Mr. Josh Wayland

Map

Exhibit A

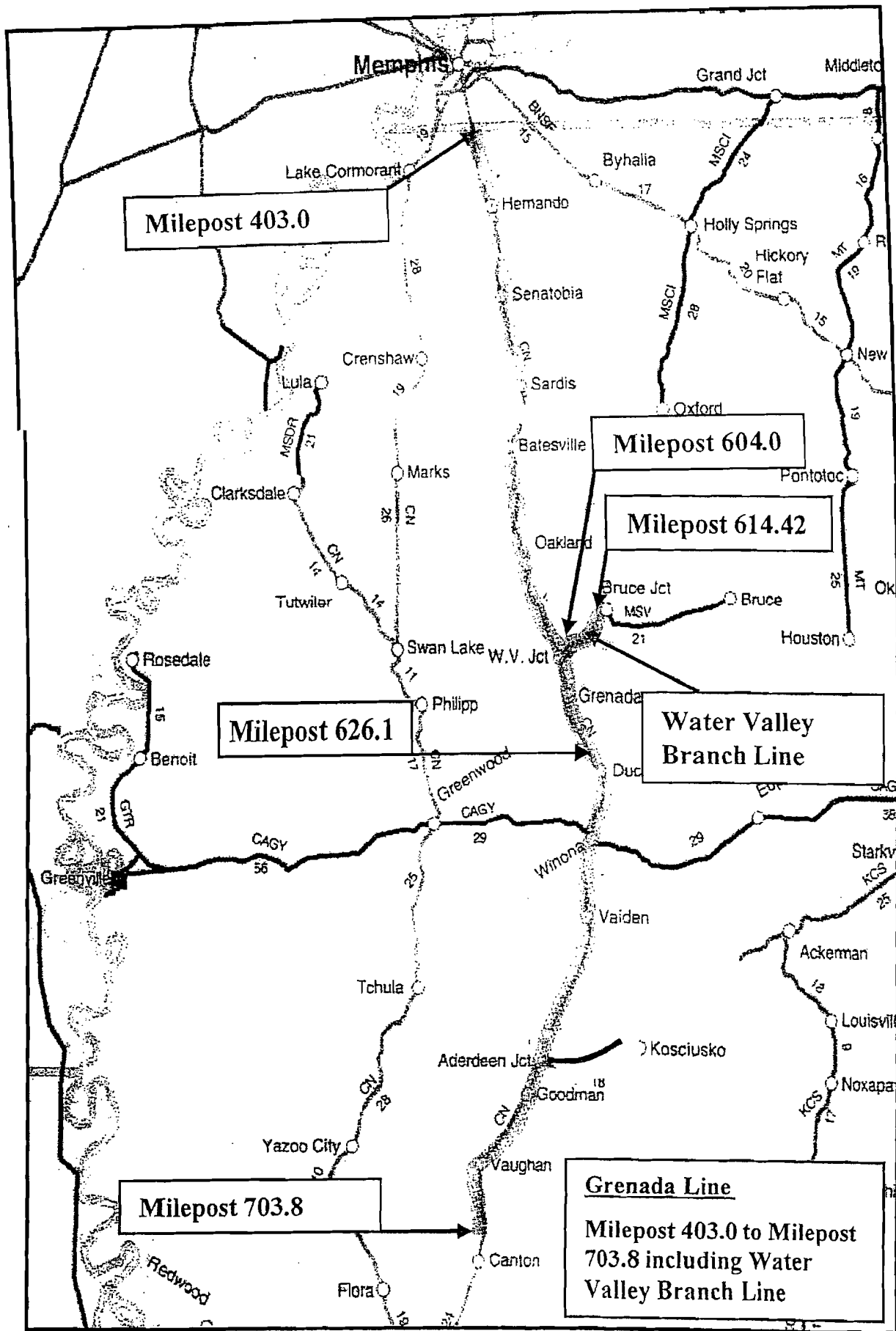
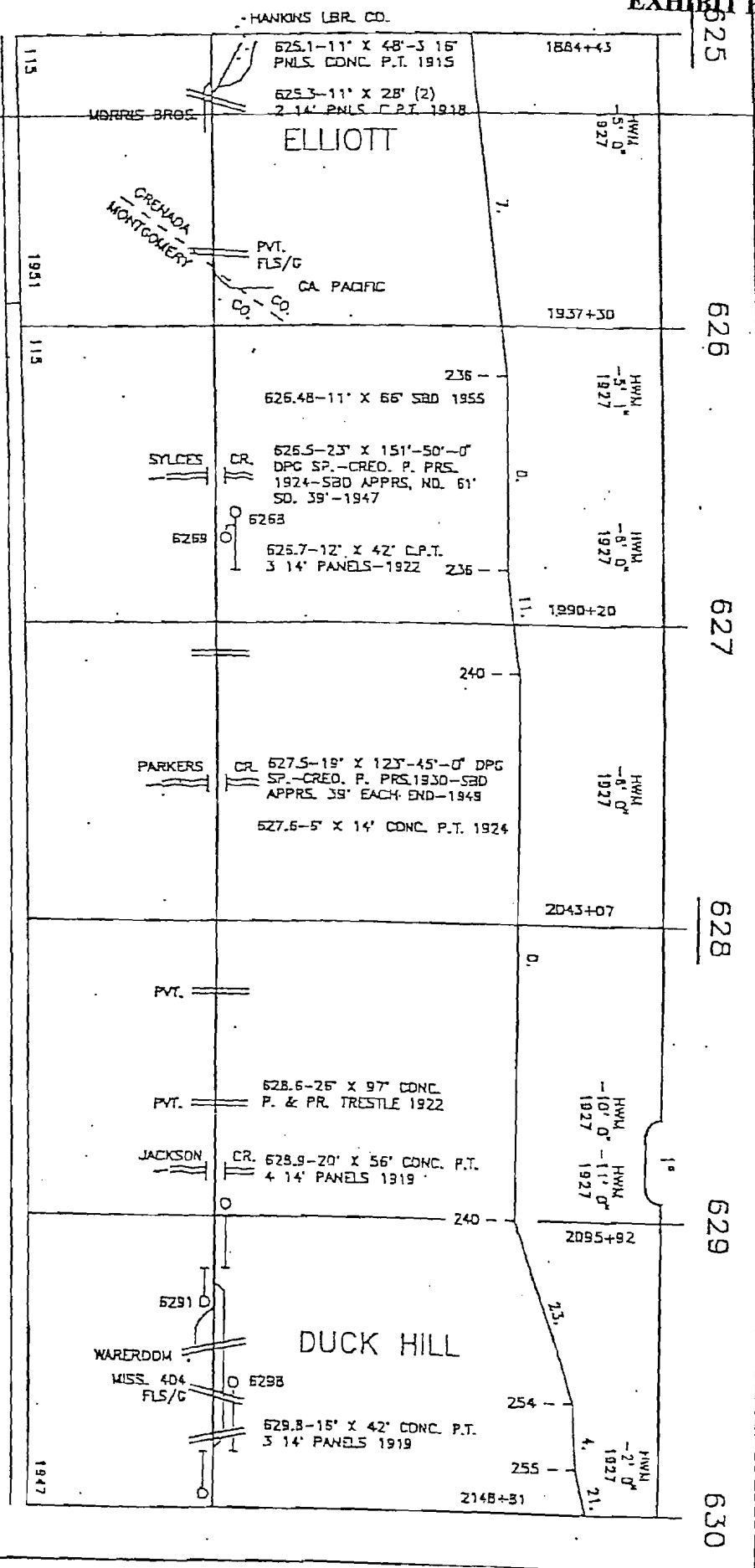


EXHIBIT B

TO MEMPHIS

1"=3000'

TO NEW ORLEANS



NOTES

REV. DEC. 31, 1996
REV. JULY 1, 1999

TO MEMPHIS

1"=3000'

TO NEW ORLEANS

630

631

632

633

634

635

2148+81

HWM
-2' 0"
1927
HWM
-3' 0"
1927
1" 30'

HWM
-8' 0"
1927

2201+72

HWM
-5' 0"
1927

2254+53

288 -

31'

HWM
-4' 0"
1927

2307+46

9'

HWM
-4' 0"
1927

HWM
-5' 0"
1927

26'

295 -

0'

2360+33

295 -

31'

2'

314 -

0'

2413+22

PVT.

630.1-9' X 28'-2 14"
PANELS C.P.T. 1920

PVT.

271 -

630.5-19' X 64'-4 16"
PANELS C.P.T. 1917

CEDAR HILL RD.
FLS

PVT.

631.3-6' X 8' X 24'
CONC. BX 1923-10' FL
264 -

PVT.

631.5-13' X 28' CONC.
PR. TRESTLE 1915

PVT.

632.3-18' X 65' SBD 1951

278 -

PVT.

PVT.

6332

633.0-11' X 39' SBD 1952

6331

SANDY

CR

633.5-8' X 42'-3 14' 287 -
PANELS CONC. P.T. 1922

W. VA. PAPER

TEL. BOOTH
FLS/G

PVT.

ESKRIDGE

PVT.

634.0-11' X 65' SBD 1954
634.1-8' X 38' SBDT 1925

PVT.

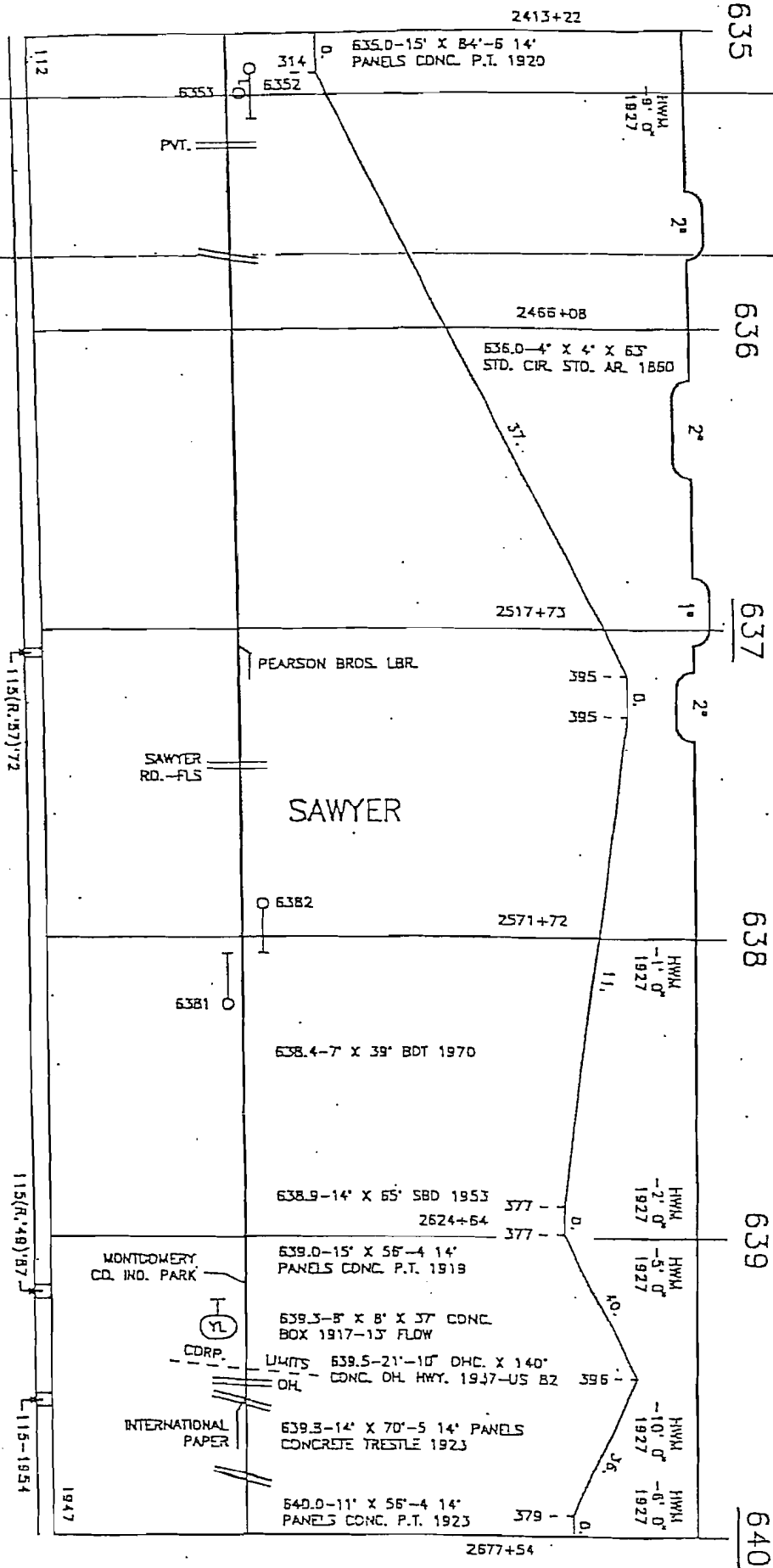
NOTES:

REV. DEC. 31, '11
REV. JULY 1, '11

TO MEMPHIS

1"=3000'

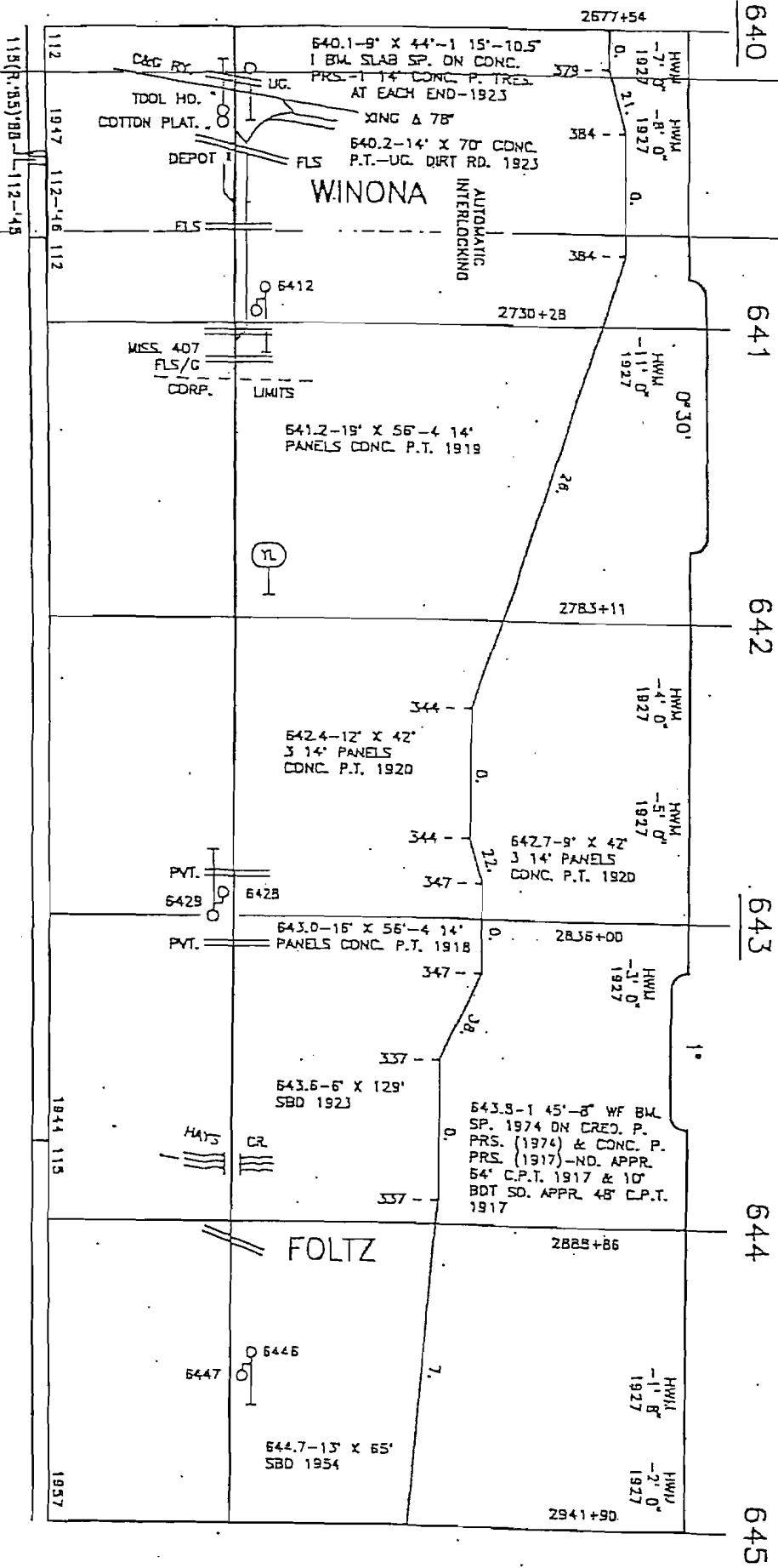
TO NEW ORLEANS



NOTES:

REV. DEC. 31, 1996
REV. JULY 1, 1989

TO NEW ORLEANS

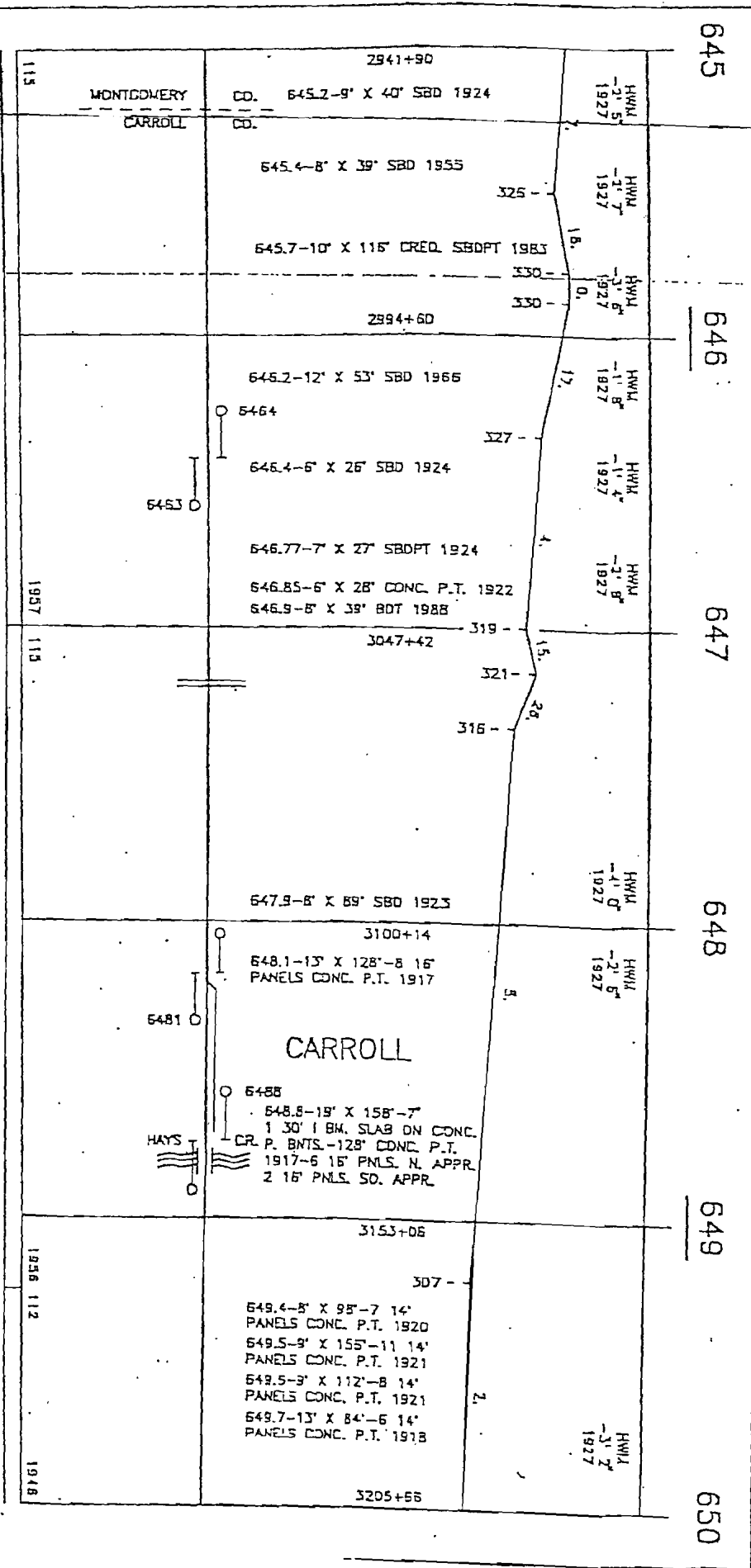


REV. DEC. 31, 19
REV. JULY 1, 19

TO MEMPHIS

1"=3000'

TO NEW ORLEANS



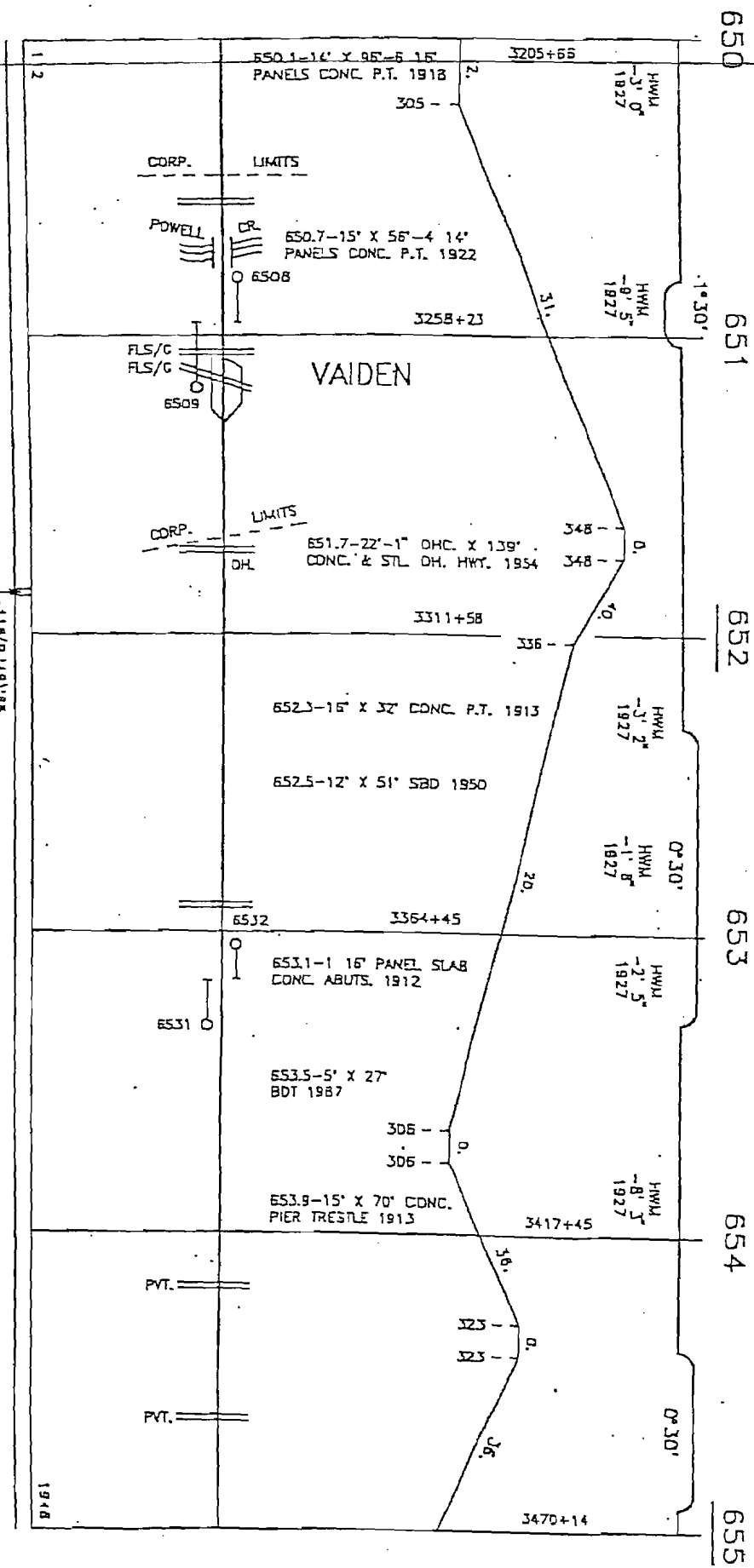
NOTES:

REV. DEC. 31, 1997
REV. JULY 1, 1991

TO MEMPHIS

1"=3000'

TO NEW ORLEANS

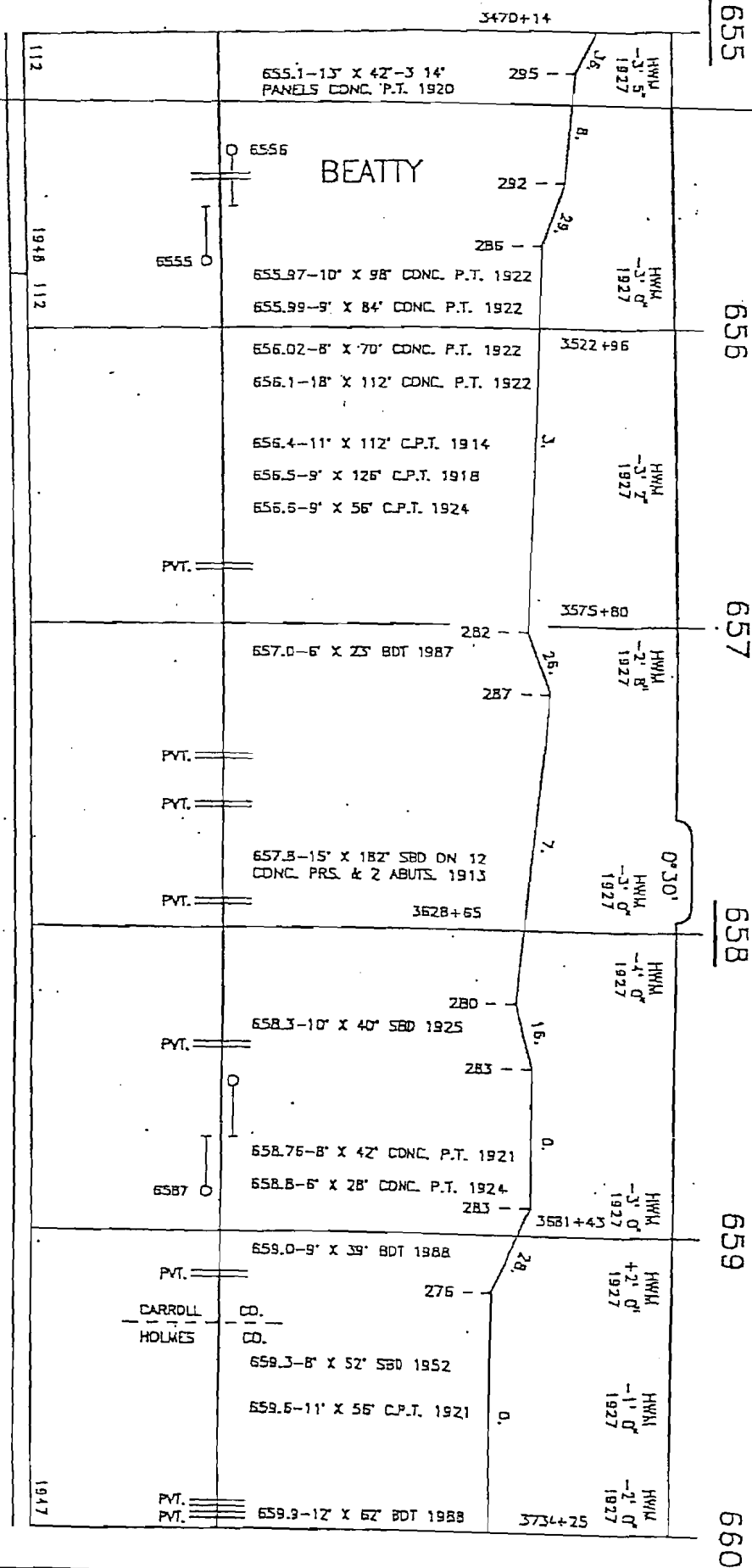


NOTES:

REV. DEC. 31, 1
REV. JULY 1, 1

$$\underline{1'' = 3000'}$$

TO NEW ORLEANS



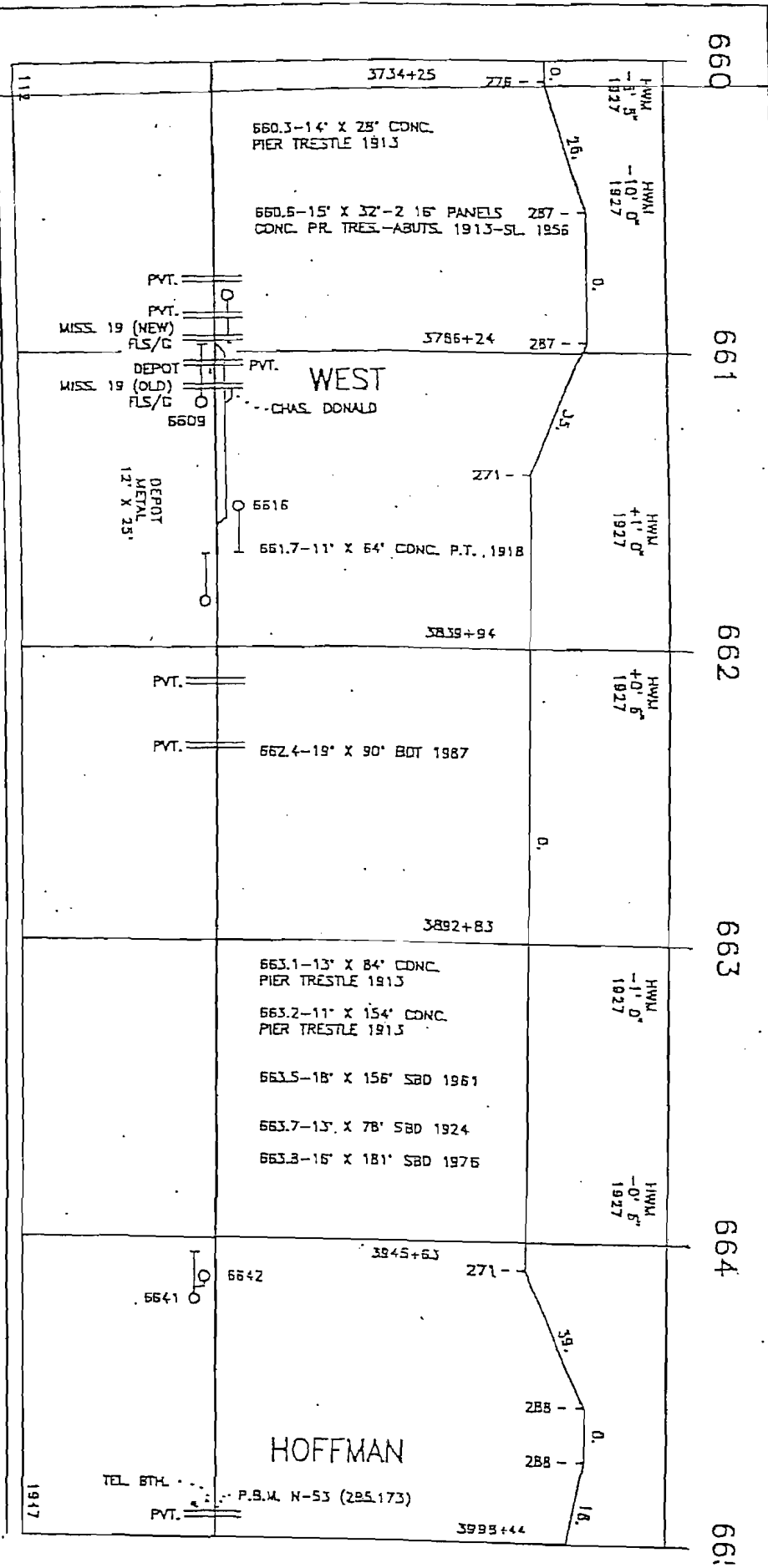
REV. DEC. 31, 1996
REV. JULY 1, 1999

REV. DEC. 31, 1996
REV. JULY 1, 1999

TO MEMPHIS

1" = 3000'

TO NEW ORLEANS



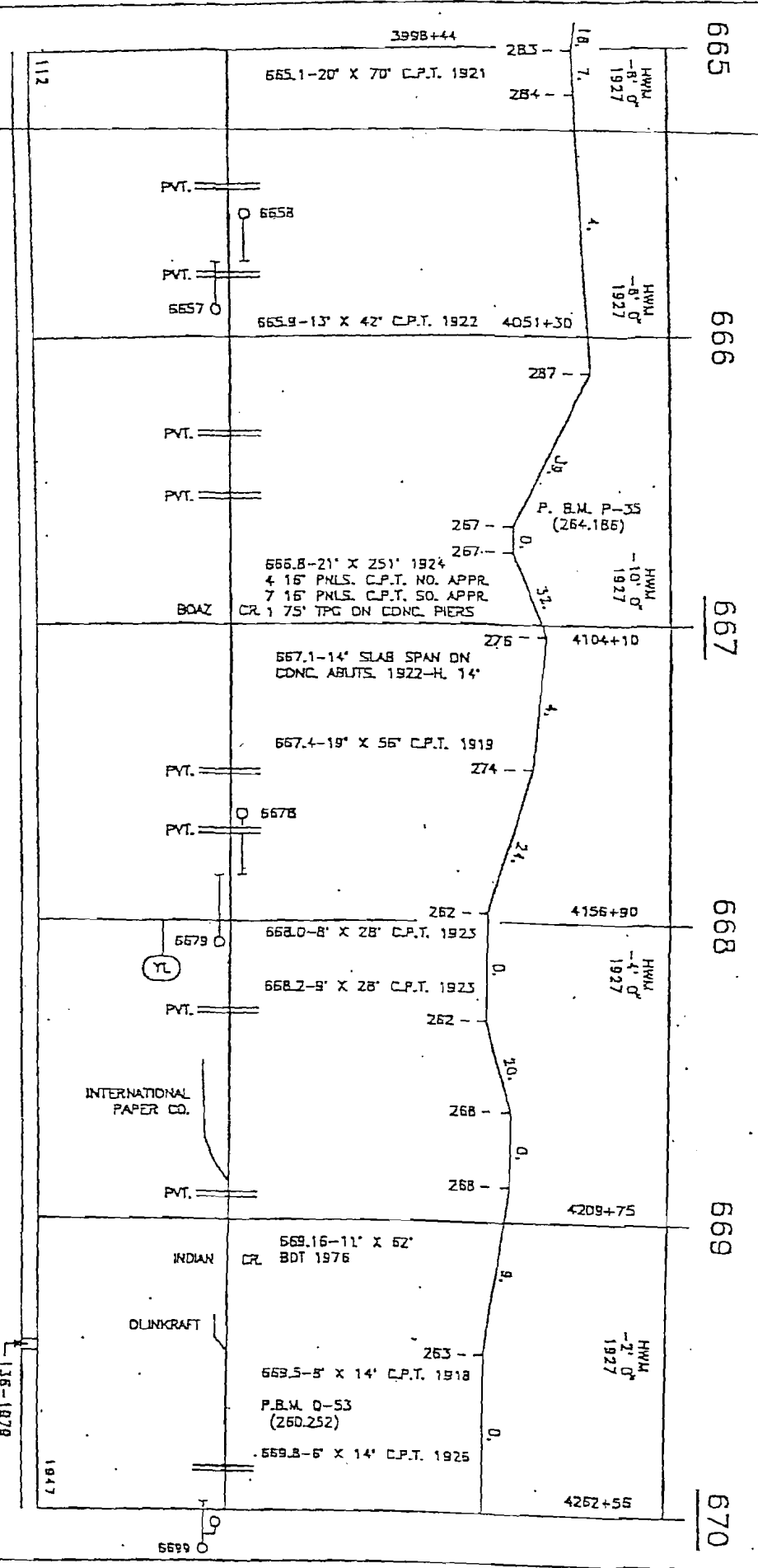
NOTES:

REV. DEC. 31, 19
REV. JULY 1, 18

TO MEMPHIS

1"=3000'

TO NEW ORLEANS



NOTES:

REV. DEC. 31, 1995
REV. DEC. 31, 1998
REV. JULY 1, 1999

TO MEMPHIS

1"=3000'

TO NEW ORLEANS

670

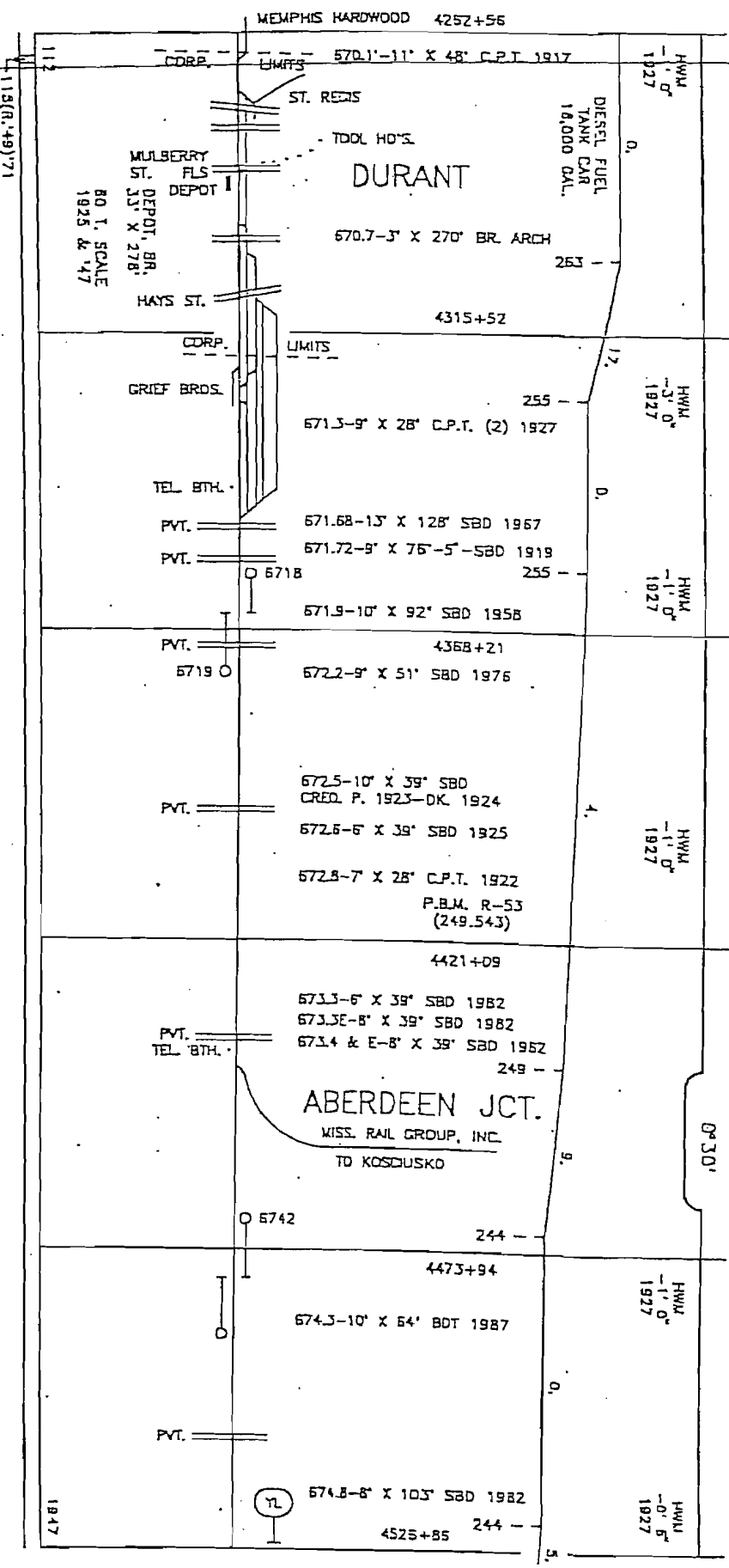
671

672

673

674

67



NOTES:

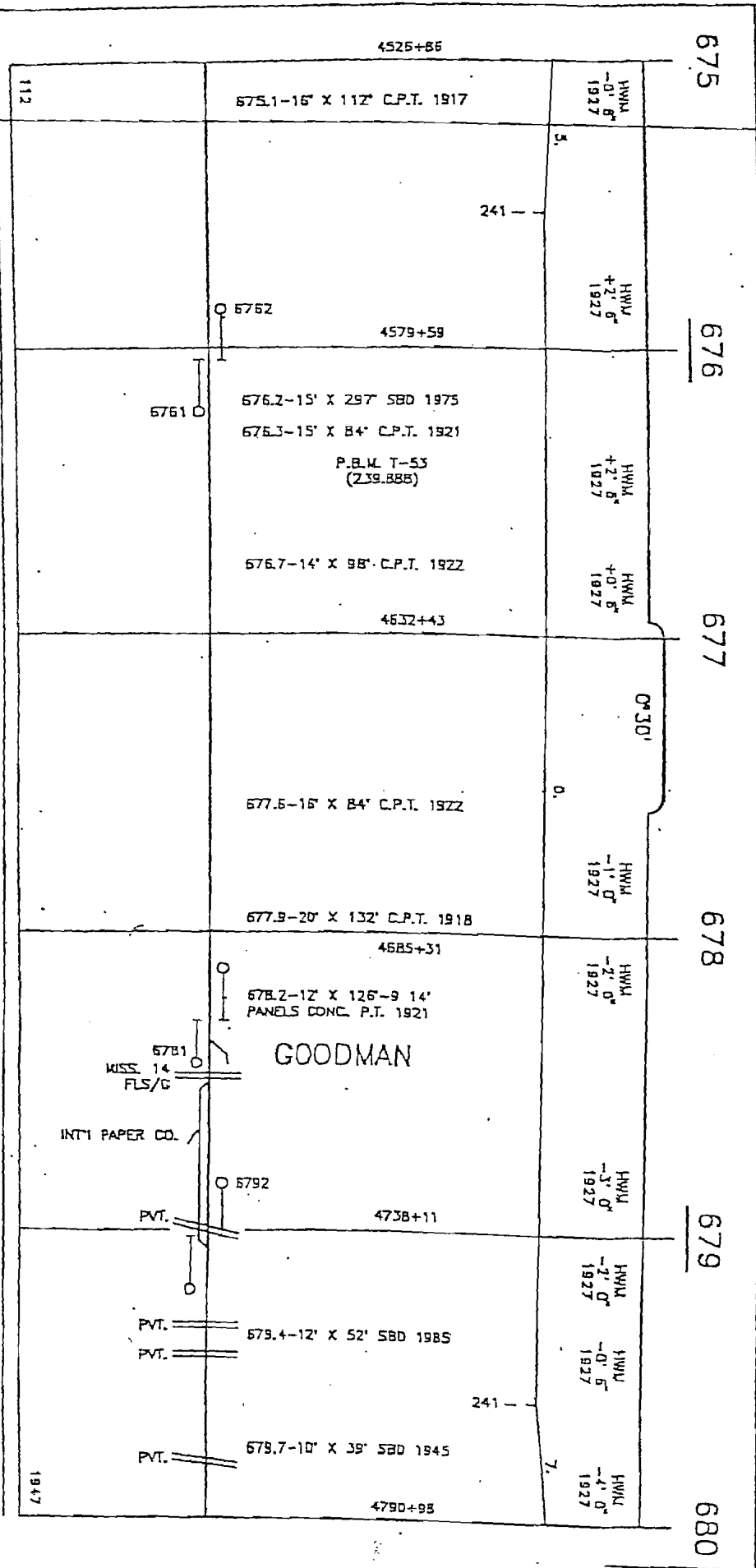
DF

REV. DEC. 31.
REV. DEC. 31.
REV. DEC. 31.
REV. JULY 1.

TO MEMPHIS

1" = 3000'

TO NEW ORLEANS



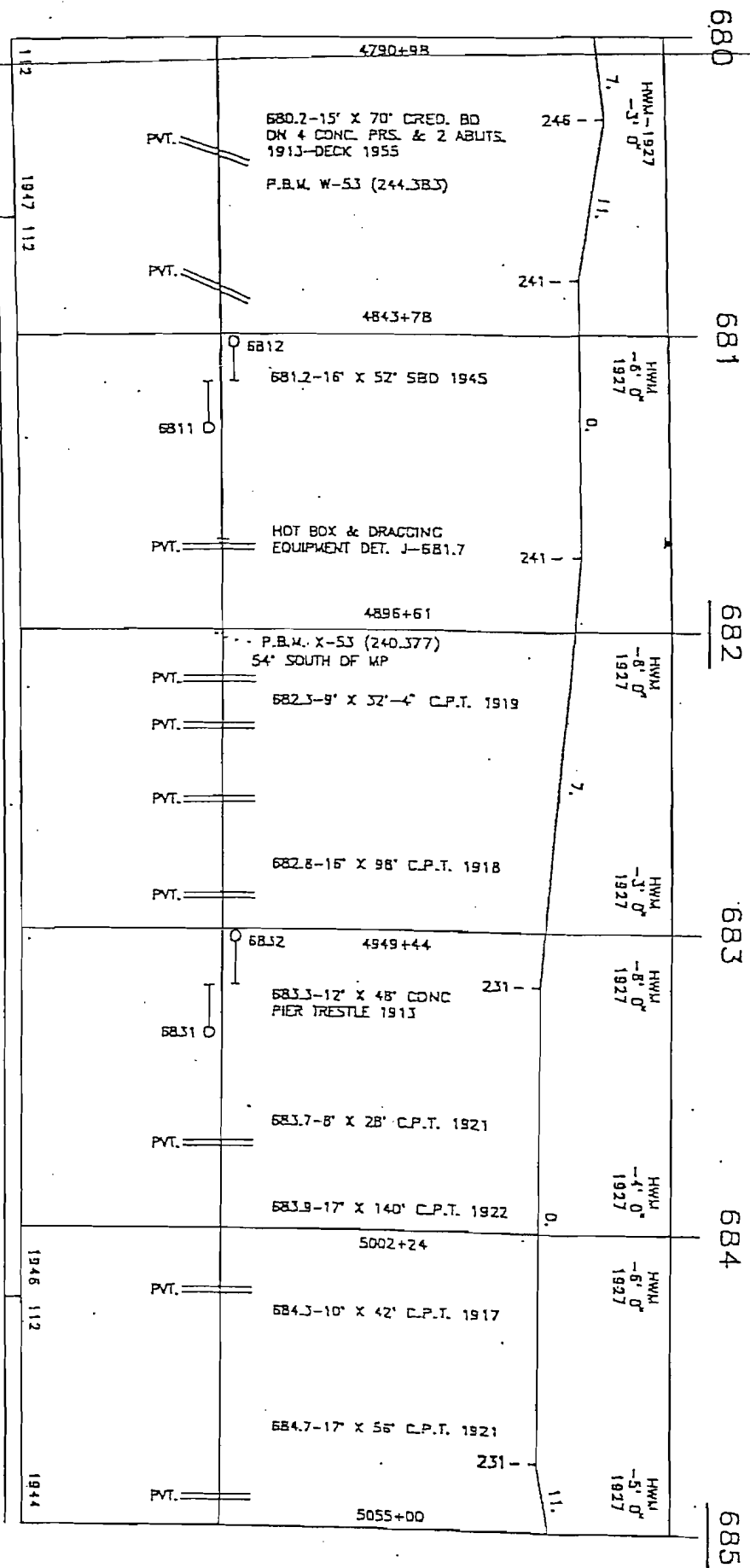
NOTES:

REV. DEC. 31, 1997
REV. JULY 1, 1991

TO MEMPHIS

1"=3000'

TO NEW ORLEANS



NOTES:

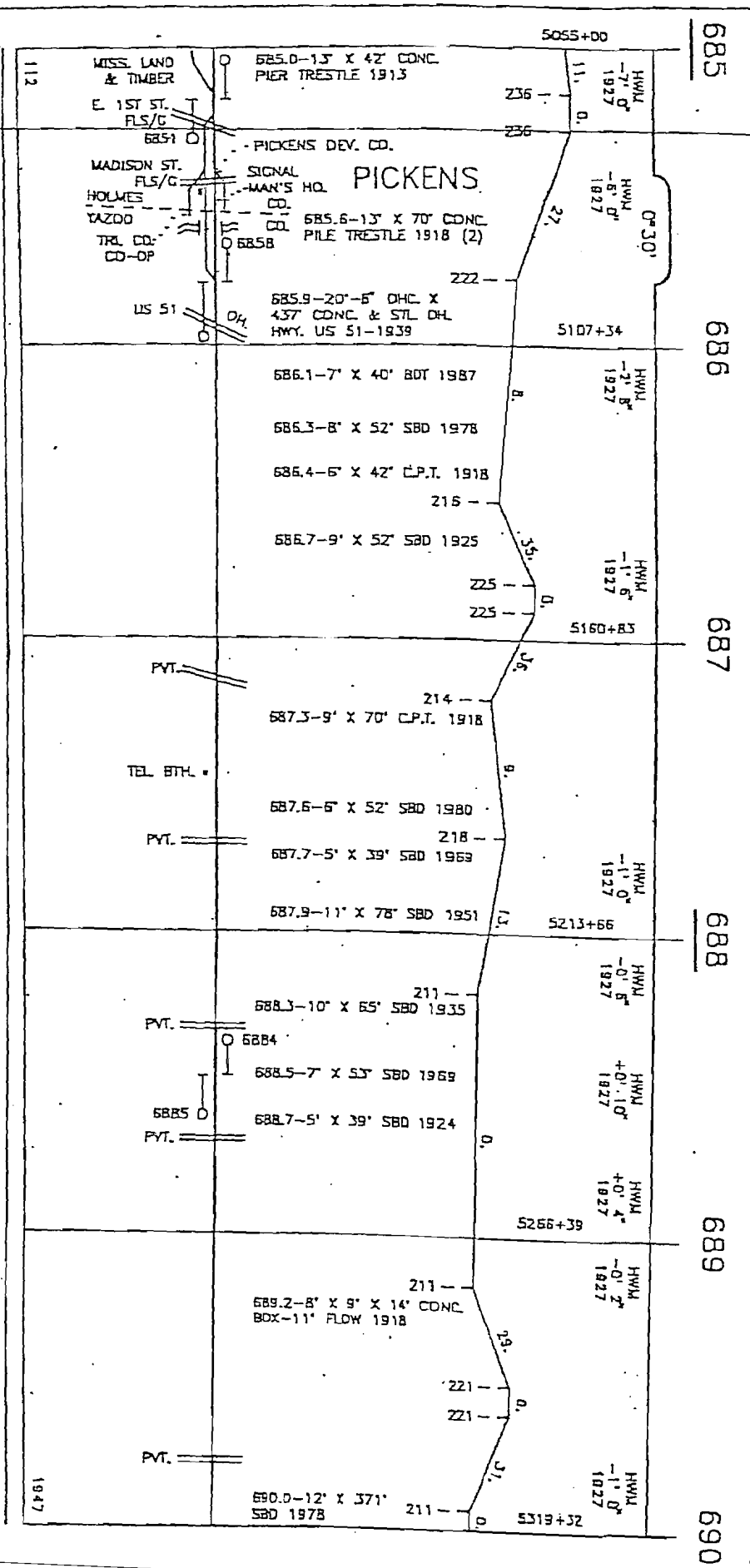
HD

REV. DEC. 31, 194
REV. JULY 1, 194

TO MEMPHIS

1"=3000'

TO NEW ORLEANS



NOTES:

REV. DEC. 31, 195
REV. JULY 1, 196

TO NEW ORLEANS

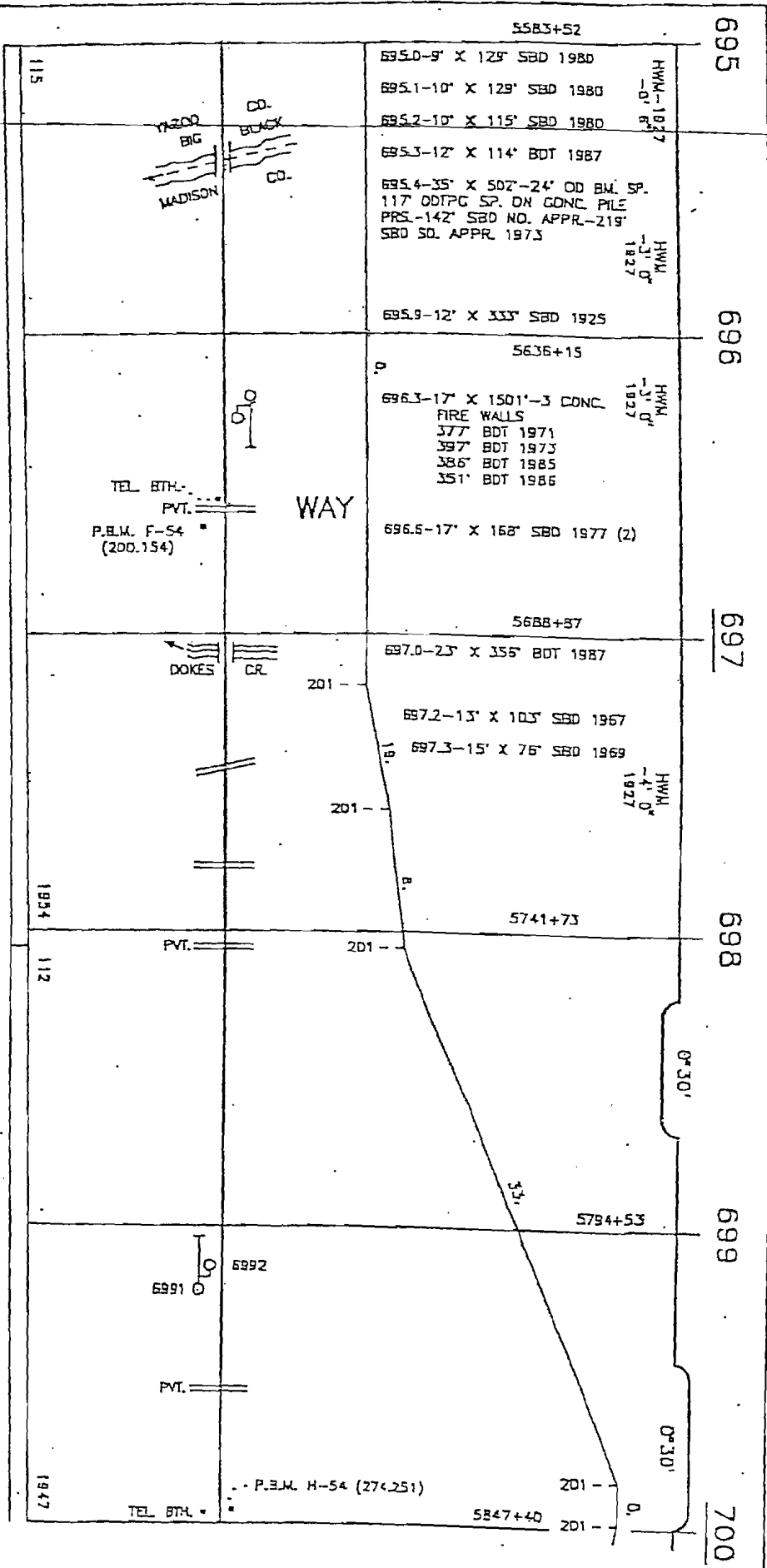
697



REV. DEC. 31,
REV. DEC. 31,
REV. JULY 1,

$$\underline{1'' = 3000'}$$

TO NEW ORLEANS



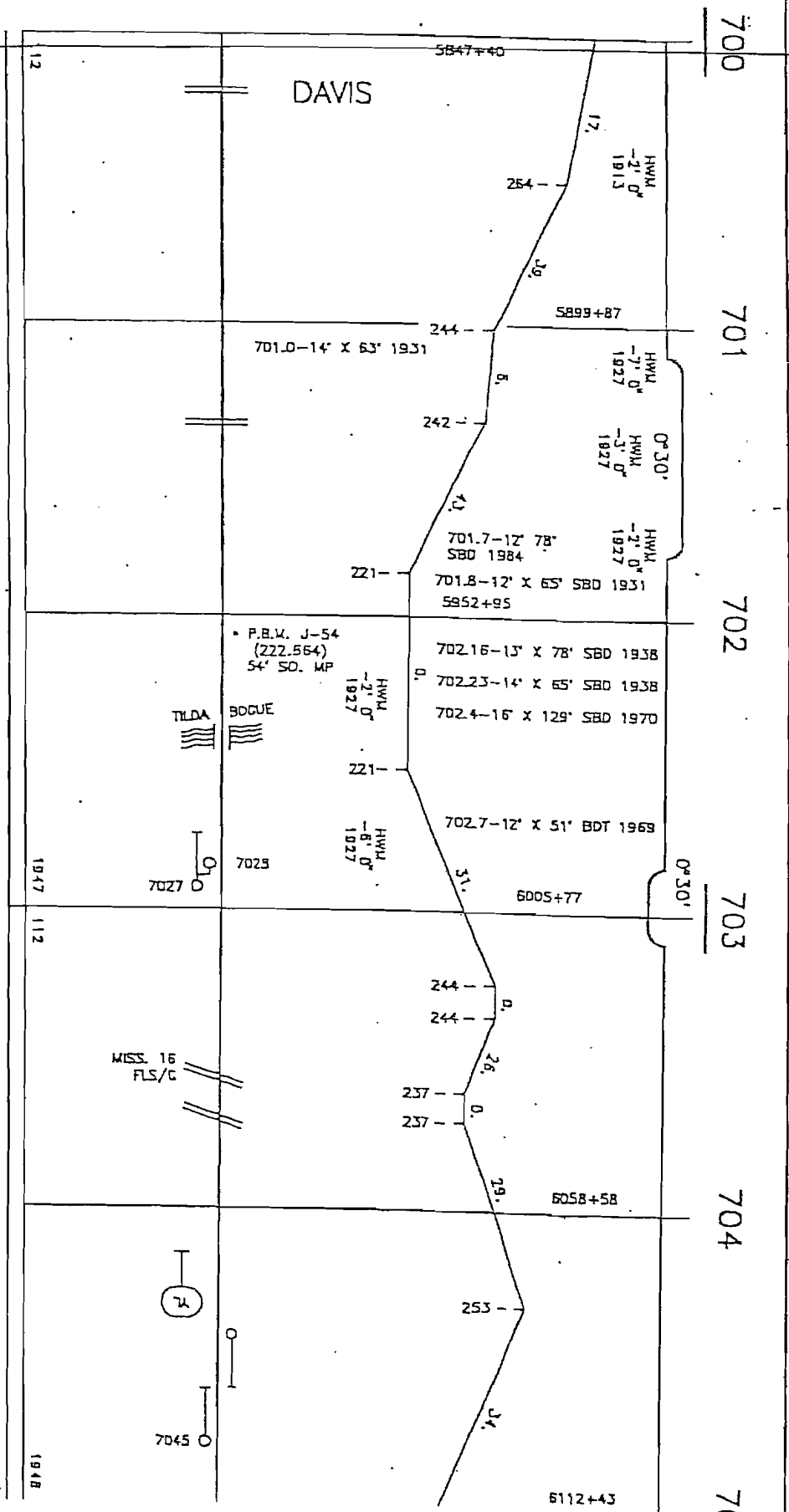
REV. DEC. 31, 19
REV. JULY 1, 19

REV. DEC. 31, 19
REV. JULY 1, 19

TO MEMPHIS

1" = 3000'

TO NEW ORLEANS



NOTES:

REV. DEC. 31,
REV. JULY 1,

EXHIBIT C

 STRUCTURES KNOWN TO BE
 50 YEARS OLD OR OLDER

<u>Type of Structure</u>	<u>Milepost Location</u>	<u>Dimension</u>	<u>Material</u>	<u>Year Constructed</u>	<u>Year Altered</u>
Bridge	626.4	11' x 56'	SBD	1955	
Bridge	626.5	23' x 151'	SBD	1924	
Bridge	626.7	12' x 42'	CPT	1922	
Bridge	627.5	19' x 123'	SBD	1949	
Trestle	627.6	6' x 14'	CPT	1924	
Bridge	628.6	26' x 97'	CPT	1922	
Bridge	628.9	20' x 56'	CPT	1919	
Bridge	629.9	16' x 42'	CPT	1919	
Bridge	630.1	9' x 28'	CPT	1920	
Bridge	630.8	19' x 54'	CPT	1917	
Culvert	631.3	6' x 8' x 24'	Concrete	1923	
Bridge	631.5	13' x 28'	CPT	1915	
Bridge	632.2	18' x 65'	SBD	1951	
Bridge	633.0	11' x 39'	SBD	1952	
Bridge	633.5	8' x 42'	CPT	1922	
Bridge	634.0	11' x 65'	SBD	1954	
Bridge	634.1	8' x 38'	SBD	1924	
Bridge	635.0	15' x 84'	CPT	1920	
Bridge	638.9	14' x 65'	SBD	1953	
Bridge	639.0	15' x 56'	CPT	1919	
Culvert	639.3	8' x 8' x 37'	Concrete	1917	
Bridge	639.8	14' x 70'	CPT	1923	
Bridge	640.0	11' x 56'	CPT	1923	
Bridge	640.1	9' x 44'	CPT	1923	
Bridge	640.2	14' x 70'	CPT	1923	
Bridge	641.2	19' x 56'	CPT	1919	
Bridge	642.4	12' x 42'	CPT	1920	
Bridge	642.7	9' x 42'	CPT	1920	
Bridge	643.0	16' x 56'	CPT	1918	
Bridge	643.8	6' x 129'	SBD	1923	
Bridge	644.7	13' x 65'	SBD	1954	
Bridge	645.2	9' x 40'	SBD	1924	

Bridge	645.4	8' x 39'	SBD	1955
Bridge	656.8	6' x 28'	CPT	1922
Bridge	647.9	8' x 89'	SBD	1923
Bridge	648.1	13' x 128'	CPT	1917
Bridge	648.8	19' x 158'	CPT	1917
Bridge	649.4	8' x 98'	CPT	1920
Bridge	649.5	9' x 156'	CPT	1921
Bridge	649.6	9' x 112'	CPT	1921
Bridge	649.7	13' x 84'	CPT	1918
Bridge	650.1	14' x 96'	CPT	1918
Bridge	650.7	15' x 56'	CPT	1922
Bridge	651.7	22' x 139'	CPT	1954
Bridge	652.3	16' x 32'	CPT	1913
Bridge	652.5	12' x 51'	SBD	1950
Abutment	653.1	16'	Concrete	1912
Bridge	653.9	15' x 70'	CPT	1913
Bridge	655.1	13' x 42'	CPT	1920
Bridge	655.97	10' x 98'	CPT	1922
Bridge	655.99	9' x 84'	CPT	1922
Bridge	656.02	8' x 70'	CPT	1922
Bridge	656.1	18' x 112'	CPT	1922
Bridge	656.4	11' x 112'	CPT	1914
Bridge	656.5	9' x 126'	CPT	1918
Bridge	656.6	9' x 56'	CPT	1924
Bridge	657.8	15' x 182'	CPT	1913
Bridge	658.3	10' x 40'	SBD	1925
Bridge	658.76	8' x 42'	CPT	1921
Bridge	658.8	6' x 28'	CPT	1924
Bridge	659.3	8' x 52'	SBD	1952
Bridge	659.6	11' x 56'	CPT	1921
Bridge	660.3	14' x 28'	CPT	1913
Bridge	660.6	15' x 32'	CPT	1956
Bridge	661.7	11' x 64'	CPT	1918
Bridge	663.1	13' x 84'	CPT	1913
Bridge	663.2	11' x 154'	CPT	1913
Bridge	663.5	18' x 156'	SBD	1961
Bridge	663.7	13' x 78'	SBD	1924
Bridge	665.1	20' x 70'	CPT	1921
Bridge	665.9	13' x 24'	CPT	1922
Bridge	666.8	21' x 251'	CPT	1924
Abutment	667.1	14'	Concrete	1922
Bridge	667.4	19' x 56'	CPT	1919
Bridge	668.0	8' x 28'	CPT	1923
Bridge	668.2	9' x 28'	CPT	1923
Trestle	669.5	8' x 14'	CPT	1918
Trestle	669.8	6' x 14'	CPT	1925

Bridge	670.1	11' x 48'	CPT	1917	
Bridge	671.3	9' x 28'	CPT	1927	
Bridge	671.9	10' x 92'	SBD	1958	
Bridge	672.5	10' x 39'	SBD	1924	
Bridge	672.6	6' x 39'	SBD	1925	
Bridge	672.8	7' x 28'	CPT	1922	
Bridge	675.1	16' x 112'	CPT	1917	
Bridge	676.3	15' x 84'	CPT	1921	
Bridge	676.6	14' x 98'	CPT	1922	
Bridge	677.6	16' x 84'	CPT	1922	
Bridge	677.9	20' x 132'	CPT	1918	
Bridge	678.2	12' x 126'	CPT	1921	
Bridge	679.7	10' x 39'	SBD	1945	
Bridge	680.2	15' x 70'	SBD	1913	1955
Bridge	681.2	16' x 52'	SBD	1945	
Bridge	682.3	9' x 32'	CPT	1919	
Bridge	682.8	16' x 98'	CPT	1918	
Bridge	683.3	12' x 48'	CPT	1913	
Bridge	683.7	8' x 28'	CPT	1921	
Bridge	683.9	17' x 140'	CPT	1922	
Bridge	684.2	10' x 42'	CPT	1917	
Bridge	684.7	17' x 56'	CPT	1921	
Bridge	685.0	13' x 42'	CPT	1913	
Bridge	685.6	13' x 70'	CPT	1918	
Bridge	686.4	6' x 42'	CPT	1918	
Bridge	686.7	9' x 52'	SBD	1925	
Bridge	687.3	9' x 70'	CPT	1918	
Bridge	687.9	11' x 78'	SBD	1951	
Bridge	688.3	10' x 65'	SBD	1935	
Bridge	688.5	7' x 53'	SBD	1969	
Culvert	689.2	8' x 9' x 14'	Concrete	1918	
Bridge	690.2	14' x 140'	CPT	1920	
Bridge	690.3	25' x 97'	CPT	1922	
Bridge	690.8	11' x 42'	CPT	1919	
Bridge	691.3	16' x 48'	CPT	1919	
Bridge	691.8	14' x 42'	CPT	1919	
Bridge	692.3	9' x 52'	SBD	1923	
Bridge	692.5	7' x 51'	SBD	1923	
Bridge	693.5	11' x 56'	CPT	1915	
Bridge	693.9	8' x 256'	SBD	1926	
Bridge	694.7	13' x 104'	SBD	1920	
Bridge	694.8	9' x 51'	SBD	1923	
Bridge	695.9	12' x 333'	SBD	1925	
Bridge	701.0	14' x 63'	SBD	1931	
Bridge	701.8	12' x 65'	SBD	1938	
Bridge	702.16	13' x 78'	SBD	1931	

Bridge

702.25

14' x 65'

SBD

1938

Notes: CPT = Concrete pier trestle
SBD = Single ballast deck