



JON S. CORZINE
Governor

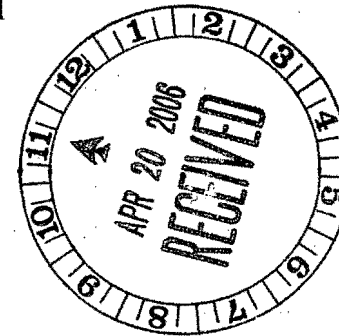
State of New Jersey
DEPARTMENT OF ENVIRONMENTAL PROTECTION

Natural and Historic Resources, Historic Preservation Office
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LISA P. JACKSON
Commissioner

HPO-D2006-43 PROD
April 7, 2006
Log # 05-2021-1

Mr. Vernon A. Williams
Secretary
Surface Transportation Board
1925 K Street, NW
Washington, DC 20423-0001



Attention: Section on Environmental Analysis

Dear Mr. Williams:

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 Number AB 167 (Sub-Number 1186 X)
Consolidated Railroad Corporation (CONRAIL)
Clayville Industrial Track
Abandonment of Railroad Right of Way milepost 0.0 to milepost 1.0
City of Vineland, Cumberland County.**

SUMMARY: The proposed abandonment of the Clayville Industrial Track will have no adverse effect upon the National Register of Historic Places eligible **Millville and Glassboro Railroad Historic District** (currently identified as the Conrail Millville Industrial Track).

800.4 Identification of Historic Properties

Previous consultation with the Federal Highway Administration (FHWA) and the New Jersey Department of Transportation (NJDOT) evaluated the historic significance and integrity of the former Millville and Glassboro Railroad right of way (the currently named Conrail Millville Industrial Track) and identified the **Millville and Glassboro Railroad Historic District** as eligible for inclusion in the National Register of Historic Places. A copy of the original letter offering the opinion of eligibility is attached.

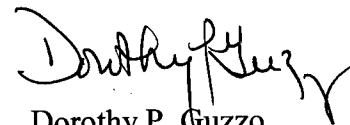
I reaffirm the conclusion of HPO letter HPO-A2002-033 PROD that the former Millville and Glassboro Railroad right of way is eligible for inclusion in the National Register of Historic Places (NRHP) as the **Millville and Glassboro Railroad Historic District**.

800.5 Assessment of Adverse Effects

Based on currently available information, the track described as the Clayville Industrial Track does not appear to contain any historic buildings or structures, provide service to any historically significant buildings or industries or be a surviving remnant of a previously longer or significant railroad line. Therefore, I concur with the conclusion that the abandonment of the Clayville Industrial Track will not adversely affect the historic significance, character or integrity of the NRHP eligible **Millville and Glassboro Railroad Historic District**.

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

Sincerely,



Dorothy P. Guzzo
Deputy State Historic
Preservation Officer

C: John K. Enright, CONRAIL
Railroad and Freight Services, NJDOT

CS:C/STBD2006-43ConrailClayvilleIT



HPO-A2002-033 PROD
Log # 02-0321

State of New Jersey

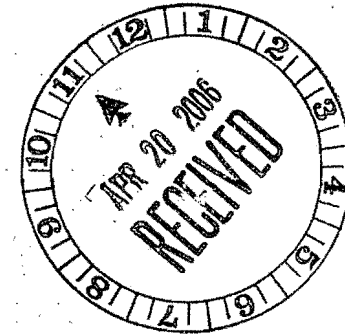
DONALD T. DiFRANCESCO
Acting Governor

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Robert C. Shinn, Jr.
Commissioner

January 4, 2002

Mr. Andras Fekete, Manager
Bureau of Environmental Services
New Jersey Department of Transportation
1035 Parkway Avenue
P.O. Box 600
Trenton, New Jersey 08625-0600



Mr. Fekete:

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 12 December 2000 (65 FR 77725-77739), I am providing continuing consultation comments for the following project:

**Vineland-Millville Boulevards [CR615N and CR 615S]
City of Vineland, Cumberland County
Cumberland County Scoping Project
Federal Project no. STP-A00S(369)PE**

SUMMARY: I concur with the consultant's findings that **three (3) resources**, the **Millville and Glassboro Railroad** (previously identified as potentially eligible), **Christ Episcopal Church and Chapel**, and the **South Vineland School**, are **eligible** for inclusion in the National Register of Historic Places (NRHP). Assuming that Alternative B remains the preferred alternative, I concur with the consultant's findings of **no adverse effect** with the condition that the final design maintains the existing grade between the pavement and two oak trees in front of the **Christ Episcopal Church and Chapel** and that final plans and specifications are submitted for Historic Preservation Office review.

These comments are in response to: your cover letter dated **November 7, 2001**, with *Cultural Resource Survey Vineland-Millville Boulevards Corridor Improvements N.J. Route 55 to Chestnut Avenue City of Vineland Cumberland County, New Jersey*, (Hunter Research) August 2001, received at this office **November 8, 2001**, requesting review and concurrence pursuant to Section 106 of the National Historic Preservation Act (NHPA) of 1966 as amended.

800.4 Identification of Historic Properties

I concur with the consultant's findings that **three (3) resources**, the **Millville and Glassboro Railroad** (previously identified as potentially eligible), **Christ Episcopal Church and Chapel**, and the **South Vineland School** are **eligible** for inclusion in the National Register of Historic Places (NRHP). The **Millville-Glassboro Railroad** is significant under NRHP Criterion A, for the role it played in the industrial, agricultural, and residential development of the South Jersey communities along its alignment and for providing 19th Century rail access to the resorts of Cape May City. The limits of the resource are defined by the railroad right-of-way (including the full extent of the embankment) and any adjacent sidings and architectural or archaeological railroad-related resources that date from its initial construction in 1859 through the West Jersey Railroad period of operation to 1951. The **Christ Episcopal Church and Chapel** with its three structures (church, chapel, and outhouse), are significant under NRHP Criterion A, for their association with the historical development of Vineland, and the role the church played in the development of the community of South Vineland. The boundaries of this resource are defined as the full extent of the City of Vineland, Block 1060, Lot 4. The **South Vineland School**, one property to the north of the Christ Episcopal Church and Chapel, is significant under NRHP Criteria A and C for its association with the historical development of early South Vineland and as an important example of modern school design theory applied to the rural landscape of South Jersey. The boundaries of this resource are defined by the full limits of the City of Vineland, Block 1060, Lot 6.

800.5 Assessment of Adverse Effects

Five (5) proposed alternatives, A-E, have been identified for this project. Alternative A, an essentially no-build alternative would have the least impact on the identified historic properties. Alternatives B, D, and E would all have similar relatively limited potential impacts on the identified historic properties. Alternative C, lowering the height of the railroad embankment, would have an adverse effect on the **Millville and Glassboro Railroad**. Assuming that Alternative B remains the preferred alternative, as selected from a traffic-engineering standpoint, I am providing the following comments based on the consultant's recommendation and additional information submitted to the HPO in relationship to the three (3) identified historic resources:

- 1) **Millville and Glassboro Railroads**, Alternative B will have **no adverse effect** on this resource.
- 2) **Christ Episcopal Church and Chapel**, Alternative B will have **no adverse effect** on this historic resource provided that all widening and construction activities are restricted to the area to the west of the two large oak trees, as testified to in the January 3, 2002 letter from Urbitran Associates to NJDOT. The letter states, "In the vicinity of the subject Church, the eastside border area of South East Boulevard will be reduced and it will be designed to maintain the existing grade between the edge of

Mr. Andras Fekete, Manger
Bureau of Environmental Services
Vineland-Millville Boulevards [CR615N and CR 615S]
City of Vineland, Cumberland County
Federal Project no. STP-A00S(369)PE
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January 4, 2002
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the pavement and the subject trees." (Fax received 01/04/02, Lauralee Rappleye-Marsett to Steve Hardegen and Charles Scott)

3) **South Vineland School**, Alternative B will have **no adverse effect** on this resource.

Additional Comments

The report documents an acceptable level of effort to identify archaeological historic properties. No archaeological properties were identified, and no further identification efforts are recommended unless Alternative C is selected. If Alternative C is selected, archaeological monitoring will be appropriate per the recommendation presented on p. 7-15 of the report.

No corrections or additions are recommended for the report and it will be acceptable upon the receipt of a copy with photo prints for project photo figures. The report has been accessioned at the HPO library as CUM F 568 (ID2226).

The HPO looks forward to the review of final project plans and specifications that include the details for the design to maintain grade between the pavement and two oak trees in front of the Christ Episcopal Church and Chapel. If you have questions concerning this project review, please contact HPO staff Mike Gregg for archaeology at 609 633-2395, or Steven Hardegen for architecture at 609 984-0141.

Sincerely,



Dorothy P. Guzzo
Deputy State Historic
Preservation Officer

DPG/seh/mg

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c. Lourdes Castaneda, FHWA

Amy Fox, FHWA

Steve Moy, NJDOT-LGS

Cumberland County Cultural and Heritage Committee

Cumberland County Historical Society

Friends of Historic Vineland

Historic Society of Millville

National Railway Historic Society West Jersey Chapter

Vineland Historical and Antiquarian Commission

Christ Episcopal Church