

EI-20955
CN

Knox & Kane RR - Kinzua Bridge/Viaduct

Nagle, Cheryl

to:

'nadalsc@stb.dot.gov'

03/20/2015 11:32 AM

Hide Details

From: "Nagle, Cheryl" <chnagle@pa.gov>

To: "'nadalsc@stb.dot.gov'" <nadalsc@stb.dot.gov>

History: This message has been replied to.

1 Attachment



SCAN2255_000.pdf

Dear Catherine

Thank you for your phone call regarding the Knox & Kane Railroad abandonment, and the Kinzua Viaduct. We appreciate your reaching out to us regarding historic resources and the Section 106 process. I read over the docket again, and now understand where there may be some confusion. The docket states that "the Kinzua Bridge is the only historic structure on the line andit was listed in the National Directory of Historic Engineering Landmarks."

The Kinzua Viaduct, McKean County, PA was officially removed from the National Register of Historic Places (NRHP) on July 21, 2004 by the National Park Service, Department of the Interior, per our request as the SHPO, due to its loss of integrity (from the tornado damage). See attached letter from PA SHPO. The resource had been listed on the NRHP on August 8, 1977 for its engineering significance.

I am not sure if the preparer of the docket got the two things confused (National Register versus National Historic Engineering Landmark), but since the designation of a National Historic Engineering Landmark is done by the American Society of Civil Engineers....I don't know how that should be handled.

Abandonment submissions to the SHPO:

In 1998, our office received a submission regarding the Knox & Kane RR abandonment exemption. Our office stated that in our opinion that would not have the potential to affect historic resources.

In 2009, our office received a submission regarding the abandonment of the Knox & Kane RR MP 95.3 to MP 165.2 (McKean, Elk, Forest and Clarion Counties, PA) STB Docket No. AB-55 (Sub-No. 1X). Our office responded that that action would not have the potential to affect historic properties.

In February 2015, our office received the abandonment exemption submission, and responded that there may be potential historic resources but the activity should have no effect on those resources.

On February 26th, we received a the submission regarding the abandonment between Mt. Jewitt Milepost (165.2) and the Kinzua Bridge (Milepost 169.1) Docket AB-551 (Sub No. 2X) a distance of approximately 3.9 miles.

If I can be of any further assistance, please do not hesitate to contact me. Cheryl

Cheryl L. Nagle | Historic Preservation Specialist
Bureau for Historic Preservation
Pennsylvania Historical and Museum Commission
400 North Street, 2nd Floor | Harrisburg, PA 17120-0093
Phone: 717.772.4519 | Fax: 717.772.0920



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

May 27, 2004

Carol Shull, Chief of Registration
National Register of Historic Places
U.S. Department of Interior
National Park Service
National Register of Historic Places
1201 "I" (Eye) Street, NW, 8th floor
Washington D.C. 20005

Re: Kinzua Viaduct, McKean County, Pennsylvania

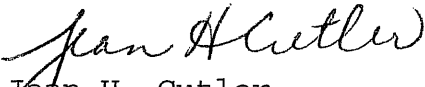
Dear Ms. Shull:

As the designated authority under the National Historic Preservation Act, as amended, I hereby request the removal of the Kinzua Viaduct, McKean County, Pennsylvania from listing in the National Register of Historic Places according to procedural requirements set forth in 36 CFR Part 60.

During a tornado on July 21, 2003 eleven of the twenty towers of the viaduct collapsed and the total damage claimed approximately 70 percent of the historic fabric (see enclosed information). We have concurred with FEMA that the viaduct does not retain integrity required to reflect its engineering and transportation significance.

If you have any questions regarding this request for removal please call us at (717) 783-8947.

Sincerely,


Jean H. Cutler
Director

Enclosure
cc: Science Kilner, FEMA; Roger Fickes, BSP, DCNR
JHC/gr