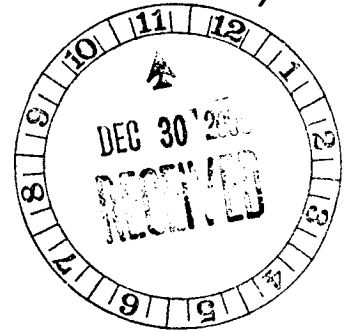


CHARLES H. MONTANGE
ATTORNEY AT LAW
426 NW 162ND STREET
SEATTLE, WASHINGTON 98177
(206) 546-1936
FAX: (206) 546-3739



29 December 2005

ENTERED
Office of Proceedings

DEC 30 2005

Part of
Public Record

Hon. Vernon Williams
Secretary
Surface Transportation Board
1925 K Street, N.W.
Washington, D.C. 20423-0001

Re: YILA -- Abandonment Exemption --
Yakima County, WA, AB 600 (Sub-no. 1X)

for filing: Notice of Exemption and
statement of willingness ✓

Dear Mr. Williams:

1. Notice of Exemption. On behalf of Yakima Interurban Lines Association (YILA), enclosed for filing in the above-captioned proceeding please find an original and ten copies of a Notice of Exemption for Abandonment of the Naches Branch from MP 2.79 near Yakima to MP 14.26 (end of line) near Naches.

Also enclosed is a check furnished by Yakima County in the amount of \$3000 for the filing fee.

✓ 2. Statement of Willingness. On behalf of Yakima County, enclosed for filing in the above-captioned proceeding, please find the original and ten copies of a Resolution adopted by the County Commissioners and a "Statement of Willingness" pursuant to 49 C.F.R. 1152.29 with respect to the aforementioned line.

YILA consents to negotiate a railbanking/interim trail use agreement with Yakima County, as indicated in the Notice of Exemption. I hereby confirm this consent as counsel for YILA.

49 C.F.R. § 1002.2(f)(1) states that filing fees "are waived for an application or other proceeding which is filed by ... a state or local government entity." Yakima County is a local government entity. The "statement of willingness" filed herewith on behalf of Yakima County is accordingly fee exempt, and to the extent a motion for same is required, Yakima County by this letter so moves.

By my signature below, I certify that copies of the statement of willingness have been served upon YILA with receipt by its counsel on or before December 27, 2005. The Notice of Exemption has been reviewed electronically by representatives of Yakima County and the City of Yakima prior to filing, but by my signature below, I also certify service on counsel for Yakima County, City of Yakima and Town of Naches, by U.S. Mail, postage pre-paid, first class, on the date of this letter.

Thank you for your assistance in this matter.

Very truly,


Charles Montange
for YILA and Yakima County

Encls.

cc. Terry Austin, Esq. (for County)
Ray Paoella, Esq. (for City)
Gregory Lighty, Esq. (for Town)
Paul Edmondson, Esq. (for YILA)
w/encls.

BOARD OF YAKIMA COUNTY COMMISSIONERS

IN THE MATTER OF PRESERVING THE)
PORTION OF THE NACHES RAIL)
CORRIDOR OWNED BY YAKIMA) Resolution No. 743-2005
INTERURBAN LINES ASSOCIATION)
THROUGH THE FEDERAL RAILBANKING)
PROGRAM)

WHEREAS, the Naches rail corridor from the vicinity of N. 40th Avenue and Fruitvale Boulevard in the City of Yakima to the Town of Naches is owned by Yakima Interurban Lines Association (YILA); and

WHEREAS, on December 12, 2005, YILA published a notice of intent to abandon rail service and stating its intention to file with the federal Surface Transportation Board (STB) on or about December 30, 2005, a notice of exemption under 49 CFR 1152 Subpart F – Exempt Abandonments, which would permit the abandonment of service on the 11.29-mile line between railroad milepost 2.97 near Yakima and milepost 14.26 near Naches; and

WHEREAS, said rail corridor is a significant community asset and it is worthy and appropriate to preserve it for future public uses, including rail and/or trail usage; and

WHEREAS, in March 2004 Yakima County submitted a joint protest to the STB opposing a proposed adverse abandonment, and proposed in collaboration with the City of Yakima, Town of Naches, and YILA a strategy to preserve said rail corridor for future public use through the federal railbanking program; and

WHEREAS, Yakima County applied for and received a \$40,000 SIED grant to pay the costs associated with railbanking said rail corridor; and

WHEREAS, it is appropriate to preserve said rail corridor for future public use through the federal railbanking program; and

WHEREAS, Yakima County is collaborating with the City of Yakima, Town of Naches, and YILA to achieve railbanked status for said rail corridor; now therefore

BE IT HEREBY RESOLVED by the Board of Yakima County Commissioners that the Chairman is authorized and directed to sign the attached Statement of Willingness to Assume Financial Responsibility and submit same to the STB in the docket that YILA has initiated; and

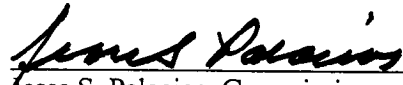
BE IT FURTHER RESOLVED that the Chairman is further authorized to sign and file with STB other documents related to effecting railbanked status for said rail corridor; and

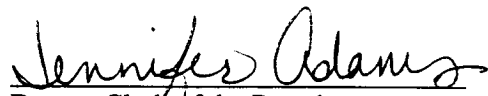
BE IT FURTHER RESOLVED that up to \$5,500 in SIED grant funds is hereby authorized for expenditure for STB filing and related attorneys' fees.

Dated this 15th day of December, 2005.


Ronald F. Gamache, Chairman

Attest: Jennifer Adams

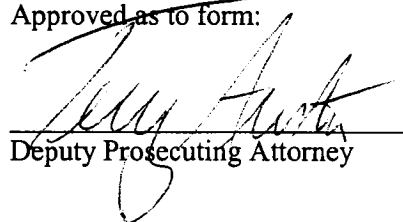

Jesse S. Palacios, Commissioner


Deputy Clerk of the Board

Excused

Michael D. Leita, Commissioner
*Constituting the Board of County Commissioners
for Yakima County, Washington*

Approved as to form:


Deputy Prosecuting Attorney



BEFORE THE SURFACE TRANSPORTATION BOARD

Yakima Interurban Lines Association)
Exemption -- Naches to Yakima,) AB-600 (Sub-no. 1X)
in Yakima County, WA)

Statement of Willingness to Assume
Financial Responsibility

In order to establish interim trail use and rail banking under 16 U.S.C. 1247(d) and 49 CFR 1152.29, Yakima County ("County" or "interim Trail User"), is willing to assume full responsibility for management of, for any legal liability arising out of (unless the user is immune from liability, in which case it need only indemnify the railroad against any potential liability), and for the payment of any and all taxes that may be levied or assessed against the right-of-way owned and operated by Yakima Interurban Lines Association ("Railroad" or "YILA"). The property extends from MP 2.97 near Yakima to MP 14.26 near Naches, a distance of 11.29 miles in Yakima County, Washington. The right of way is part of a line proposed for abandonment in Docket AB-600 (Sub-no. 1X).

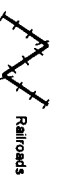
A map depicting the property is attached.

Interim Trail User acknowledges that use of the right-of-way is subject to the user's continuing to meet its responsibilities described above and subject to possible future reconstruction and reactivation of the right-of-way for rail service. A copy of this statement is being served on the railroad on the same date it is being served on the Board.

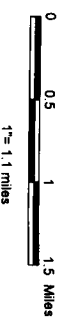
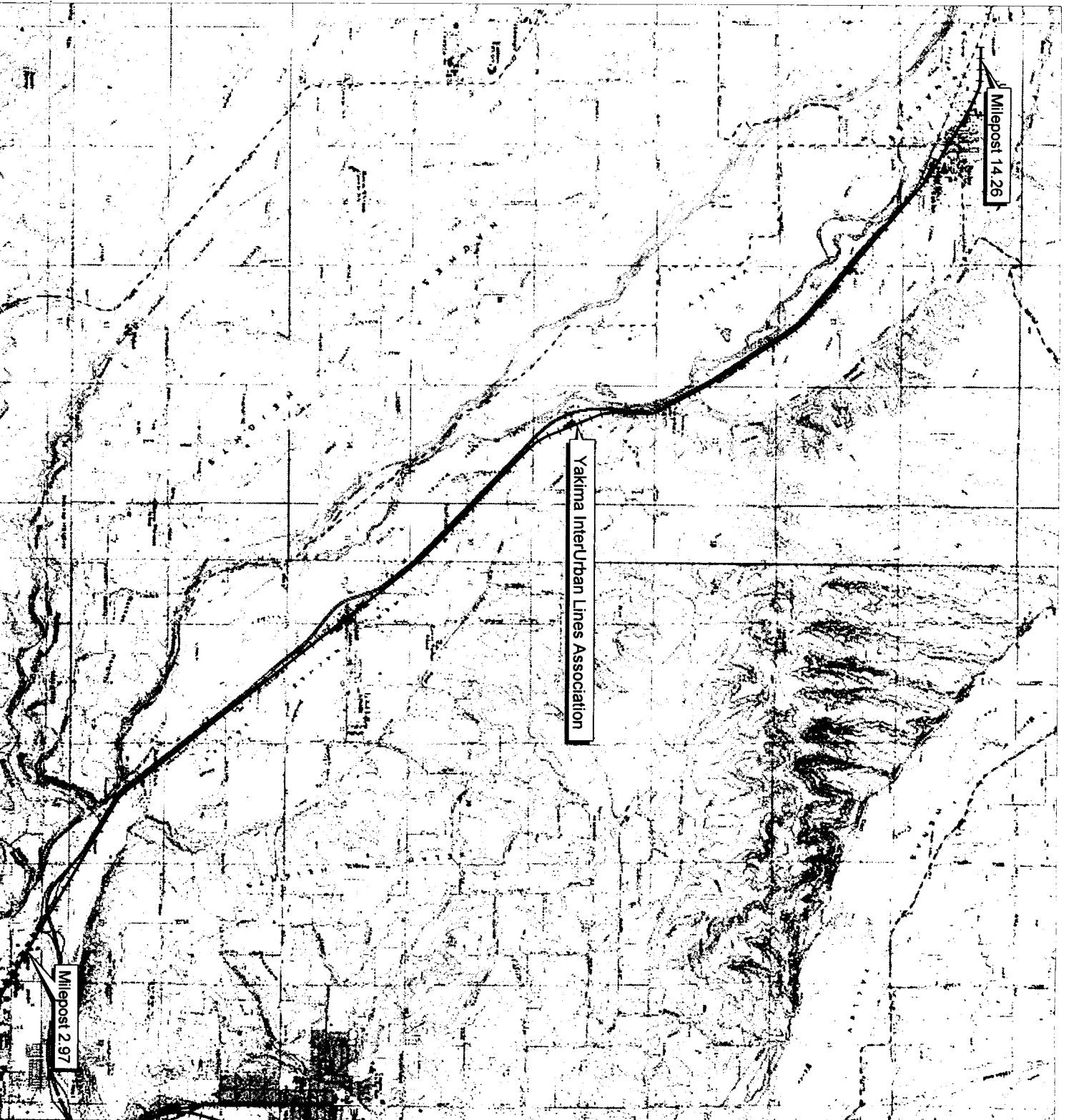

Ronald F. Gamache, Chairman
Board of County Commissioners for Yakima
County, Washington
128 N. Second Street
Yakima, WA ~~9901~~ 98901
509-574-1500

cc. Charles H. Montange
426 NW 162d St.
Seattle, WA 98177
counsel for YILA

Yakima InterUrban Lines Association (MILA)



Railroads



Yakimap.com

Copyright (C) 2005 Yakima County
This map was derived from several databases. The
County cannot accept responsibility for any errors.
Therefore, there are no warranties for this product.

DEC 30 2005

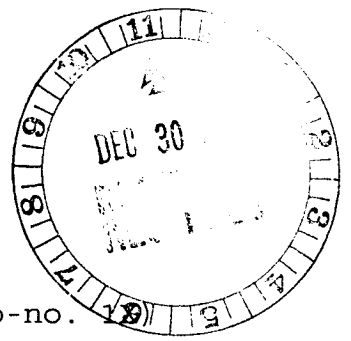
FILED

DEC 30 2005

Part of
Public Record

BEFORE THE SURFACE TRANSPORTATION BOARD

Yakima Interurban Lines Association,)
-- Abandonment Exemption -- in) AB 600 (sub-no. 12)
-- Yakima County, WA)



NOTICE OF EXEMPTION

Yakima Interurban Lines Association ("YILA") submits this verified Notice of Exemption pursuant to 49 C.F.R. 1152, Subpart F -- Exempt Abandonments, for an exempt abandonment of the Naches Branch from Milepost 2.97 (near Yakima) to Milepost 14.26 (near Naches), a distance of approximately 11.29 miles in Yakima County, WA (hereinafter referred to as "the Naches Branch").¹

¹ YILA acquired the Naches Branch from the successor in interest to Washington Central Railroad Company pursuant to YILA -- Acquisition Exemption -- BNSF Acquisition, Inc., F.D. 33719, served March 4, 1999. Subsequent to acquisition, YILA undertook rehabilitation of the line for restoration of rail service. However, due to various difficulties, all available rehabilitation funds were used up before work was completed sufficient to permit restoration of rail service. The chief source of rehabilitation funding was Washington State Department of Transportation (WSDOT). Although supportive of rail reactivation, WSDOT was not prepared to make further funds available unless and until the line passed into the ownership of Yakima County. The County was unwilling to acquire the line until certain private liens were satisfied, and until the County could do so in a fashion that would not result in common carrier obligations on the County.

Kershaw Sunnyside Ranches, Inc., an adjoining landowner to the Naches Branch, initiated an adverse abandonment proceeding with respect to a mile in roughly the middle of the line. This Board rejected the adverse abandonment application. See YILA-- Adverse Abandonment -- in Yakima County, AB-600, served Nov. 19, 2004, reconsideration denied, dec. served Sept. 15, 2005, pet review filed November 8, 2005 sub nom Kershaw Sunnyside Ranches v. USA, 9th Cir. 05-76364. In the "Joint Protest and Comments" filed in opposition to Kershaw's application for adverse abandonment, Yakima County, City of Yakima, Town of Naches, and YILA collectively indicated that they were formulating a plan to preserve the corridor and hopefully to

FEE RECEIVED

DEC 30 2005

SURFACE
TRANSPORTATION BOARD

Issuance of Railbanking Order and Exemption from OFA

Coterminous with this filing, YILA also presents for filing a "statement of willingness" pursuant to 49 C.F.R. § 1152.29(a) on behalf of Yakima County.

YILA hereby declares its willingness to negotiate with Yakima County concerning an agreement for interim trail use and railbanking pursuant to 16 U.S.C. § 1247(d).

For the reasons expressed in Appendix I, YILA requests that this Board exempt this proceeding from the application of the "offer of financial assistance" provisions of 49 U.S.C. § 10904.

In light of the foregoing two paragraphs, YILA further requests that this Board issue a Notice of Interim Trail Use (NITU) rather than simply a Notice of Exemption in this proceeding.

Proposed Consummation Date (49 C.F.R. § 1152.40(d)(2))

The abandonment is proposed to be consummated on or after February 20, 2006, or fifty days after filing the Notice of

complete rehabilitation for restoration of active rail service. As summarized in the aforementioned pleading, that plan called for the Naches Branch to be railbanked by YILA in its entirety and then transferred as a railbanked corridor to Yakima County. In this fashion, Yakima County could acquire the line without incurring common carrier obligations. The joint commenters expected that Yakima County then would seek to arrange rehabilitation funds. See Joint Protest at pp. 4-5. Should funds be available for rehabilitation, the joint commenters expected Yakima County to seek an operator prepared to rehabilitate and to operate the line under this Board's "modified certificate of public convenience and necessity" ("modified PCN") program, at 49 C.F.R. § 1150.21, et seq. See Joint Protest at pp. 7-8. This Notice of Exemption is the initial step in implementing the plan described in the aforementioned "Joint Protest and Comments."

Exemption, whichever date occurs later.

Certification (49 C.F.R. § 1152.50(b))

YILA certifies that no local traffic has moved over the Naches Branch for at least two years and that no formal complaint filed by a user of rail service on the Naches Branch (or filed by a state or local governmental entity on behalf of such user) regarding cessation of service over the Naches Branch either is pending with this Board or any U.S. District Court or has been decided in favor of the complainant within the two-year period. YILA further certifies that there is no overhead traffic on the Naches Branch.

Information required by 49 C.F.R. § 1152.22(a)(1)-(4), (7), (8) and (e)(4)

(a) General:

(a)(1): the name of the railroad is Yakima Interurban Lines Association.

(a)(2): YILA is a common carrier by railroad subject to 49 U.S.C. Subtitle IV, chapter 105.

(a)(3): YILA intends to abandon the Naches Branch between Milepost 2.97 (near Yakima) to Milepost 14.26 (near Naches), a distance of approximately 11.29 miles in Yakima County, WA. Upon the request of Yakima County filed herewith, YILA consents to the issuance of a "Notice of Interim Trail Use" ("NITU") pursuant 16 U.S.C. § 1247(d) to cover the entire Naches Branch involved in this proceeding.

(a)(4): A map showing the Naches Branch at issue in this proceeding and its connection to the national rail system is

attached hereto as Exhibit A.

(a)(7): The representative to whom correspondence concerning this abandonment should be sent is:

Charles H. Montange
426 NW 162d St.
Seattle, WA 98177
(206)546-1936
fax: -3739

(a)(8): The Naches Branch traverses U.S. Postal Service Zip Codes 98902, 98904, 98908, and 98937.

(e)(4) Rural and community impact. The Naches Branch is suitable for use for other public purposes, including specifically use as a trail, and it is already in use as a telecommunications corridor. City of Yakima's primary source of potable water employs a pipe diverting water from the Naches River adjacent to the Kershaw property. The pipe is located in the rail corridor for about 5.6 miles, terminating at about 40th Avenue in Yakima, about 1000 feet from MP 2.97.

Labor Protection

The interest of railroad employees will be protected by the conditions discussed in Oregon Short Line Railroad Co.-- Abandonment -- Goshen, 360 ICC 91 (1979).

Certifications

Attached hereto as Exhibit B and hereby made a part hereof is a Certificate of Service and Publication pursuant to the notice requirements of 49 C.F.R. §§ 1152.50(d)(1), 1105.11, and 1105.12. Due to an error (inadvertent omission of a zip code) in the first newspaper notice, an additional, corrected

newspaper notice was published.

Environmental and Historic Report

A copy of the transmittal letter for the Environmental and Historic Report, the Report, and all responses received to date, is attached as Exhibit C and made a part hereof. At the request of the National Park Service office in San Francisco, YILA's counsel sent the NPS Seattle office a copy of the Report on December 23.

Respectfully submitted,


Charles H. Montange
426 NW 162d St.
Seattle, WA 98177
(206)546-1936

Counsel for Yakima Interurban
Lines Association

Verification

Exhibit A -- Map

Exhibit B -- Certifications and Newspaper Notice

Exhibit C -- ER/HR notification, ER/HR, and Comments to Date

Appendix I (grounds for exemption from OFA procedures)

cc. Paul Edmondson, Esq. (for YILA)
313 North Third St.
Yakima, WA 98901

Raymond L. Paolella
City Attorney
City of Yakima
200 South Third St.
Yakima, WA 98901-2830

Gregory S. Lighty, Esq. (for Naches)
Halverson & Applegate, P.S.
1433 Lakeside Court, Suite 100

Terry Austin, Esq.
Chief Civil Deputy Pros. Atty
Yakima County Courthouse
128 North 2d St., Room 211
Yakima, WA 98901

all w/att. & Exhibits

Verification

State of Washington)
) ss
County of Yakima)

I, Paul Edmondson, president of Yakima Interurban Lines Association ("YILA"), declare under penalty of perjury, under the laws of the United States of America, that I have read the foregoing document and that its assertions are true and correct to the best of my knowledge, information and belief. I further declare that I am qualified and authorized to submit this verification on behalf of YILA. I know that willful misstatements or omissions of material facts constitute Federal criminal violations punishable under 18 U.S.C. 1001 by imprisonment up to five years and fines up to \$10,000 for each offense. Additionally, I know that these misstatements are punishable as perjury under 18 U.S.C. 1621, which provides for fines up to \$2000 or imprisonment up to five years for each offense.

Paul D Edmondson

Subscribed and sworn to
before me this 23rd day of
December 2005.

A Louise Boyd
Notary public residing at
Bellevue, WA

My commission expires: 10-22-09

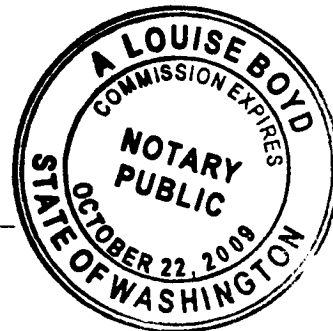
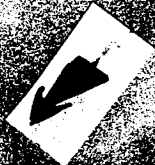


Exhibit A



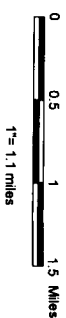
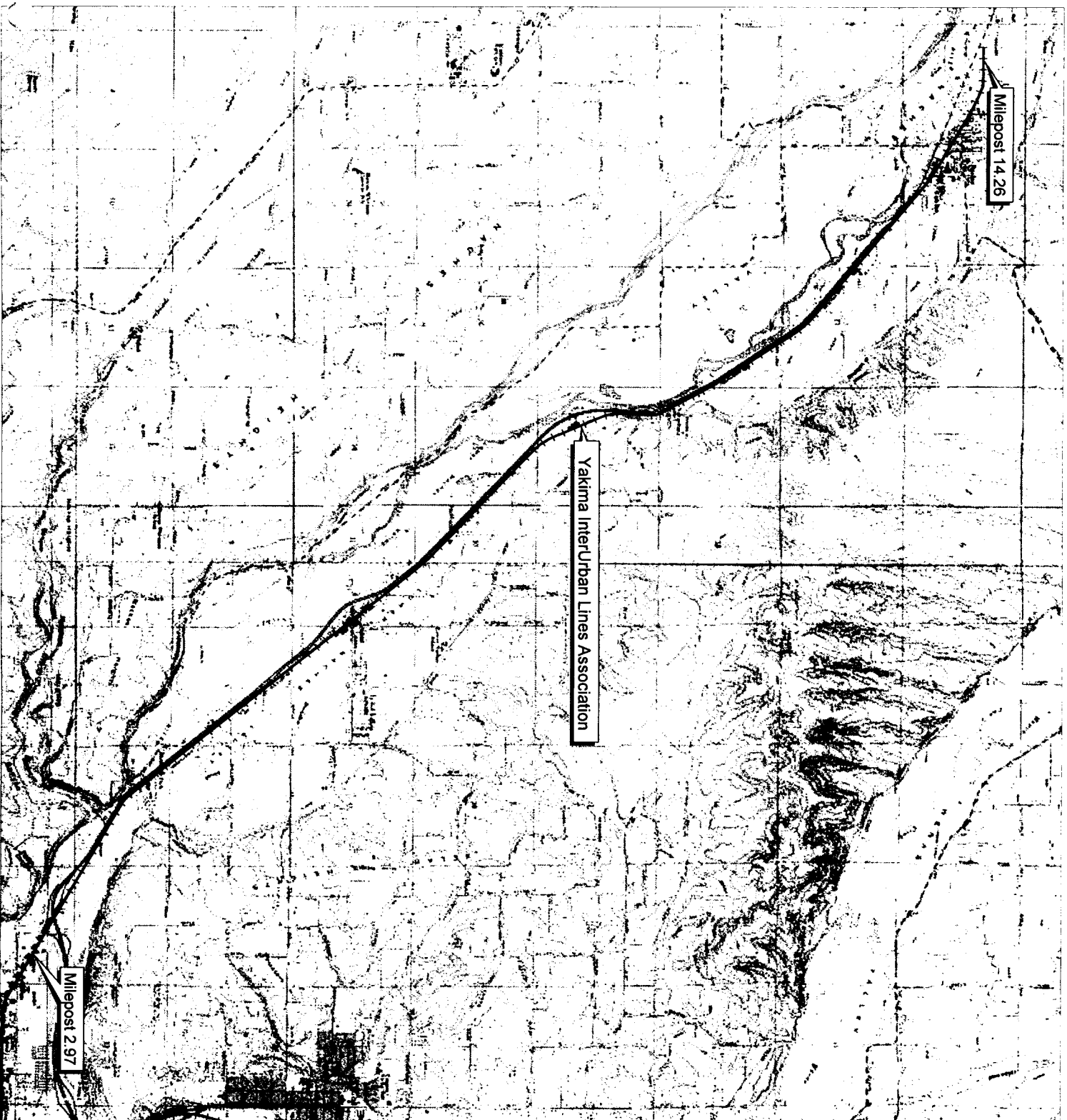
1985
edition



Yakima InterUrban Lines Association (YILA)



Railroads



Yakimap.com

Copyright (c) 2005 Yakima County
This map was derived from several databases. The
County cannot accept responsibility for any errors.
Therefore, there are no warranties for this product.

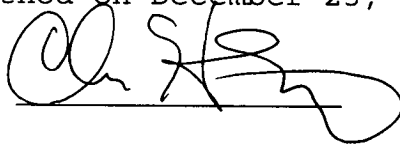
Exhibit B

AB 600 (Sub-no. 1X)

Exhibit B
Certification

The undersigned certifies that on December 7 and again on December 15, 2005 (at least ten days prior to filing of the Notice of Exemption) written notice per 49 C.F.R. § 1152.50(d)(1) was served on the addressees of the letters attached in Exhibit B bearing those dates by U.S. Mail, postage pre-paid first class.

The undersigned further certifies that on December 6, 2005 (at least 20 days prior to filing of the Notice of Exemption) the ER/HR per 49 C.F.R. §§ 1105.7-.8 was served on the addressees of the cover letter found in Exhibit C by U.S. Mail, postage pre-paid first class. Per the subsequent telephonic request of NPS-Pacific West Region, the NPS copy was served on the Seattle NPS office by the same method on December 23, 2005.

A handwritten signature in black ink, appearing to be "C. S. H.", written over a horizontal line.

Re
—

CHARLES H. MONTANGE

ATTORNEY AT LAW

426 NW 162ND STREET

SEATTLE, WASHINGTON 98177

(206) 546-1936

FAX: (206) 546-3739

15 December 2005

Department of Transportation
Transportation Bldg., NS-KF-01,
Olympia, WA 98504

Washington Utilities and Tptn. Commission
1300 South Evergreen Park Drive, SW,
Olympia, WA 98505

Department of Defense (Military Traffic Management Command,
Transportation Engineering Agency, Railroads for National
Defense Program) at Military Traffic Management Command,
MTMCTEA

Attn: Railroads for National Defense
720 Thimble Shoals Blvd., Suite 130
Newport News, VA 23606-2574

The National Park Service,
Recreation Resources Assistance Division,
P.O. Box 37127
Washington, D.C. 20013-7127;

The U.S. Department of Agriculture
Chief of the Forest Service,
4th Floor, NW, Auditors' Bldg.,
14th St. and Independence Ave., S.W.,
Washington, D.C. 20250

Re: NOTICE pursuant to 49 C.F.R. § 1152.50(d)
correction

Yakima Interurban Lines Association -- Abandonment
Exemption -- Naches to near Yakima in Yakima
County, WA, STB dkt. no. AB 600 (Sub-no. 1X)

Dear Sir or Madam:

This letter is to correct an error in the zip codes in the
attached notice. The rail line in question encompasses United
States Postal Zip Codes 98902, 98904, 98908, and 98937. Zip
Code 98908 was inadvertently omitted.

All other aspects of the attached notification remain the
same.

We apologize for any inconvenience.

Very truly

Charles H. Montange
for YILA

Att.

File

CHARLES H. MONTANGE

ATTORNEY AT LAW

426 NW 162ND STREET
SEATTLE, WASHINGTON 98177

(206) 546-1936

FAX: (206) 546-3739

7 December 2005

Department of Transportation
Transportation Bldg., NS-KF-01,
Olympia, WA 98504

Washington Utilities and Tptn. Commission
1300 South Evergreen Park Drive, SW,
Olympia, WA 98505.

Department of Defense (Military Traffic Management Command,
Transportation Engineering Agency, Railroads for National
Defense Program) at Military Traffic Management Command,
MTMCTEA

Attn: Railroads for National Defense
720 Thimble Shoals Blvd., Suite 130
Newport News, VA 23606-2574;

The National Park Service,
Recreation Resources Assistance Division,
P.O. Box 37127
Washington, D.C. 20013-7127;

The U.S. Department of Agriculture
Chief of the Forest Service,
4th Floor, NW, Auditors' Bldg.,
14th St. and Independence Ave., S.W.,
Washington, D.C. 20250

Re: NOTICE pursuant to 49 C.F.R. § 1152.50(d)

Yakima Interurban Lines Association -- Abandonment
Exemption -- Naches to near Yakima in Yakima
County, WA, STB dkt. no. AB 600 (Sub-no. 1X)

Dear Sir or Madam:

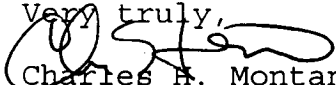
Please take notice that Yakima Interurban Lines Association (YILA) expects to file a Notice of Exemption for rail abandonment pursuant to 49 CFR 1152 Subpart F (abandonment exemptions) for its line from railroad milepost 2.97 near Yakima to railroad milepost 14.26 near Naches, a distance of approximately 11.29 miles in Yakima County, WA, including property in United States Postal Zip Codes 98902, 98904, and 98937. The pertinent procedures are further detailed in 49 C.F.R. § 1152.50, and in the Surface Transportation Board's

environmental regulations found in 49 C.F.R. 1105. Please be aware that stringent deadlines for comments apply. For your convenience a map showing the end points of the proposed abandonment is attached.

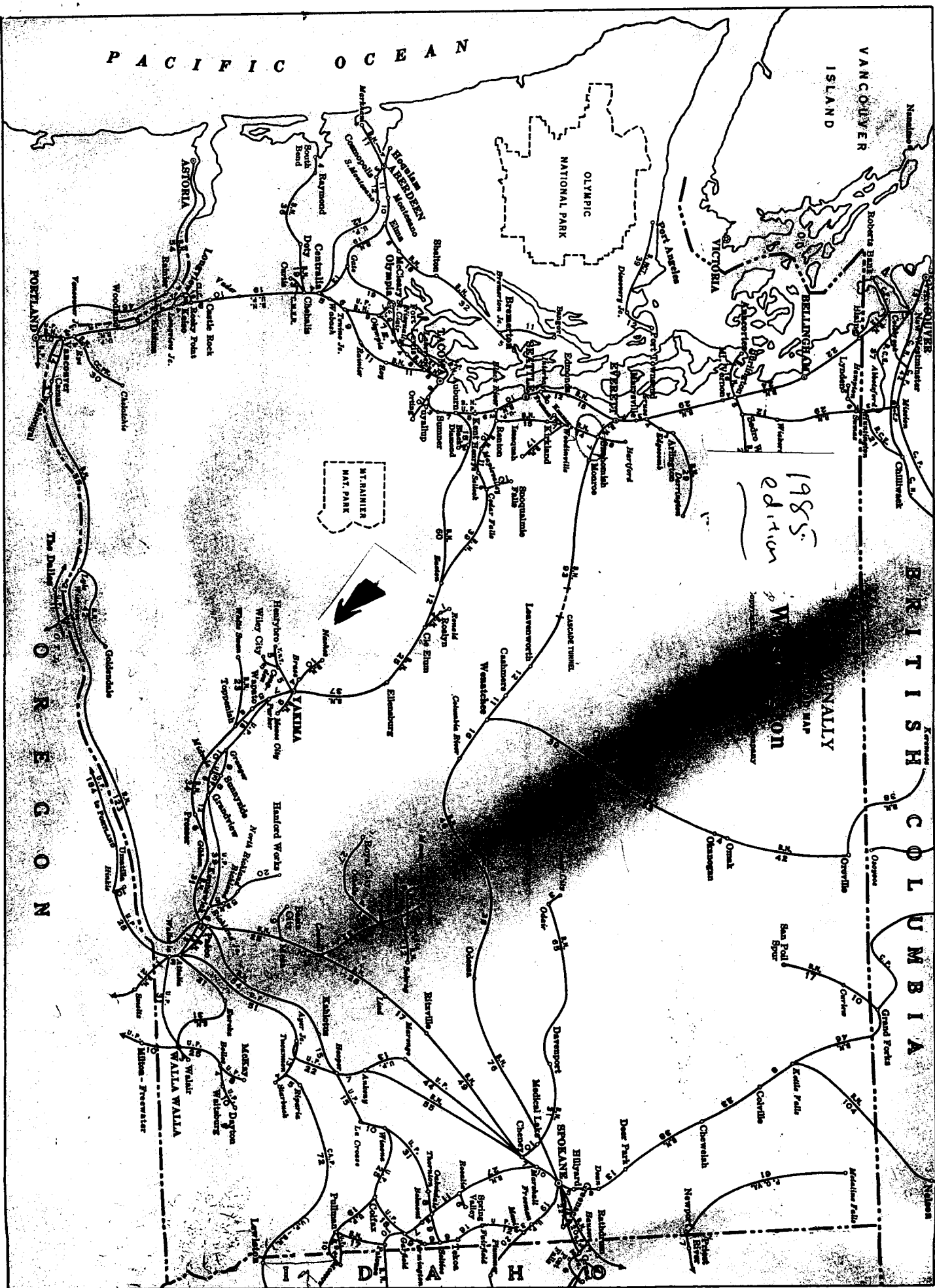
YILA currently expects that it will file its Notice of Exemption with the Surface Transportation Board on or about December 30, 2005. YILA also expects Yakima County to file a request for willingness under 16 U.S.C. § 1247(d), and YILA further expects to consent to negotiate an interim trail use and railbanking agreement pursuant to procedures set forth in 49 C.F.R. § 1152.29.

Based on information in our possession, the line does not contain federally granted rights-of-way. Any documentation in the railroad's possession will be made available promptly to those requesting it. Please get in touch with the undersigned (address and telephone number on the letterhead) should you wish further information.

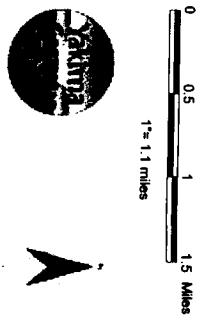
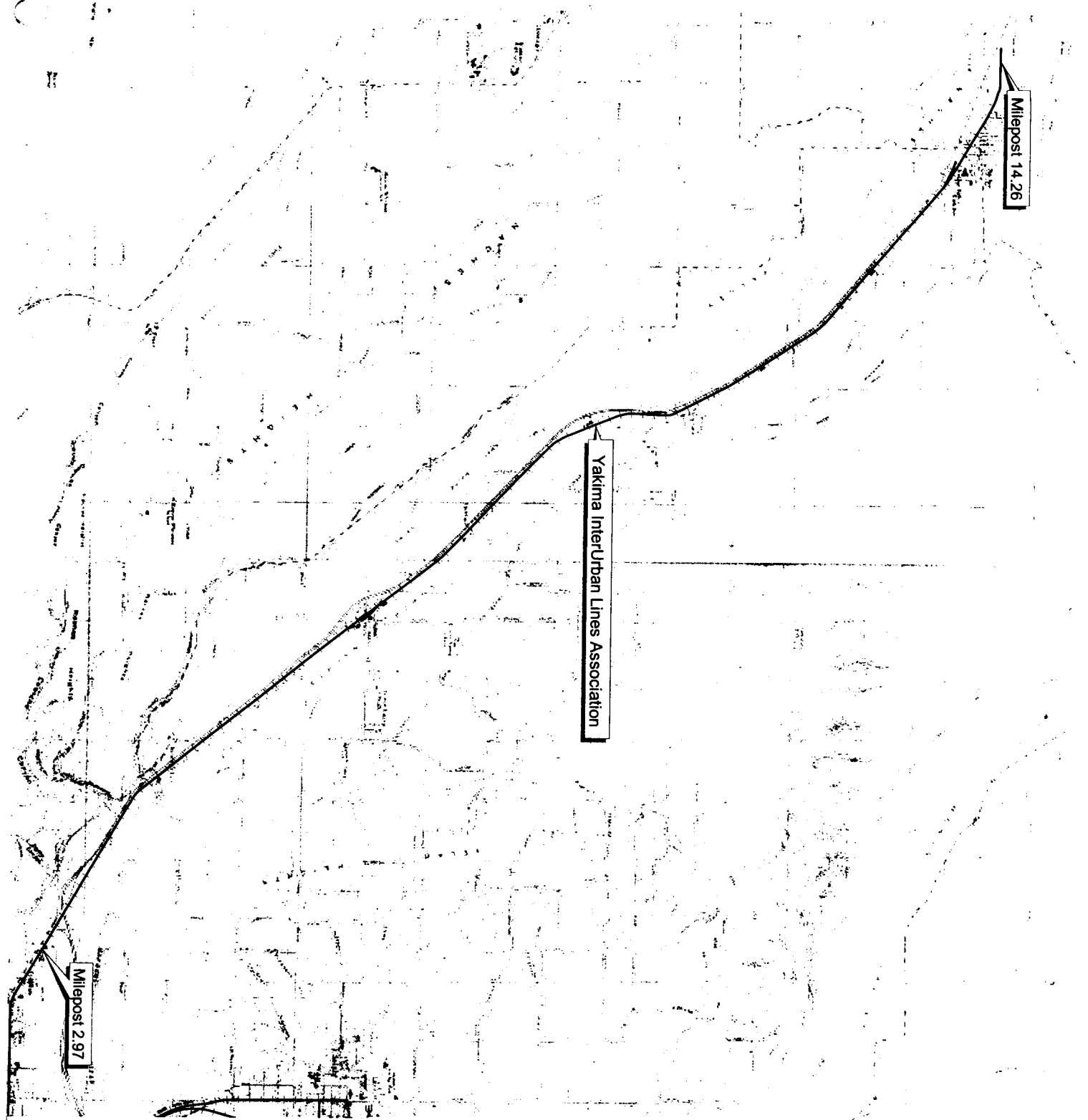
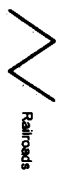
Very truly,


Charles H. Montange
for YILA

Att.



Yakima InterUrban Lines Association (YILA)



Yakimap.com
Copyright (C) 2005 Yakima County
This map was derived from several databases. The
County cannot accept responsibility for any errors.
Therefore, there are no warranties for this product.

AFFIDAVIT OF PUBLICATION

STATE OF WASHINGTON,)
)
COUNTY OF YAKIMA)

**NOTICE OF INTENT TO
ABANDON RAIL SERVICE**

Yakima Interurban Lines Association gives notice that on or about December 30, 2005, it intends to file with the Surface Transportation Board, Washington, D.C. 20423, a notice of exemption under 49 CFR 1152 Subpart F - Exempt Abandonments, permitting the abandonment of service on a 11.29 mile line of railroad between railroad milepost 2.97 near Yakima and railroad milepost 14.26 near Naches which traverses through United States Postal Zip Codes 98902, 98904, and 98937 in Yakima County, Washington. The proceeding will be docketed as No. AB 600 (Sub-no.1X).

The Board's Section of Environmental Analysis (SEA) will generally prepare an Environmental Assessment (EA), which will normally be available 25 days after the filing of the notice of exemption. Comments on environmental and energy matters should be filed no later than 15 days after the EA becomes available to the public and will be addressed in a Board decision. Interested persons may obtain a copy of the EA or make inquiries regarding environmental matters by writing to the Section of Environmental Analysis (SEA), Surface Transportation Board, Washington, D.C. 20423 or by calling SEA at 202-655-6211.

Appropriate offers of financial assistance to continue rail service can be filed with the Board. Requests for environmental conditions, public use conditions, or rail banking/trails use also can be filed with the Board. An original and 10 copies of any pleading that raises matters other than environmental issues (such as trails use, public use, and offers of financial assistance) must be filed directly with the Board's Office of the Secretary, 1925 K St., N.W., Washington, D.C. 20423 [See 49 C.F.R. 1104.1(a) and 1104.3(a)], and one copy must be served on applicants' representatives [See 49 C.F.R. 1104.12(a)]. Questions regarding offers of financial assistance, public use or trails use may be directed to the Board's Office of Congressional and Public Services at 202-655-1592. Copies of any comments or requests for conditions should be served on the applicant's representative: Charles H. Montange, 426 NW 162d St., Seattle, WA 98177.

(09537352) December 12, 2005

LYNDA BUSCH, being first duly sworn on oath deposes and says that she/he is the Accountant of Yakima Herald-Republic, Inc., a daily newspaper. Said newspaper is a legal newspaper approved by the Superior Court of the State of Washington for Yakima County under an order made and entered on the 13th day of February, 1968, and it is now and has been for more than six months prior to the date of publication hereinafter referred to, published in the English language continually as a daily newspaper in Yakima, Yakima County, Washington. Said newspaper is now and has been during all of said time printed in an office maintained at the aforesaid place of publication of said newspaper.

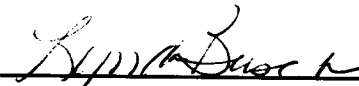
That the annexed is a true copy of a:

NOTICE ABANDON RAIL SERVICE,

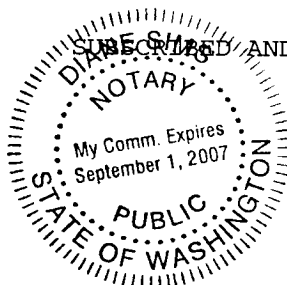
it was published in regular issues (and not in supplement form) of said newspaper once each DAY and for a period of 1 DAY(S) to-wit; on

the 12th day of DECEMBER, 2005

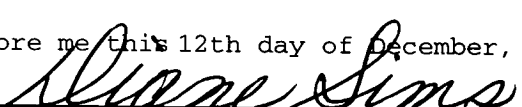
and the such newspaper was regularly distributed to its subscribers during all of said period. That the full amount of the fee charged for the foregoing publication is the sum of \$104.30



Accountant



AND SWORN to before me this 12th day of December, 2005



NOTARY PUBLIC in and for the
State of Washington,
residing at Yakima.

AFFIDAVIT OF PUBLICATION

STATE OF WASHINGTON,)
)
COUNTY OF YAKIMA)

**NOTICE OF INTENT TO
ABANDON RAIL SERVICE**

Yakima Interurban Lines Association gives notice that on or about December 30, 2005, it intends to file with the Surface Transportation Board, Washington, D.C. 20423, a notice of exemption under 49 CFR 1152 Subpart F - Exempt Abandonments, permitting the abandonment of service on a 11.29 mile line of railroad between railroad milepost 2.97 near Yakima and railroad milepost 14.26 near Naches which traverses through United States Postal Zip Codes 98902, 98904, 98908 and 98937 in Yakima County, Washington. The proceeding will be docketed as No. AB 600 (Sub-no.1X).

The Board's Section of Environmental Analysis (SEA) will generally prepare an Environmental Assessment (EA), which will normally be available 25 days after the filing of the notice of exemption. Comments on environmental and energy matters should be filed no later than 15 days after the EA becomes available to the public and will be addressed in a Board decision. Interested persons may obtain a copy of the EA or make inquiries regarding environmental matters by writing to the Section of Environmental Analysis (SEA), Surface Transportation Board, Washington, D.C. 20423 or by calling SEA at 202-565-6211.

Appropriate offers of financial assistance to continue rail service can be filed with the Board. Requests for environmental conditions, public use conditions, or rail banking/trails use also can be filed with the Board. An original and 10 copies of any pleading that raises matters other than environmental issues (such as trails use, public use, and offers of financial assistance) must be filed directly with the Board's Office of the Secretary, 1925 K St., N.W., Washington, D.C. 20423 [See 49 C.F.R. 1104.1(a) and 1104.3(a)], and one copy must be served on applicants' representative [See 49 C.F.R. 1104.12(a)]. Questions regarding offers of financial assistance, public use or trails use may be directed to the Board's Office of Congressional and Public Services at 202-565-1592. Copies of any comments or requests for conditions should be served on the applicant's representative: Charles H. Montange, 426 NW 162d St., Seattle, WA 98177.

(09537433) December 19, 2005

LYNDA BUSCH, being first duly sworn on oath deposes and says that she/he is the Accountant of Yakima Herald-Republic, Inc., a daily newspaper. Said newspaper is a legal newspaper approved by the Superior Court of the State of Washington for Yakima County under an order made and entered on the 13th day of February, 1968, and it is now and has been for more than six months prior to the date of publication hereinafter referred to, published in the English language continually as a daily newspaper in Yakima, Yakima County, Washington. Said newspaper is now and has been during all of said time printed in an office maintained at the aforesaid place of publication of said newspaper.

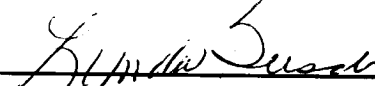
That the annexed is a true copy of a:

ABANDON RAIL SERVICE,

it was published in regular issues (and not in supplement form) of said newspaper once each DAY and for a period of 1 DAY(S) to-wit; on

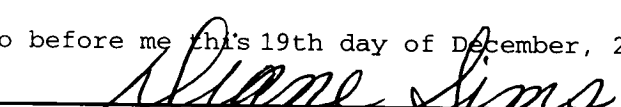
the 19th day of DECEMBER, 2005

and the such newspaper was regularly distributed to its subscribers during all of said period. That the full amount of the fee charged for the foregoing publication is the sum of \$104.30



Accountant

SUBSCRIBED AND SWORN to before me this 19th day of December, 2005



NOTARY PUBLIC in and for the
State of Washington,
residing at Yakima.

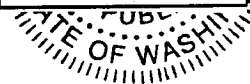


Exhibit C

CHARLES H. MONTANGE

ATTORNEY AT LAW

426 NW 162ND STREET

SEATTLE, WASHINGTON 98177

(206) 546-1936

FAX: (206) 546-3739

6 December 2005

To: Agencies and officials
on attached service list

Re: Yakima Interurban Lines Association -- Abandonment
Exemption -- Naches to near Yakima in Yakima County, WA, AB
600 (sub-no. 1X)

transmittal letter for environmental and historic
report for Surface Transportation Board proceeding
under 49 C.F.R. § 1152.50 (two year out of service
exempt rail abandonments)

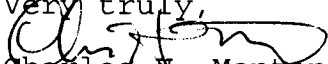
Dear Sir or Madam:

On December 30, 2005, Yakima Interurban Lines Association (YILA) expects to be filing with the Surface Transportation Board an abandonment proceeding pursuant to 49 C.F.R. 1152, Subpart F Abandonment Exemptions (otherwise known as 49 C.F.R. § 1152.50 two year out of service abandonments) seeking authority to abandon a line located railroad milepost 2.97 (near Yakima) to railroad milepost 14.26 (near Town of Naches) in Yakima County, Washington. Attached is an Environmental Report and Historic Report describing the proposed action and any expected environmental and historic effects, as well as a map of the affected area.

We are providing this report so that you may review the information what will form the basis for the STB's independent environmental analysis of this proceeding. If any of the information is misleading or incorrect, if you believe that pertinent information is missing, or if you have any questions about the Board's environmental review process, please contact the Section of Environmental Analysis (SEA), Surface Transportation Board, 1925 K Street, NW, Washington, D.C. 20423, telephone 202-967-6211, and refer to the above Docket No. AB 600 (Sub-no. 1X). Because the applicable statutes and regulations impose stringent deadline for processing this action, your written comments to SEA, with a copy to our representative, would be appreciated within 3 weeks.

Your comments will be considered by the Board in evaluating the environmental and/or historic preservation impacts of the contemplated action. If there are any questions concerning this proposal, please contact our representative directly. Our representative in this matter is Charles H. Montange, who may be contacted by telephone at 206-546-1936, and by mail at 426 NW

162d St., Seattle, WA 98177.

Very truly,

Charles H. Montange
for YILA

Service List

1. State clearinghouse.
Washington State Transportation Commission
P.O. Box 47308
Olympia, WA 98504
2. State environmental protection agency.
Department of Ecology
P.O. Box 47600
Olympia, WA 98504-7600
3. The State Coastal Zone Management Agency.
Program Manager
Shorelands and Coastal Zone Management Program
Department of Ecology
P.O. Box 47600
Olympia, Wa 98504-7600
4. The head of the county.
Mr. Ronald F. Gamache
Chairman, Board of Yakima County Commissioners
County Courthouse
128 North 2nd Street
Yakima, WA 98901
5. Regional offices of the Environmental Protection Agency.
EPA Region 10
1200 Sixth Avenue
Seattle, WA 98101
6. The U.S. Fish and Wildlife Service.
Region I
US FW Service
911 N.E. 11th Avenue
Portland, OR 97232-4181
7. The U.S. Army Corps of Engineers.
US Army Engineer District, Seattle
P.O. Box 3755
Seattle, WA 98124-2255

8. The National Park Service.
National Park Service
Pacific West Region
One Jackson Center
1111 Jackson St., Suite 700
Oakland, CA 94617

9. Natural Resources Conservation Service.
State Conservationist
USDA Natural Resources Conservation Service
West 316 Boone Avenue, Suite 450
Spokane, WA 99201-2348

and local office at

1606 Perry Street, Yakima, WA 98902

10. The State Historic Preservation Office.
Office of Archeology and Historic Preservation
P.O. Box 48343
Olympia, WA 98504
Att: Mr. Steven Matheson

11. National Oceanic and Atmospheric Administration,
U.S. National Geodetic Survey
1315 East-West Highway
Silver Spring, MD 20910-3282

12. Mayor Paul George
City of Yakima
129 North 2nd St.
Yakima, WA 98901

13. Mayor Charles Ross
Town of Naches
PO Box 95
Naches, WA 98937

14. Mr. Bill Cook, Director
Department of Community & Economic Development
129 N. 2nd St.
Yakima, WA 98901

BEFORE THE SURFACE TRANSPORTATION BOARD

Yakima Interurban Lines Association,)
-- Abandonment Exemption -- in) AB 600 (sub-no.1X)
-- Yakima County, WA)

Environmental Report/Historic Report

Yakima Interurban Lines Association (hereinafter referred to as "YILA" or "Applicant") makes this environmental and historic report in compliance with 49 C.F.R. § 1105.7-.8 of the regulations of the Surface Transportation Board (STB) in support of a notice of exemption pursuant to 49 C.F.R. § 1152.50 (two-year out-of-service) for abandonment of a line of railroad known as the "Naches Branch" from Milepost (MP) 2.97 (near City of Yakima) to MP 14.26 (near Town of Naches), a distance of approximately 11.29 miles in Yakima County, Washington.

YILA expects Yakima County and/or City of Yakima to file a "statement of willingness" invoking section 8(d) of the National Trails System Act, 16 U.S.C. § 1247(d). Applicant consents to application of section 8(d) and intends to negotiate the transfer of this line, in the event STB authorizes railbanking pursuant to section 8(d), to Yakima County (or its designee) as a multi-use transportation corridor, including rail and/or trail uses. Applicant has consulted with Yakima County, City of Yakima, and Town of Naches. All are in support of the relief sought in this proceeding.

Kershaw Sunnyside Ranches, Inc. (Kershaw) previously unsuccessfully sought an adverse abandonment of one mile roughly

in the middle of the Naches Branch. See YILA -- Adverse Abandonment -- in Yakima County, AB-600, served Nov. 19, 2004, reconsideration denied, dec. served Sept. 15, 2005, pet review filed November 8, 2005 sub nom Kershaw Sunnyside Ranches v. USA, 9th Cir. 05-76364. In the "Joint Protest and Comments" (Appendix A) filed in opposition to the application for adverse abandonment (filed by Kershaw Sunnyside Ranches), Yakima County, City of Yakima, Town of Naches, and YILA, the aforementioned parties indicated that they were formulating a plan to preserve the corridor and hopefully complete rehabilitation for restoration of active rail service. As represented in the aforementioned pleading, that plan called for the Naches Branch to be railbanked by YILA in its entirety and then transferred as a railbanked corridor to Yakima County. In this fashion, Yakima County could acquire the line without incurring common carrier obligations, and would seek to arrange rehabilitation funds either directly or through a contractor (e.g., a third party operator). See Joint Protest at pp. 4-5. Should funds be available for rehabilitation, Yakima County planned to seek an operator prepared to rehabilitate and to operate the line under this Board's "modified certificate of public convenience and necessity" ("modified PCN") program, at 49 C.F.R. § 1150.21, et seq. See Joint Protest at pp. 7-8. This proceeding is an initial step in implementing this plan to preserve the line, and, should funds be available for rehabilitation, to permit completion of rail rehabilitation. If sufficient funds are not

available, the line at least will be preserved for possible future reactivation and for alternative public uses in the meantime as provided under 16 U.S.C. § 1247(d). In addition, the line may be used for both rail and trail purposes.

Initiation of a proceeding under 49 C.F.R. § 1152.50 in connection with the Naches Branch may also allow the parties to stay much or all of Kershaw Sunnyside Ranches v. U.S., *supra*, pending disposition of this proceeding, thus saving all parties time and litigation costs.

The certification of service required pursuant to §1105.7(c) is attached as Appendix B.

Environmental Report

(1) Proposed Action. Applicant proposes to obtain authorization to abandon (ultimately to railbank) the line described above. Given the circumstances of this line, applicant believes there are no reasonable alternatives. A map delineating the project is attached as Appendix C.

(2) Transportation System. The line has been inactive due to lack of funds to complete rehabilitation necessary to restore track and tie to a condition safe for rail transportation. Because the track is inactive, there will be no additional diversion of freight or passenger traffic to other modes.

(3) Land use. (i) (Local plans.) Based on consultation with local and regional planning officials, and review of official planning documents, the proposed action is consistent

with existing land use plans.¹ Yakima County, City of Yakima, and Town of Naches have long contemplated that this corridor will be preserved for possible rail reactivation, open space, trail and other compatible public purposes.² Applicant's action is consistent therewith.

(ii) (Agricultural land.) The rail line is proximate to local highways in a corridor increasingly urban or residential in character. The proposed abandonment proceeding is intended to permit Yakima County to acquire the Naches Branch and if funds from third parties are available, to rehabilitate the line for rail use. If funds are not available, the line will be preserved for future rail use and in the interim used as a trail. In that event, alternative transportation for agricultural products is economically available. Abandonment of rail service is not expected to have any impact on prime agricultural land.

(iii) (Coastal Zone Management Act.) In accordance with 49 C.F.R. § 1105.9, and 15 C.F.R. § 9130.57, Applicant certifies that "the proposed activity complies with Washington's approved coastal management program and will be conducted in a manner consistent with such program."

(iv) (Suitability for public use.) The corridor is

¹ Applicant specifically has reviewed, among other items, Yakima Urban Area Comprehensive Plan (last amended 2005); Plan 2015, the Yakima County Comprehensive Plan (last amended 2003); and Town of Naches Comprehensive Plan Update.

² See note 1 supra.

suitable for alternative public uses. Yakima County, City of Yakima and Town of Naches have advised YILA that they desire that the County acquire the corridor for future rail reactivation, trail, open space, and other compatible public purposes. Applicant is negotiating with Yakima County or its designee to ensure preservation of the entire corridor for public use.

(4) Energy. (i) The proposed action will not impact transportation of energy resources.

(ii) The proposed action will not impact transportation of recyclable commodities.

(iii) The proposed action will have no significant impact on energy efficiency.

(iv) The proposed action will not result in diversion of rail to motor carriage of any traffic, and certainly not in the "trigger amounts" (1000 carloads per year, or 50 carloads per mile per year).

(5) Air. (i) Inapplicable. The proposed action will not result in increases in rail traffic, or diversions of rail to motor carriage, and certainly not in the "trigger amounts" (100% increase, or eight trains per day in rail traffic; or 10% increase in truck traffic on affected segments, or 50 vehicles per day on affected segments).

(ii) Inapplicable for similar reasons.

(iii) Inapplicable for similar reasons.

(6) Noise. Inapplicable.

(7) Safety. (i) (Public health and safety.) Applicant expects no adverse impact on safety.

(ii) (Hazardous materials transport.) Inapplicable.

(iii) (Hazardous waste sites or spills.) None are known in or adjacent to the rail line.

(8) Biological resources. (i) The proposed action will not likely adversely affect endangered or threatened species or areas designated as critical habitat.

(ii) No wildlife sanctuaries or refuges, national parks, or state or national forests will be affected.

(9) Water. (i) The action is consistent with applicable Federal, State or local water quality standards.

(ii) Since the proposed action will not entail any construction resulting in off-rail roadbed disturbance, no section 404 permit should be required. No designated wetlands or 100 year flood-plains will be affected.

(iii) For similar reasons, no section 402 permits should be required.

(10) Proposed mitigation. Applicant anticipates no adverse environmental impacts to mitigate.

Historic Report

In compliance with § 1105.8(d), Applicant states as follows:

(1) Map. A U.S.G.S. topographic map is attached as Appendix D.

(2) Description of rail line. The railroad corridor varies in width from approximately 60 to 80 feet, with the bulk of the corridor 75 feet. A considerable section of the corridor is adjacent to highways and streets. The adjoining property includes some agricultural sections, but the line is increasingly surrounded by residential and urban features.

(3) Photographs of railroad structures 50 years old or older. (i) The chief railroad-related structure which is fifty years old or older in the vicinity of the line is the depot at Naches. Recent photographs are attached as part of Appendix E.

The Town of Naches has leased the depot from YILA under a 20-year lease with four 20-year renewal periods. The Town has employed a \$40,000 grant to rehabilitate the depot. The Town has recently received a \$400,000 earmark for restoration of the depot and initial development of a trail along the Naches Branch rail line, with assistance from Rep. Doc Hastings.³ The Town has also received approval locally for a \$185,000 "Transportation Enhancements" ("TE") grant for the project.

³ The plan for restoration is specifically consistent with, and anticipates, restoration of rail service on the Naches Branch.

[Excerpts (Exhibit E) from the application for the TE grant further detail the Depot and the restoration project.] The Town consulted with the State Historic Preservation Office (namely, the Office of Archeology and Historic Preservation, 111 West 21st Avenue, KL-11, Olympia, WA 98504 (in particular with Mr. Steven Matheson, 360-586-3079, of that Office) in connection with the design phase of the rehabilitation project, and YILA understands that the Town will consult with that Office in connection with the recently funded construction phase. YILA thus understands that the depot restoration will comport with Section 106 of the National Historic Preservation Act. YILA understands that the Naches depot rehabilitation project number used by OAHP is 092704-28-USDA-RD.

The depot will not be affected by this abandonment because the lease and activities under the lease are not part of YILA's action here, and the lease will govern the depot.

(ii) There is a steel bridge erected in 1906 over the Naches River on the line. Recent photographs are attached as part of Appendix F.

YILA also includes in Appendix F relevant pages of a 1999 bridge inspection report by Washington State Department of Transportation further discussing the bridge, including copies of photographs from the report, and engineering drawings relating to the bridge as prepared by Burlington Northern Railroad ("BN") in 1973.

Notes in the BN documents indicate that the bridge may have

first been employed elsewhere in 1884 [in particular, on the Rum River, St. Paul Division (presumably of the Northern Pacific) as Bridge No. 27]. The bridge was apparently dismantled and then re-erected on the Naches Branch in 1906.

YILA anticipates that the Naches Branch will be railbanked under 16 U.S.C. § 1247(d), and transferred to Yakima County with the bridge intact. YILA understands that the County intends to contract with an operator to restore rail service to the line under this Board's modified certificate procedures (49 C.F.R. § 1150.21, et seq.) in which case the bridge will be preserved, and/or to place a trail on the premises (again preserving the bridge). Thus, the bridge will not be affected by this abandonment.

(4) Data concerning such structures. Because neither the Naches depot nor the Naches bridge will be affected, we believe this section is inapplicable. Applicant is aware of no other railroad structures fifty years old or older which will be impacted by the proposed action. However, we have attached as Exhibits E and F documents setting forth data concerning the depot and bridge.

(5) Brief narrative history. In 1905, approximately 20 years after the Northern Pacific Railroad first appeared in the Yakima Valley, a local banker named George Donald headed a group of investors to form the North Yakima and Valley Railroad.⁴ The

⁴ "North Yakima" as the original name of what is now City of Yakima.

charter of the organization included the construction of several local spur lines that would connect with the NP as well as construction of irrigation systems, construction of facilities for hydroelectric power generation, and land development. The first line built by the organization was the Naches Branch, connecting the City of Yakima with Naches, a distance of approximately 16 miles. The line was completed in 1906, passing through a rich agricultural district. The line was apparently very profitable. According to one source, the Naches Branch, as well as other local lines built by North Yakima and Valley Railroad, offered a great advantage to local farmers and fruit growers, as well as to the two through railroads (NP and the Oregon-Washington Railroad & Navigation Co.) serving the valley. In particular, the local lines ensured that fruit was carried more rapidly in cold storage and with less damage, with the result that a more satisfactory product was available to end consumers.

The Naches Branch carried both freight and passengers. A shuttle train named the "Sagebrush Annie" provided a twice daily commuter link between Naches and Yakima.

NP absorbed the Naches Branch together with other holdings of the North Yakima and Valley Railroad for \$1,233,738.68 in June 1914. Under NP management, the Naches Branch continued to serve the fruit warehouses and packing sheds of the lower Naches Valley. Although passenger service was discontinued circa 1950, in 1961 the Naches Branch was extended several hundred yards to

serve the Layman's Lumber Company sawmill.

Burlington Northern Railroad assumed operation of the Naches Branch in 1970, when it was formed out of the merger of NP, the Great Northern Railway Co., Spokane Portland & Seattle Railway Co., and the Chicago Burlington & Quincy Railroad Co.

In 1986, the newly formed Washington Central Railroad acquired BN's mainline in central Washington between Stampede Pass and Pasco, together with several local branch feeder lines, including the Naches Branch.

In the mid-1990's, BN merged with the Atchison, Topeka & Santa Fe Railroad to form the Burlington Northern and Santa Fe Railway Co. (BNSF). BNSF re-acquired the former mainline in central Washington from Washington Central, together with branch feeder lines, including the Naches Branch. In 1997, BNSF embargoed the Naches Branch between MP 2.97 near Yakima to MP 14.26 in Naches due to poor track condition.

In 1999, BNSF transferred the embargoed portion of the Naches Branch to YILA, reserving certain utility easements. More specifically, YILA acquired the Naches Branch from BNSF Acquisition, Inc., successor in interest to Washington Central Railroad Company, pursuant to YILA -- Acquisition Exemption-- BNSF Acquisition, Inc., F.D. 33719, served March 4, 1999. YILA undertook rehabilitation of the line for restoration of rail service, receiving some \$500,000 in funding from Washington State Department of Transportation (WSDOT) to that purpose. However, due to various difficulties, all available

rehabilitation funds were used up before work was completed sufficient to permit restoration of rail service. Although supportive of rail reactivation, WSDOT was not prepared to make further funds available unless and until the line passed into the ownership of Yakima County. The County was unwilling to acquire the line (a) until certain private liens on YILA's properties were satisfied, and (b) until the County could acquire the line in a fashion that would not result in common carrier obligations on the County, and yet ensure preservation of the line intact.

Kershaw Sunnyside Ranches, Inc. ("Kershaw") is an adjoining landowner to the Naches Branch. Kershaw claims that YILA holds the line across Kershaw's property in the form of a railroad easement which would automatically extinguish under Washington State law in the event STB authorizes abandonment and said abandonment is consummated. Kershaw initiated an adverse abandonment proceeding with respect to a mile of the line in roughly the middle of the line where Kershaw's property is located. This Board rejected the adverse abandonment application in YILA --Adverse Abandonment -- in Yakima County, AB-600, served Nov. 19, 2004, reconsideration denied, dec. served Sept. 15, 2005, pet review filed November 8, 2005 sub nom Kershaw Sunnyside Ranches v. USA, 9th Cir. 05-76364.

In the "Joint Protest and Comments" filed in opposition to Kershaw's application for adverse abandonment, Yakima County, City of Yakima, Town of Naches, and YILA indicated that they

were formulating a plan to preserve the corridor and hopefully complete rehabilitation for restoration of active rail service. As represented in the aforementioned pleading (Appendix A), that plan called for the Naches Branch to be railbanked by YILA in its entirety and then transferred as a railbanked corridor to Yakima County. In this fashion, Yakima County could acquire the line without incurring common carrier obligations. Yakima County planned to seek an operator for the line and to arrange rehabilitation funds either directly or through a contractor (e.g., the operator). See Joint Protest at pp. 4-5. Yakima County has planned to rely on this Board's "modified certificate of public convenience and necessity" ("modified PCN") program, as codified at 49 C.F.R. § 1150.21, et seq. See Joint Protest at pp. 7-8.

The proceeding for which this Historic Report is prepared is the initial step in implementing this plan to preserve the line. Should funds be available for rehabilitation, the plan can be implemented to the point of allowing rail service once again to occur on the Branch. If funds are not available, the line at least will be preserved for possible future reactivation and for alternative public uses in the meantime as provided under 16 U.S.C. § 1247(d).

(6) Documents available concerning historic structures. Because the proposed action does not affect the Naches depot or the Naches bridge, this section appears inapplicable. There are no other known historic railroad structures which are part of

this line. Applicant nonetheless is supplying (see Appendices E and F) documents concerning the depot and the bridge.

(7) Opinion on historic sites. Applicant does not believe that this proposed abandonment affects, or affects adversely, any structures or sites meeting the criteria for listing in the National Register of Historic Places. Applicant does not believe that there is a likelihood of archeological resources or any previously unknown historic properties in the project area. The basis for this opinion is (a) the Town of Naches has acquired rights in the depot and funding to restore the depot regardless of the proposed action here, (b) the Town is consulting with the SHPO pursuant to Section 106 in connection with rehabilitation of the depot, (c) the proposed action here will not affect the depot, (d) the proposed action will not result in any change of the bridge over the Naches River, (e) the lack of any other railroad structures in this line and (f) extensive commercial, industrial and urban development adjacent to the line.

(8) Activity which might affect recovery of archeological resources, and description of surrounding terrain. Other than original roadbed construction, and construction activity by neighboring landowners, Applicant is unaware of conditions which will affect the archeological recovery of resources. The surrounding terrain is generally flat, with a gentle rise in the western portion of the line.

Appendix A: Joint Protest and Comments from AB-600 proceeding
Appendix B: Certification of Service
Appendix C: Map
Appendix D: USGS Map
Appendix E: Naches depot (information and photos)
Appendix F: Bridge (information and photos)

Appendix A: Joint Protest and Comments
from AB-600 proceeding

BEFORE THE SURFACE TRANSPORTATION BOARD

Yakima Interurban)
Lines Association --) AB 600
Adverse Abandonment --)
in Yakima County, WA)

JOINT PROTEST AND COMMENTS
AND
MOTION TO MODIFY (EXPAND) OR TO DISMISS

on behalf of

YAKIMA COUNTY,
CITY OF YAKIMA,
TOWN OF NACHES, and
YAKIMA INTERURBAN LINES ASSOCIATION

Terry Austin
Chief Civil Deputy Pros. Atty
Yakima County Courthouse
128 North 2d St., Room 211
Yakima, WA 98901
(509) 574-1200

Charles H. Montange
426 NW 162d St.
Seattle, WA 98177
(206) 546-1936
for Yakima County

Paul D. Edmondson
313 North Third St.
P.O. Box 384
Yakima, WA 98901
(509) 452-7963
for Yakima Interurban Lines Association

Ray Paolella
City Attorney
City of Yakima Legal Dept.
200 South Third St.
Yakima, WA 98901-2830
(509) 575-6030
for City of Yakima

Gregory S. Lighty
Halverson Applegate P.S.
311 North Fourth St.
P.O. 22730
Yakima, WA 98907-2715
(509) 575-6611
for Town of Naches

Due: 12 March 2004

This protest and comments and motion to modify (expand) or to are made on behalf of Yakima County, City of Yakima, Town of Naches, and Yakima Interurban Lines Association (YILA) (hereinafter jointly referred to as "Rail Commenters"). Yakima County, City of Yakima, and Town of Naches encompass all the local units of government traversed by the Naches Branch, which is the rail line at issue in this proceeding. YILA, a Washington State non-profit corporation, is the owner of the Naches Branch from Milepost (MP) 2.97 (near City of Yakima) to MP 14.26 (near Town of Naches).

Washington State Department of Transportation (WSDOT) has reviewed this Joint Protest and Comments and has authorized Rail Commenters to state that WSDOT concurs in the arguments and relief sought.

Kershaw Sunnyside Ranches, Inc. (Kershaw) instituted an adverse abandonment proceeding directed at approximately one mile of the Naches Branch roughly in the middle of the portion owned by YILA.

As detailed below, Rail Commenters object to the adverse abandonment as sought by Kershaw. The abandonment as sought by Kershaw would constitute a segmentation of the Naches Branch unlawful under federal transportation law, the National Environmental Policy Act (NEPA), and the National Historic Preservation Act (NHPA). Rail Commenters urge that the Kershaw adverse abandonment proceeding either be dismissed, or [consistent with federal rail policy, the interests of the

affected local communities, and 49 U.S.C. § 10903(e)(1)(B)] be modified to encompass the entire Naches Branch from MP 2.97 to MP 14.26. Such a modification would address the segmentation problem that otherwise bars granting any relief to Kershaw. If this proceeding is not dismissed, then Rail Commenters support railbanking under 16 U.S.C. § 1247(d) whatever portion of the Naches Branch (which Rail Commenters urge be the entire Naches Branch as owned by YILA rather than the arbitrarily defined segment proposed by Kershaw) this Board authorizes for abandonment. Railbanking the entire Naches Branch from MP 2.97 to MP 14.26 will foster restoration of rail service under plans worked out by Yakima County and the Washington State Department of Transportation (WSDOT). A "statement of willingness" on behalf of Yakima County is attached as Exhibit E to Appendix I hereto [Appendix I is the (Joint) Statement of Richard Anderwald (County Planning Director) and Vernon Redifer (County Public Works Director)].¹

I. Background

A. Plan for Rehabilitation of Naches Branch

YILA acquired the Naches Branch from MP 2.97 to MP 14.26 from Burlington Northern and Santa Fe Railroad (BNSF) in 1999. See Yakima Interurban Lines Association -- Acquisition Exemption -- BNSF, F.D. 33719, served March 4, 1999. BNSF retains

¹ Under 49 C.F.R. § 1002.2(e)(1), filing fees are waived for filings by local government entities. Yakima County is a local government entity. Therefore the filing fee for the "statement of willingness" is waived.

ownership of the Naches Branch from MP 0 at the mainline to MP 2.97, and provides service to several shippers on that portion of the Branch.

Subsequent to acquiring the line, YILA undertook its rehabilitation, employing roughly \$500,000 in secured low interest loans from WsDOT. YILA also sought to acquire equipment, employing bank loans. Unfortunately, YILA did not complete the rehabilitation, the equipment it sought to acquire has been repossessed or sold to pay off debt, and YILA has defaulted on some of its private debt. As a result, YILA is saddled with a substantial debt burden, and its only asset is the Naches Branch, against which there are now substantial liens, the bulk of which are held by WsDOT. There is currently no rail service on YILA's portion of the Naches Branch.

As may be surmised from WsDOT's past effort to accomplish the rehabilitation of this line, there is substantial potential for rail service should the line be restored to a degree sufficient to permit rail traffic to resume. The Rail Commenters support rehabilitation of the line for rail service. WsDOT is prepared to make further investment but wishes to ensure appropriate management of the additional funds. To this end, Yakima County and WsDOT have worked out a plan for the restoration of rail service on the Naches Branch. The plan (discussed more fully in Appendix I at ¶¶ 5-8 and in Appendix IV) is as follows:

Stage One. County will acquire YILA's portion of the

Naches Branch from YILA and contract with a third party to operate the line, provided that the following three conditions are met:

(a) all government and properly perfected private liens on the Naches Branch are satisfied and/or forgiven (i.e., the County is not obligated to pay any of YILA's indebtedness).

(b) County does not have a common carrier obligation (i.e., County will acquire the line only after "railbanking" or subject to an order of the STB exempting the County from common carrier obligations).

(c) YILA agrees to transfer the property to County.

Subject to appropriations from the Washington State Legislature and the negotiation of appropriate contractual documents, WSDOT has agreed in principle to supply adequate funding (estimated at approximately \$200,000) to clear the perfected private liens from the line at or by the time of closing of an acquisition of the YILA portion of the Naches Branch by the County. WSDOT will further cooperate so that the County will not be liable for any of the prior State liens. See Appendix IV ¶1.

Stage Two. County will arrange rehabilitation (either directly or through its third party contractor) of the Naches Branch from MP 2.97 to a suitable end point at Naches, subject to the following two conditions:

(a) County has acquired the line as provided in the first stage.

(b) Sufficient funds are available from WsDOT or third parties to complete rehabilitation.

Subject to appropriations and suitable contractual arrangements, WsDOT has agreed in principle to supply additional funding (estimated to be approximately \$300,000) to complete rehabilitation of the line in this second stage. App. IV ¶1.

YILA has agreed to support this plan. This agreement includes agreement in principle to transfer its entire portion of the Naches Branch to the County in accordance with the program outlined in "Stage One" above. See Appendix II (statement of Paul Edmondson for YILA).

The County already owns one rail line operated by Toppenish, Simcoe & Western Railroad, Inc. (TSWR). TSWR has expressed interest in operating the Naches Branch, including specifically pursuant to this Board's "modified certificate" regulations (49 C.F.R. § 1150.21, et seq.). See Exhibit C to Appendix I [Letter, Mr. John Hood (TSWR) to Ms. Anne Knapp (County), Feb. 27, 2004]. Rehabilitation of the line enjoys the support of key potential shippers on the line, including the lumber or lumber-related concerns which are the major potential users of the line. See Exhibit B to Appendix I.

There are additional reasons beyond restoration of rail service for preservation of this line. For example, several of the Rail Commenters are interested in possible trail use of the line. The line if converted in whole or in part to a trail would provide a welcome interurban non-motorized path between

Naches and Yakima. The line also parallels a highway leading to Mt. Rainier National Park. It thus has potential to serve both local bicycle commuters as well as recreational users visiting Yakima's wineries and going to or coming from Rainier. Indeed, some of the commenters are interested in rail with trail use, to further enhance the public benefits from the line. TSWR in its letter (App. I, Ex C) notes specifically that it is prepared to provide rail service in a rail with trail context. The Naches/Yakima corridor is also suitable for excursion rail use, which would be a ready complement to restored freight service. Finally, the line encompasses several public utilities, including a pipeline serving the City of Yakima (the City's water treatment plant is basically located between the Kershaw property and segment of rail which Kershaw seeks to abandon and the river) and telecommunications facilities. Keeping the line intact would facilitate these and other utility uses.

As indicated in the discussion under "Stage One," the County wishes to acquire YILA's portion of the Naches Branch in a fashion that does not subject the County itself to common carrier obligations. The gravamen of federal rail transportation policy is to encourage efficiency [49 U.S.C. § 10101(1)-(7) & (9)], including efficiency in STB proceedings [49 U.S.C. § 10101(15)]. Consistent with this policy, the most efficient way to facilitate the restoration of service on the Naches Branch is for this Board to expand this adverse abandonment proceeding to encompass the entire YILA portion of

the Naches Branch (i.e., MP 2.97 to end of line at MP 14.26). Then, pursuant to the "Statement of Willingness" filed by Yakima County herewith (Appendix I, Exhibit E) and YILA's consent to negotiate a railbanking agreement (Appendix II at ¶5), this Board should issue a "Certificate of Interim Trail Use" or "CITU" as provided in 49 C.F.R. § 1152.29. Once County has acquired the line pursuant to the CITU, County plans to negotiate an operating agreement with an appropriate operator, like TSWR. An operator such as TSWR in turn would apply for a modified certificate of public convenience and necessity under 49 U.S.C. § 1150.21, et seq. Either the County or its operator would manage the rehabilitation of the line employing funds provided by WSDOT or third parties.

B. Severance

Kershaw seeks to obtain an adverse abandonment authorization for one mile of the Naches Branch located roughly in the middle of the portion owned by YILA. So far as Rail Commenters can tell, the endpoints of the abandonment have been arbitrarily selected to be the portion of the line with respect to which Kershaw owns adjoining property. In state litigation, Kershaw has already obtained a judgment (currently under appeal) that YILA's ownership interest in that portion of the corridor is only a railroad easement. If, as contended by Kershaw, (i) there is no rail service, and (ii) YILA's property in question is only an easement, then when and if this Board issues an abandonment authorization, under Washington State law the

railroad easement will extinguish.² The remainder to the Naches Branch into Naches will be severed -- totally cut off -- from any connection to the interstate rail system. The cost to replace on an alternative route (assuming *arguendo* that an environmentally feasible alternative route is located) the roughly one mile of track which would be lost to a Kershaw adverse abandonment is prohibitive.³ For all these reasons, the adverse abandonment of the one mile sought by Kershaw is a de facto abandonment of the entire end of the Naches Branch.

From a rail transportation standpoint, the scope of the abandonment defined by Kershaw has no logical termini, the segment in question has no independent utility (it merely serves to connect one end of the line to the interstate network), and authorizing abandonment of the segment proposed by Kershaw forecloses any alternative to abandonment of the remainder of YILA's portion of the Naches Branch. See, e.g., Appendix II, ¶4; Appendix I, ¶9; Appendix IV, ¶3.. For example, since the main shipper on YILA's portion of the Branch is a lumber company (Layman Lumber) in Naches, the adverse abandonment sought by YILA is thus tantamount to an adverse abandonment of the line serving Naches and the main shipper on the line. If service to

² If the property is railbanked under 16 U.S.C. § 1247(d), then Washington law on easement extinguishment will not result in automatic extinguishment of the putative rail easement.

³ WSDOT estimates the construction cost alone at a number in excess of \$970,000. See Appendix IV & Att. The County estimates the land acquisition and relocation costs alone at \$280,000 (Appendix I, ¶13).

Naches is cut, as effectively proposed by Kershaw, then there would be no economic basis to restore any of the line. In short, the abandonment sought by Kershaw would render the line non-viable. In addition, since there are no adequate facilities for storage or turning of equipment on the YILA portion of the line except at Naches. The abandonment sought by Kershaw would thus render the remnant line difficult if not infeasible to operate. The Kershaw adverse abandonment of one-mile thus constitutes a segmentation that is tantamount to an abandonment of the entire YILA portion of the Naches Branch. See App. II, ¶4; App. I, ¶9; App. IV, ¶3.

II. Argument

Under 49 U.S.C. § 10903(d), this Board may authorize a rail carrier to abandon all or a part of its rail line "only if the Board finds that the present or future public convenience and necessity require or permit the abandonment" The statute also provides that "[i]n making [this] finding, the board shall consider whether the abandonment ... will have a serious, adverse impact on rural and community development." Kershaw's application is deficient and insufficient to permit this Board to make the requisite findings for the one-mile segment involved here.

A. This Proceeding either Must Be Dismissed or Modified

The one-mile adverse abandonment as sought by Kershaw Sunnyside Ranches is a segmentation unlawful under federal transportation regulatory law, NEPA and the NHPA. It cannot be

allowed in the terms sought by its applicant.

Rail Commenters have found no case on the STB website or the Lexis-Trans library in which this Board or its predecessor agency (ICC), authorized a railroad to abandon one mile in the middle of a dead-end branch line, thus severing the end of the line from any connection to the interstate network. Allowing such practice would permit applicants to ignore shipper, community, and environmental impacts by cherry-picking for abandonment proceedings only those portions of longer dead-end lines which lacked shippers and/or segment-specific environmental issues. Once those arbitrarily-defined segments were approved for abandonment, abandonment would become a foregone conclusion for the remaining remnants, despite the interests of shippers, the community and the environment in the severed remnants. This is exactly what is happening here. Although the key shipper for YILA's Naches Branch is located in Naches, and although Naches will be totally severed from connection to the interstate network should the relief sought by Kershaw be granted, the adverse abandonment application of Kershaw ignores this fact. The energy and transportation impacts are likewise totally ignored in this Board's Environmental Assessment (EA) served February 27. On the environmental side, there is an historic depot in Naches. As the Town of Naches has already indicated in a separate letter filed with this Board, Naches has received a grant for its rehabilitation from the U.S. Department of Agriculture and is

competing for additional grants. Letter, Feb. 10, 2004, G. Lighty (Naches) to V. Williams (STB). De facto abandonment of the rail line adjacent to the depot would alter the historic context of the depot in an adverse fashion, yet this impact is neither identified nor addressed either by Kershaw (the applicant) or by this agency in its EA, due to the improper segmentation.

Based on our review to date, courts have never been confronted with as egregious a segmentation case as this (where one end of a line is totally isolated) in the transportation regulatory context. Nonetheless, those cases which have addressed the lawfulness of segmentation in the rail abandonment context have indicated very clearly that STB may not simply defer to arbitrary limits on the scope of abandonment set by rail abandonment applicants. For example, in Futurex Industries, Inc. v. ICC, 897 F.2d 866, 874 (7th Cir. 1990), the court explained that applicants for abandonment authorization "may not abandon discrete segments of ... lines" which in effect "render the adjacent segments valueless." The Seventh Circuit indicated that it would not countenance "programs of total abandonment by fragmenting valuable lines into less than valuable parts. It is important that [an applicant] make a preliminary showing to the ICC that its abandonment of a segment has logical termini, has substantially independent utility, and will not foreclose future alternatives for the mainline." 897 F.2d at 874.

More specifically, the court of appeals explained that:

"When segmentation of transportation lines is involved, we consider whether the segmentation satisfies three conditions: (1) does the proposed segment have logical termini? (2) does the segment have substantially independent utility? and (3) will abandonment of the disputed segment foreclose alternate treatment of the remaining segments? The satisfaction of these three criteria tends to ensure that carriers will not abuse [the abandonment authorization process] by carving out one segment of a line in an attempt to make the remainder of the line useless and subject imminently to abandonment. We must, of course, be vigilant to detect and restrain the latter phenomenon should it appear."

897 F.2d at 872, quoted with approval in Caddo Antoine and Little Missouri R. Co. v. United States, 95 F.3d 740, 747-48 (8th Cir. 1996).⁴ The Seventh Circuit in Futurex also emphasized that the burden was on the applicant to justify segmentation when challenged. 897 F.2d at 874. The court of appeals found that the test had been met with respect to the 14.58 mile segment in question, because there was no traffic on it, traffic on each side of it could move to market independent of the segment, and abandonment of the segment would not necessitate abandonment of additional segments. 897 F.2d at 872-73.

But this stands in sharp contrast to the situation before STB with the Kershaw application. Kershaw's proposed segment lacks logical termini. Indeed, Kershaw's proposed termini have nothing to do with transportation needs, and appear to relate

⁴ In Caddo Antoine, the Eighth Circuit reversed as an improper segmentation an ICC ruling limiting a feeder line application to a segment of a line which excluded some significant shippers at the junction of the branch line with a mainline.

solely to the borders of adjoining property purportedly owned by or convenient to Kershaw. Kershaw's proposed segment does not have independent utility. The proposed abandonment segment simply permits traffic to go to and from shippers in Naches. Finally, abandonment of the proposed segment will foreclose alternate treatment not only of the severed portion of the Naches Branch at Naches, but also of the remnant connecting to the stub owned by BNSF near Yakima. App. I, ¶9; App. II, ¶ 4. In other words, if the Kershaw segment is abandoned, the remnants must be abandoned.

Since this Board takes the position that it loses jurisdiction (for example, for railbanking purposes) over pieces of rail line isolated from the interstate rail system [see RLTD Railway Corp. v. STB, 166 F.3d 808 (6th Cir. 1999)], it follows that Kershaw's adverse abandonment application must necessarily be viewed as a de facto abandonment of the severed line into Naches, as well as the unusable remnant at the Yakima end. Indeed, granting the Kershaw request forecloses any alternative to abandonment for the remainder of the Naches Branch as owned by YILA. Since the loss of the end of the line renders the entire portion of the Naches Branch owned by YILA non-viable, it follows that the adverse abandonment application must be viewed as an unlawful segmentation of (or, as explained later, as an abandonment application for) the entire length from MP 2.97 to MP 14.26.

49 U.S.C. § 10903(d) specifically requires this Board to

consider impact of an abandonment upon rural and community development in making any finding authorizing abandonment. Any bona fide analysis of rural and community development must take into account the fact that abandonment of the arbitrary one mile identified in Kershaw's application is tantamount to an abandonment of the entire Naches Branch owned by YILA. Again, the arbitrary segmentation presented by Kershaw and thus far tolerated by STB ignores the scope of the rural and community development impact of the adverse abandonment proposed by Kershaw.

In sum, under Futurex Industries, the segment proposed by Kershaw is unlawful for purposes of reviewing economic and environmental impacts. The burden is on Kershaw to show that the segment makes sense under the tests articulated in Futurex, and Kershaw has not even begun to make a showing in this respect, much less bear its burden.

A similar conclusion is self-evident if one looks solely at the law governing unlawful segmentation for environmental review purposes. In general, a federally-funded or federally-licensed "project" (Kershaw's application is equivalent to a request for a federal license) is improperly "segmented" for environmental review purposes if there is so strong a "nexus" between the segments that they must be considered one project. It has long been established that in determining the nexus, courts consider matters such as geographic location and the utility of each segment independent of the other. E.g., Sierra Club v.

Callaway, 499 F.2d 982, 990 (5th Cir. 1974). Here we have already demonstrated that the one-mile segment under consideration by STB lacks independent utility, and is essentially associated with the remnant segments at each of its ends. Federal officials may not avoid the requirements of federal law by splitting what in essence is a single federal project (here, abandonment of the entire Naches Branch owned by YILA) into several segments, taking action to facilitate certain segments, and then pretending that the remaining segments are independent, merely because the applicant has not chosen to place them before the agency. Compare Named Members of San Antonio Conservation Society v. Texas Highway Dept., 446 F.2d 1013 (5th Cir. 1971), cert. denied, 406 U.S. 933 (1972). See also Patterson v. Exon, 415 F.Supp. 1276, 1283 (D. Neb. 1976); River v. Richmond Metropolitan Authority, 350 F.Supp. 611, 635 (E.D. Va. 1973). "[T]he rule against segmentation forbids a bifurcated treatment of a single stretch of highway arbitrarily chopped at the boundaries of a public park, or of one stretch of road where the second segment is dictated by the first, or of a single highway cut in half for purposes of analysis." Rodgers, Environmental Law 789 (West 1977) (citations omitted). Here, if STB were to allow Kershaw's illogical termini to stand, STB will have permitted its licensing process to be arbitrarily limited by the boundaries of Kershaw's adjacent property, ignoring the obvious linkages to Naches and Yakima, and effectively cutting a continuous rail line in two, rendering both remnants unusable

for the purposes intended.⁵

In short, the Kershaw application, at its most fundamental level, is an unlawful segmentation for purposes of federal transportation law, NEPA and NHPA. Unless the proceeding is modified to encompass the entire line, there is only one proper response to the application: it must be dismissed.⁶

⁵ The consequences of unlawful segmentation in the context of historic preservation and federally funded (as opposed to licensed) highway construction activities are discussed in Old Town Neighborhood Association v. Kauffman, 2002 WL 31741477 (S.D.Ind. Nov. 15, 2002) (granting preliminary injunction), rev'd in part 333 F.3d 732 (7th Cir. 2003) (modifying nature of undertaking to avoid segmentation), 2003 WL 22004870 (S.D. Ind. 2003) (issuing permanent injunction to prevent segmentation problem).

⁶ Yakima County and others of the Rail Commenters previously raised the objection of improper severance and segmentation. The gravamen of Kershaw's response is that it is only interested in Naches Branch insofar as Kershaw is an adjacent property owner. Kershaw Response to Yakima County's Objections to the Filing of Application, filed Jan. 22, 2004, at 4-5. Kershaw may have standing to file an adverse abandonment because of such an interest, but Kershaw's interest for standing purposes has nothing to do with logical termini of an abandonment for purposes of transportation law or environmental law. The scope of a party's "interest" does not define an independent unit for segmentation purposes. Nothing in Kershaw's "interest" precludes it from proposing an abandonment with logical termini. Indeed, Kershaw's arguments and showings appear to relate to the entire line, not just that adjacent to Kershaw, making it simple for Kershaw to propose logical termini, and certainly something other than a remnant at Naches isolated from the interstate rail network. In any event, any excuse for Kershaw based on its perceived narrow "interest" does not excuse the Surface Transportation Board itself to engage in unlawful segmentation.

There is one alternative to dismissal for unlawful segmentation which might be argued by Kershaw. STB may impose conditions on abandonments. 49 U.S.C. § 10903(e)(1)(B). In theory, this Board could authorize the abandonment conditioned upon Kershaw posting a bond sufficient to permit YILA or its successor in interest to purchase alternative railroad right of way and to reconstruct the railroad line displaced by granting the Kershaw adverse abandonment application. This approach

This Board has broad power to reformulate proceedings. For example, in The Land Conservancy of Seattle and King County-- Acquisition and Operation Exemption -- The Burlington Northern and Santa Fe Ry. Co., F.D. 33389; The Land Conservancy of Seattle and King County -- Abandonment Exemption -- in King County, AB 508X; The Burlington Northern and Santa Fe Ry Co.-- Abandonment Exemption -- in King County, AB 6 (Sub-no. 380X), served May 13, 1998, this Board revoked an acquisition exemption, dismissed an abandonment proceeding filed by the party which acquired a line, and (on this Board's own

would hold the railroad (and its shippers and the affected communities) harmless from the additional costs of maintaining and restoring service on the Naches Branch caused by granting the relief sought by Kershaw. It would also potentially mitigate or eliminate at least some of the adverse environmental and historic preservation impacts on the remainder of the Naches Branch flowing from what otherwise would be the de facto abandonment of the remainder of the Branch. However, no one has presented evidence that an environmentally feasible alternative route is available. In any event, the cost for a new line is composed of two elements: construction costs and land acquisition/relocation costs. WSDOT estimates the construction costs for a re-route around the proposed Kershaw abandonment at \$974,000 (App. IV, ¶3), and the County estimates the land acquisition/relocation cost for a partial re-route along the highway adjacent to Kershaw's facilities at \$280,000 (App. I, ¶13). WSDOT does not have such funds in its budget (App. IV, ¶3), and Rail Commenters have no funds for re-routing. Thus the bond posted by Kershaw would have to be an amount equal or in excess of \$1,250,000. While it would arguably be within this Board's power under Consolidated Rail Corp. v. ICC, 29 F.3d 706, 714 (D.C. Cir. 1994) (a case on which Kershaw relies) to condition the grant of Kershaw's one-mile adverse abandonment upon Kershaw's posting such a bond (and presumably making a showing that an alternative route is feasible at that price), it is not clear that Kershaw would wish to pursue such relief because the re-route so bonded would be along the highway, which Kershaw may view as unreasonably limiting its access. Nonetheless, WSDOT and Rail Commenters are prepared to entertain such a re-route if Kershaw will guarantee payment for it.

initiative) both instituted an exempt abandonment proceeding on behalf of the party which had sold the line and granted the exemption. In Southern Pacific Transportation Company--Abandonment Exemption -- Los Angeles County, 8 I.C.C.2d 495 (1992), this Board's predecessor, faced with two petitions for exempt abandonment and a notice for an exempt abandonment filed by railroad, on the agency's own initiative instituted proceedings under which it determined that Los Angeles County Transportation Commission had acquired a common carrier obligation when it acquired underlying interests in the lines, granted an exemption for the acquisition, and then further granted an exemption from Subtitle IV requirements (including abandonment regulation), subject to execution of certain shared use arrangements in order to take advantage of the exemption from abandonment regulation.

STB's power to modify the relief sought by an applicant in an abandonment proceeding is specifically affirmed by 49 U.S.C. § 10903(e)(1)(B). That provision authorizes this Board to "approve" an "application with modifications and require compliance with conditions that the Board finds are required by public convenience and necessity." The public convenience and necessity here requires that Kershaw's abandonment application for an arbitrary one mile segment be modified to apply to the entire line owned by YILA.

Employing its broad power to modify, this Board should expand the scope of Kershaw's adverse abandonment proceeding to

encompass the entirety of YILA's portion of the Naches Branch. This presumably will require additional environmental and historic notice to the public and to interested agencies, because Kershaw's notice and analysis involved only the arbitrarily defined one-mile. It is unclear to Rail Commenters that Kershaw has any ability to undertake an environmental analysis, or any willingness to do so or to provide the requisite notice. Should this Board elect to modify this proceeding such that it is applicable to the whole line, Yakima County will undertake to provide the notice specified in § 10903(a)(3), and circulate same to the agencies which must receive notice for environmental and historic purposes. Because an improper segmentation is involved, such notice would in all events be necessary were this Board seriously to entertain the arbitrary one-mile abandonment proposed by Kershaw. STB would also have to prepare a revised EA. But the existing EA is manifestly defective anyway due to the improper segmentation.

Issuing a notice providing logical termini for the abandonment would obviate the objection of unlawful segmentation. But more to the point, it would facilitate restoration of service upon the line. Yakima County, subject to financing from WSDOT, is prepared to acquire the line so long as it can do so without incurring a common carrier obligation. If this Board expanded the abandonment proceeding to encompass the entire line, then the entire line could be "railbanked" by the

County (with the consent of YILA) pursuant to the "statement of willingness" and the YILA consent already referenced in this pleading. The County then could acquire the line without incurring a common carrier obligation and could arrange for an operator under 49 C.F.R. § 1150.21, et seq. See App. I, ¶¶5-8; App. IV, ¶¶1-2. The time, effort, and funds of the various parties to this proceeding, including STB, would not have been entirely wasted. Efficiency in federal licensing proceedings is very important in dealing with low density branch lines in rural communities such as this one.

The Rail Commenters, which encompass not only the railroad owning the line but also all the affected local governments, all support modification of this proceeding to encompass YILA's entire portion of the Naches Branch. This relief is also supported by WsDOT (Appendix IV, ¶4), the shippers (as manifest in Appendix I, Ex. B), and TSWR (Appendix I, Ex. C).

B. Post Abandonment Relief

Should this Board proceed with abandonment either of the arbitrary one-mile as defined by Kershaw, or the entire Naches Branch as owned by YILA, Rail Commenters join in requesting that this Board (a) issue a Certificate of Interim Trail Use invoking 16 U.S.C. § 1247(d) ("railbanking") and (b) exempt the proceeding from the provisions of § 10904 ("offers of financial assistance").⁷ As already indicated, railbanking the line is consistent with Yakima County's efforts, in league with WsDOT,

⁷ WsDOT concurs. App. IV ¶4.

to preserve it intact for freight rail use. All the Rail Commenters support this outcome.

The criteria set forth under 49 U.S.C. § 10501(b) for granting an exemption from § 10904 are met: application of § 10904 is not needed to carry out the transportation policy of 49 U.S.C. § 10101, the transaction is limited in scope, and application of § 10904 is not needed to protect shippers from abuse of market power. Indeed, shippers are supporting the County/WsDOT plan to restore service on the line. Rail Commenters are concerned that a third party opposed to continued rail use, such as Kershaw itself, may seek to invoke § 10904 in order to acquire the line away from the County in order to prevent rail use.⁸ It is also relevant that this line is encumbered by liens totalling in excess of \$700,000 (approximately \$500,000 of which are held by WsDOT). Any OFA applicant presumably would be faced with acquisition of property subject to liens which not only exceed the probable salvage value of the track and ties, but also the liquidation value of the land if comprised chiefly of easement interests (as Kershaw claims with respect to the arbitrary mile it proposes for abandonment). This may lead OFA applicants to contend the net liquidation value for the line is zero, and this kind of

⁸ National Association of Reversionary Property Owners (NARPO) from time to time advises opponents of railbanking to employ OFA's to defeat such efforts. See NARPO article dated June 1, 2002, at internet page: home.earthlink.net/~doc156/row.htm (page 5 of 7 in a print out).

reasoning will invite exactly the kind of mis-use of the OFA process that WSDOT, Rail Commenters and bona fide rail shippers are properly concerned to prevent. Accord Appendix I ¶12. In these relatively unique circumstances, the line is not a reasonable candidate for OFA procedures. Nor are OFA procedures necessary to protect shipper interests given the WSDOT and Yakima County plan for restoration of rail service.

C. In All Events, the Narrow Relief
Sought by Kershaw Must Be Denied

As explained by the D.C. Circuit, this Board's predecessor agency "[g]enerally ... denies an adverse abandonment application if there is potential for future operations on the line and the carrier has taken reasonable steps to attract traffic." Consolidated Rail Corp. v. ICC, 29 F.3d at 711. Here YILA has sought to rehabilitate the line, with substantial support from WSDOT. Due to management difficulties, this effort has thus far been unsuccessful.

YILA, however, has agreed in principle to convey the entire line to the County for rail reactivation. See App. II. The County has agreed in principle to acquire the line for that purpose so long as adequate financing is provided by WSDOT or third parties to address liens and rail restoration. See App. I. Subject to appropriations, WSDOT has agreed in principle to provide the requisite financing. See App. IV. The key shippers on the line support this approach. See App. I, Ex. B. Under the circumstances, the adverse abandonment sought by Kershaw should not be granted. The adverse abandonment of an arbitrary

one mile of the track will not advance, and instead will undercut, efforts to keep the line intact, It will interfere with or prevent transfer to the County. Indeed, if in response to adverse abandonment authorization for the one-mile in question, YILA's real property interest automatically extinguishes, then the line will be permanently severed and efforts to maintain the line intact will be immeasurably more complicated. This in turn will have a detrimental impact on rural and community development.

In contrast, modifying the Kershaw proceeding to apply to the entire line, as long as the line is then railbanked, will assist in restoring rail service on the line. In keeping with the spirit to foster service opportunities manifest in cases such as Caddo Antoine, supra, this Board should not simply deny Kershaw's narrow application but should modify the application to cover the logical termini of the Naches Branch. As so modified, this Board should authorize railbanking, rather than abandonment, thus fostering preservation of the Branch and restoration of service.

D. Additional Information

Pursuant to 49 C.F.R. §1152.25(a)(2), Rail Commenters provide the following "additional information."

(i) Intent to offer financial assistance under § 10904. As indicated above, Rail Commenters request that this proceeding be exempted from § 10904. WsDOT supports this exemption. App. IV ¶4.

(ii) Environmental impact. As indicated above, the abandonment has been unlawfully segmented. This in turn has compromised the integrity of this Board's environmental process by failing to notify interested agencies and the public concerning the actual scope of the abandonment (namely, the entirety of the Naches Branch as owned by YILA). Since this Board relies largely on the party seeking abandonment authority (here, Kershaw) and interested agencies and individuals to supply environmental information, the improper segmentation in turn compromises the entire EA issued by this Board on February 27. The EA, for example, completely misses the historic depot and the adverse impact of the relief sought by Kershaw on that depot. See Appendix I, ¶11. The environmental condition set forth in the EA is manifestly inadequate to ameliorate this adverse impact. Among other things, under Washington law, if the rail property is federally authorized for abandonment, it may automatically revert to Kershaw. This would result in break-up of the corridor and irreparable loss notwithstanding the condition specified in the EA. The EA is also deficient for other reasons, including failure to analyze alternative routes for the Naches Branch should the Kershaw application be granted. Rail Commenters reserve the right to comment further on the EA, which they deem generally inadequate for a variety of reasons.

(iii) Impact on rural and community development. Loss of the line will have a severe detrimental impact on rural and community development. Yakima County is an important timber

producer and fosters lumber products businesses. The County also is a leading agricultural producer in the State. The County has more fruit trees than any other County in the Nation. It produces more apples, mint, winter pears and hops than any other county. It also produces peaches, apricots, cherries, wheat, beef and award-winning wines. Yakima County is Washington State's leading dairy producer. Loss of the rail line will detrimentally impact opportunities for future economic development in the corridor between Yakima and Naches. Appendix I at ¶2. In further confirmation, Yakima County Development Association supports opposes Kershaw's proposal to abandon the one-mile segment, and wishes to see preservation of the entire line. See Appendix III.

(iv) Public use conditions. A public use condition should be imposed in light of the desirability of maintaining the corridor intact, its suitability for trail use, and the various public utilities (City of Yakima and Level 3 Communications utilities) already in the corridor.⁹ Pursuant to 49 C.F.R. § 1152.29, Rail Commenters seek a public use condition for 180 days, in order to ensure opportunities exist for use of state law remedies if necessary to preserve the right of way. The public importance of corridor preservation has already been discussed.

(v) Prospective use of the right of way for interim trail

⁹ Rail Commenters are informed that Level 3, which is filing a separate protest, will provide further information on these utility interests in its filing.

and railbanking purposes. As already indicated, the entire Naches Branch is suitable for trail and railbanking purposes. See Appendix I, ¶11 and Exhibit E ("statement of willingness" to Appendix I). WSDOT supports application of the railbanking statute. App. IV, ¶4.

III. Conclusion

Rail Commenters oppose adverse abandonment of the arbitrarily described one mile sought by Kershaw Sunnyside Ranches in the middle of YILA's portion of the Naches Branch. The adverse abandonment proceeding, if limited to the portion of the line suggested by Kershaw, should be dismissed as an unlawful segmentation. Alternatively, the proceeding should be modified to encompass the entire line. Then the proposed abandonment at least would have logical termini. Indeed, Rail Commenters view such a modification not only as necessary for a lawful proceeding, but also (if accompanied by the railbanking remedy) as fully consistent with the plan of WSDOT and Yakima County to restore rail service on the Naches Branch, and as helpful to realization of that plan. Rail Commenters accordingly request this Board either to exercise its discretion to provide for such an expanded proceeding, or to dismiss the proceeding as an improper segmentation. Since modification of the proceeding to encompass MP 2.97 to MP 14.26 (the entire YILA portion of the Naches Branch) presumably will require additional § 10903(a)(3) notice, as well as environmental and historic notice, Yakima County agrees to initiate such notice within

twenty days of receipt of an STB order modifying the scope of the proceeding to provide for the logical termini (MP 2.97 and MP 14.26).

In all events, Rail Commenters request that STB issue a CITU rather than an abandonment authorization for either the one-mile sought by Kershaw, or the entire Naches Branch as owned by YILA, should this proceeding not be dismissed. Finally, should this proceeding not be dismissed, Rail Commenters request that this Board exempt the proceeding from the provisions of 49 U.S.C. § 10904.

As noted at the inception, WSDOT has authorized Rail Commenters to state that it concurs in Rail Commenters' arguments and the relief sought herein.

Respectfully submitted,

Charles H. Montange
426 NW 162d St.
Seattle, WA 98177
(206) 546-1936
fax: (206) 546-3739
for Yakima County

Terry Austin
Chief Civil Deputy Pros. Atty
Yakima County Courthouse
128 North 2d St., Room 211
Yakima, WA 98901
(509) 574-1200
fax: (509) 574-1201
for Yakima County

Ray Paolella
City Attorney
City of Yakima Legal Dept.
200 South Third St.
Yakima, WA 98901-2830
(509) 575-6030
fax: (509) 575-6160
for City of Yakima

Gregory S. Lighty
Halverson Applegate P.S.
311 North Fourth St.
P.O. 22730
Yakima, WA 98907-2715
(509) 575-6611
fax: (509) 457-2419
for Town of Naches

Paul D. Edmondson
313 North Third St.
P.O. Box 384
Yakima, WA 98901
(509) 452-7963
for Yakima Interurban
Lines Association

Appendices

Appendix I -- Statement of Yakima County
Planning Director and Public Works Director
(with exhibits -- A: map; B: shipper letter;
C: TSWR letter; D: BOCC letter; E:
"statement of willingness")

Appendix II -- Statement of Paul Edmondson (YILA)

Appendix III -- Letter, Yakima County Development Association

Appendix IV -- Statement of Stephen Anderson (WsDOT)
(email attachment version; original submitted
under separate cover by WsDOT)

Certificate of Service

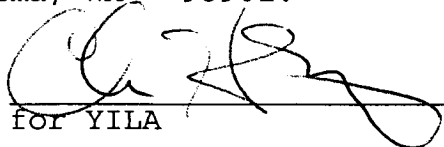
I hereby certify service upon the following parties as
indicated on 11 March 04:

1. Sarah Wixson
Veikanje, Moore & Shore
405 East Lincoln Avenue
Yakima, WA 98901 (for Kershaw) (express)
2. Jeanne A. Cushman
Office of the Attorney General
Transportation and Public Construction Div.
905 Plum Street, Bldg. 3
P.O. Box 40113
Olympia, WA 98504-0113 (for WsDOT) (priority mail)

Appendix B: Certification of Service

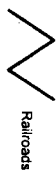
As provided in 49 C.F.R. § 1105.7(c), the undersigned hereby certifies that YILA has caused copies of this Environmental Report/Historic Report to be served upon the agencies listed below by mail on 6 December 2005, and that it has consulted and/or is consulting with all appropriate agencies in preparing this report:

1. State clearinghouse. Washington State Transportation Commission, P.O. Box 47308, Olympia, WA 98504.
2. State environmental protection agency. Department of Ecology, P.O. Box 47600, Olympia, WA 98504-7600.
3. The State Coastal Zone Management Agency. Program Manager, Shorelands and Coastal Zone Management Program, Department of Ecology, P.O. Box 47600, Olympia, WA 98504-7600
4. The head of the county. Mr. Ronald F. Gamache, Chairman, Board of Yakima County Commissioners, County Courthouse, 128 North 2nd Street, Yakima, WA 98901.
5. Regional offices of the Environmental Protection Agency. EPA Region 10, 1200 Sixth Avenue, Seattle, WA 98101.
6. The U.S. Fish and Wildlife Service. Region I, US FW Service, 911 N.E. 11th Avenue, Portland, OR 97232-4181.
7. The U.S. Army Corps of Engineers. US Army Engineer District, Seattle, P.O. Box 3755, Seattle, WA 98124-2255.
8. The National Park Service. National Park Service, Pacific West Region, One Jackson Center, 1111 Jackson St., Suite 700, Oakland, CA 94617.
9. Natural Resources Conservation Service. State Conservationist, USDA Natural Resources Conservation Service, West 316 Boone Avenue, Suite 450, Spokane, WA 99201-2348; and local office at 1606 Perry Street, Yakima, WA 98902.
10. The State Historic Preservation Office. Office of Archeology and Historic Preservation, P.O. Box 48343, Olympia, WA 98504 Att: Mr. Steven Matheson.
11. National Oceanic and Atmospheric Administration, U.S. National Geodetic Survey, 1315 East-West Highway, Silver Spring, MD 20910-3282
12. Mayor Paul George, City of Yakima, 129 North 2nd St., Yakima, WA 98901.
13. Mayor Charles Ross, Town of Naches, PO Box 95, Naches, WA 98937.
14. Mr. Bill Cook, Director, Department of Community & Economic Development, 129 N. 2nd St., Yakima, WA 98901.


for YILA

Appendix C: Map

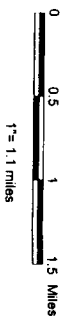
Yakima InterUrban Lines Association (YILA)



Milepost 14.26

Yakima InterUrban Lines Association

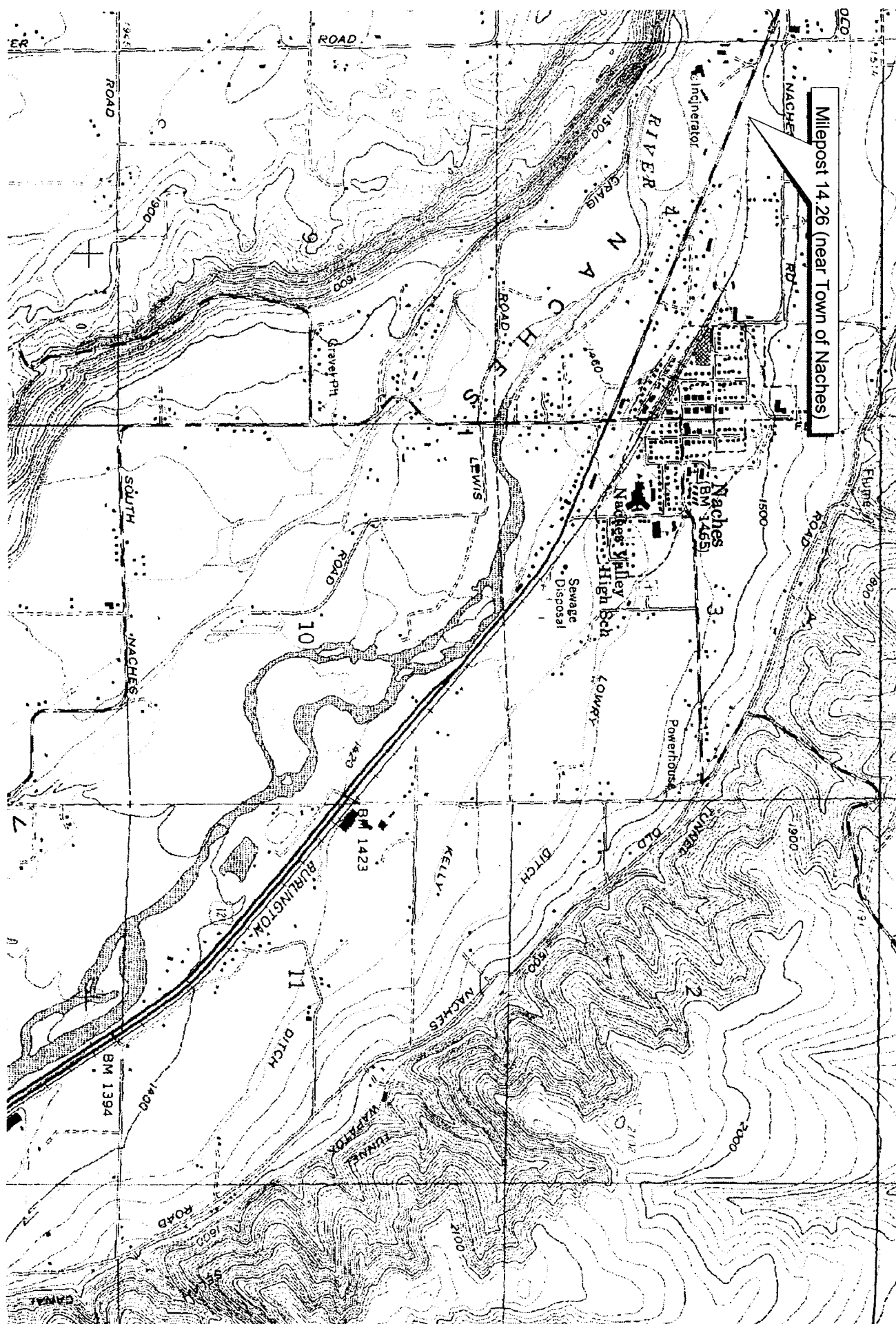
Milepost 2.97



Yakimap.com

Copyright (C) 2005 Yakima County
This map was derived from several databases. The
County cannot accept responsibility for any errors.
Therefore there are no warranties for this product.

Appendix D: USGS Map



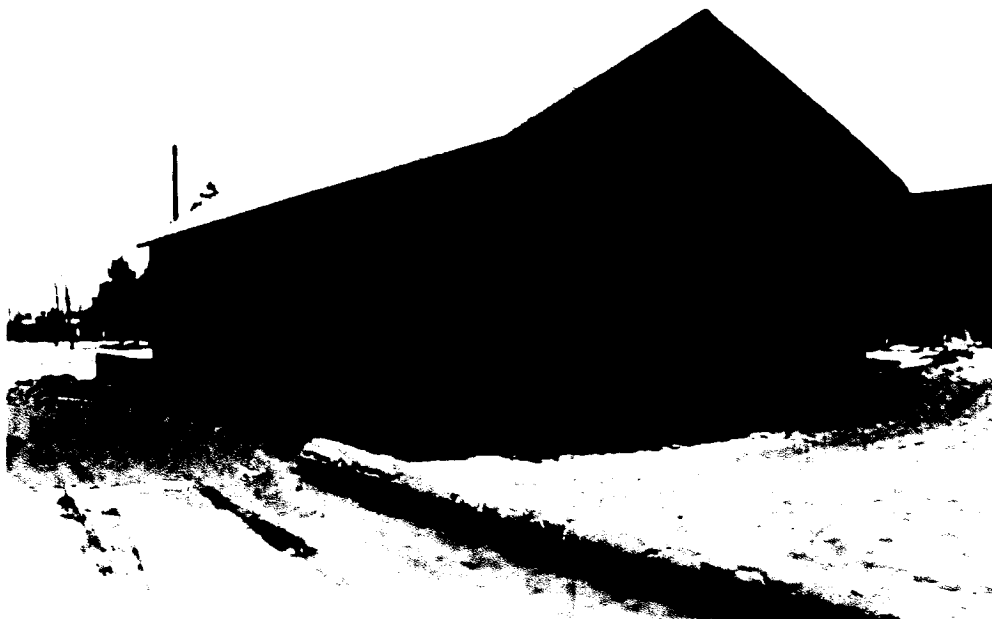
Appendix E: Naches Depot



Railroad Depot -- Naches, WA
December 28, 2003
Southwest & Southeast sides, looking up track towards Layman's Lumber Company



Railroad Depot -- Naches, WA
December 28, 2003
Southeast & Northeast sides



Railroad Depot -- Naches, WA
 December 28, 2003
 Northeast & Northwest sides



Railroad Depot -- Naches, WA
 December 28, 2003
 Northwest and Southwest sides, looking down track towards City of Yakima



Railroad Depot -- Naches, WA

December 28, 2003

Northwest and Southwest sides, with Naches' white Art Deco Welcome Center in background

FFY 2004-2006
Yakima Valley RTPO
Transportation Enhancement Funding
Project Application Form

This application is available at the YVCOG website www.yvcog.org

RECEIVED
SEP 28 2005

Part 1. Project Summary

Project Title: **Naches Depot and Trail Project**

Project Description: *(One to two sentences)*

The restoration of the historic Naches Depot which will function as the eastern portal for both the Chinook and US 12 Scenic Byways. The project promotes alternative modes of transportation, economic development and strives to alleviate traffic congestion while addressing environmental concerns through multi partnerships.

Project Location: *(attach 8x10 vicinity map)*

See Attached Vicinity Map

Contact Name/Title: Jeff Ranger, Administrator

Applicant Agency: Town of Naches

Phone Number: (509) 653-2647

Email Address: Townofnachesadm@aol.com

ATTACHMENTS *(check items attached)*

- ☒ Vicinity Map (8.5"x11") [Required]
- ☒ Certification Acceptance (CA) sponsor form [Required if Applicant is not a CA agency]
- ☒ Cross-section, drawing or photos [optional]
- ☒ Letters of support [optional]

**Type of Project
or Program:**
(Check all that apply)

- ☒ Provision of facilities for pedestrians and bicycles
- ☐ Provision of safety and educational activities for pedestrians and bicyclists
- ☐ Acquisition of scenic easements and scenic or historic sites
- ☒ Scenic or historic highway programs (including the provision of tourist and welcome center facilities)
- ☒ Landscaping and other scenic beautification
- ☒ Historic preservation
- ☒ Rehabilitation and operation of historic transportation buildings, structures, or facilities (including historic railroad facilities and canals)
- ☒ Preservation of abandoned railway corridors, including the conversion and use thereof for pedestrian or bicycle trails
- ☐ Control and removal of outdoor advertising
- ☐ Archaeological planning and research
- ☐ Environmental mitigation to address water pollution due to highway runoff or reduce vehicle-caused wildlife mortality while maintaining habitat connectivity
- ☐ Establishment of transportation museums

Part 2. Project Costs and Funding				
Project Financial Summary				
Total Project Cost:		\$660,000	Note: There is no funding match required. Projects may request 100% Enhancement grant funding.	
Total Enhancement Grant Request:		\$185,000		
Project Cost by Element (In whole dollars, below):				
Project Phase (e.g. planning, preliminary engineering/design, property acquisition, construction, program implementation)	Estimated date (month/year)	Enhancement funds requested	Non-Enhancement commitments (if any)	
Planning/Match	Complete (Town)	\$	\$25,000.00	
PE/Design	Complete (USDA)	\$	\$40,000.00	
BA	Fall 2005	\$	\$10,000.00	
Construction	Spring 2006	\$185,000.00	\$400,000.00	
		\$	\$	
Total Project Cost (Sum of all costs identified above):			\$660,000.00	
Non-Enhancement commitments (if applicable – please include funding commitment letters as attachments)			Is any of this in-kind contribution?	
Local Commitment	From Project Applicant	\$25,000.00	☐ Yes	☐ No
	From Project Partner(s)	\$10,000.00	☐ Yes	☒ No
Total Non-Enhancement funding		\$495,000.00		

PART 3. Project Narrative

Please address each of the following Regional Enhancement Prioritization Criteria with a **brief** narrative response.

1. Describe how the project supports the intent of the federal TEA 21 Enhancement Program. *(Maximum 15 points)*

The project complies with item #1 (Provision of facilities for pedestrian and bicycles), item #4 (Scenic or historic highway preservation), #5 (Landscaping and other scenic beautification), #7 (Rehabilitation and operation of historical transportation buildings, structures and facilities), of the TEA 21 Enhancement Program.

The Town of Naches has collaborated in an effort to establish an eastern portal for both the US 12 and Chinook Scenic Byways. The efforts were included both the 2000 Chinook Scenic Byways Charette and the 2002 US 12 Corridor Charette. These planning documents were funded by the National Park Service and were created in partnership with the Gifford Pinchot and Wenatchee National Forest Service.

In 2002 the Town of Naches received a \$40,000.00 grant from the United States Department of Agriculture for architectural and engineering services for the Naches Depot and Trail project. The Town of Naches completed the architectural and engineering construction documents with the assistance of Brockway, Opfer, Raab, Architecture and Huibregtse Louman and Associates. This project has several key elements, including rehabilitation of the historic rail depot to serve as a visitor information center. A multi-use trail developed parallel with the rail right-of-way; a central parking and shuttle pick-up/drop of area at the Depot, which could provide service to White Pass Ski Area, Oak Creek Wildlife Station, river rafting on the Tieton River and tours to Mt. Rainier National Park., as well as a downtown park with lawn and picnic area for the Scenic Byways and Naches Depot user will be part of the project.

In the Federal Transportation Bill just passed by Congress and signed by President Bush the Town of Naches was awarded \$400,000 toward the Naches Depot and Trail Project. The grant was procured with the help of the Honorable Congressman Doc Hastings. The Biological Assessment for the project will be done in late fall of 2005. The construction of the project could begin in early 2006 and completion by the fall.

2. Describe how the project is regional in nature (i.e. enhancement benefiting multiple jurisdictions). *(Maximum 15 point)*

The Naches Depot and Trail Project is part of a system of projects designed to promote use of the federally-recognized corridor of the All-American/Chinook Scenic Byways and the US 12 Byways. The Byways Projects planning process provided a regional partnership approach which included Yakima, Pierce, King and Lewis Counties as well as Towns, Cities, businesses, and Community Organizations.

Yakima County's proposed re-establishment of the Naches rail line will help to facilitate movement from the local timber and agricultural producers to markets through utilization of the rail system. The reactivation of the rail line can provide a means to bridge government jurisdictions, business and economic development, public activity opportunities, and scenic assets.

The project will benefit other jurisdictions such as the Naches Ranger District and Washington State Fish and Wildlife in relieving congestion and health and safety issues on US 12 during elk feeding season and whitewater rafting on the Tieton River. The Depot will also provide the Naches Chamber Of Commerce with an outlet to enhance tourism as the Western Gateway to Washington's Wine Country.

3. Describe the extent to which the project relates to the Regional Transportation Plan goals and policies (available online at www.yvcoq.org/trans/enhance/RTPExcerpts.pdf). Demonstrate how the project is compatible with Growth Management plans and policies, or other planning documents and policies. Describe the project's public involvement process. (*Maximum 15 points*).

The Naches Depot & Trail project meets the goal of Cooperation, Economic Vitality, Quality of Life, The Environment, Multimodal Transportation, Public Transportation, Freight Mobility, Rail Transportation, Bike and Pedestrian System, Regional Vision, Concurrency, Consistency, and Public Participation of the Regional Transportation Plan.

In Chapter VI of Yakima County Plan 2015 under County-wide development policies should promote a regional economic development program consistent with local community preferences. The general strategy is to encourage economic growth within the capacities of the region's natural resources, public services, and public facilities. Under Chapter XII, Transportation, Section C analysis of assets, needs and opportunities, the project includes the aspects of Freight and Goods Routes, Rail Routes, Tourism/Recreation Routes, Bicycle Routes and Pedestrian Emphasis Routes.

The Naches Depot project is in compliance with the Naches Comprehensive Plan Chapter 4 Transportation Element: Goal 1, develop, maintain, and operate a balanced, safe, and efficient multimodal transportation system to serve all persons, special needs populations and activities in the community; Goal 3, recognize pedestrian movement as a basis means of circulation and to assure adequate accommodation of pedestrian and handicapped persons needs in all transportation policies and facilities; Goal 4 ensure adequate parking in the downtown commercial area which supports economic growth, and is consistent with downtown design and pedestrian circulation goals; Goal 5 manage, conserve and protect Naches' natural resources through a balance of development activities complimented with sound environmental practices; Goal 6 actively influence the future character of the Town by managing land use change and by developing Town facility and services in a manner that directs and controls land use patterns and intensities; and, Goal 7 provide a comprehensive system of parks and open spaces that responds to the recreational, cultural, environmental, and aesthetic needs and desires of the Town residents.

The partnerships created for the development of the US 12 Charette required an intensive, focused effort to develop conceptual plans within compressed, creative, high-energy working sessions, which involved the production of plans and concepts based upon the input of all participating interests. The US 12 Charette was sponsored by the National Park Service and the Gifford Pinchot National Forest. An additional partnership was also created with the Naches Valley Chamber of Commerce who ranked the Naches Depot Project "High" in the recently completed Naches Community Action Plan.

4. Demonstrations of local and/or regional support or partnerships.

- Non-partner letters: 1 point each - 3 points maximum
Naches Lions
Naches Ranger District

White Pass Ski Area

- Plans/policy documents: 2 points each - 6 points maximum
Naches Comprehensive Plan
Yakima County 2015
US 12 Corridor Charette
- Partnerships: 2 points each - 6 points maximum
Naches Chamber of Commerce
Oak Creek Wildlife Feeding Station
Yakima County

Maximum 15 points

5. Describe how the project is intermodal or is accessible to multiple modes of transportation. *(Maximum 5 points).*

The Naches Depot project and the rehabilitation of the Naches line will provide a freight rail for commercial lumber and agricultural products to be delivered to market. The project includes provisions for pedestrian, bicycle, vehicle, mass transit, passenger rail and freight rail. Naches has hosted several bicycle events such as Tour De Wellness and the Sun Triathlon and anticipates that the proposed pathway will entertain many other events.

6. Describe how the project fills a gap in an alternative mode transportation corridor or completes a project. *(Maximum 15 points)*

The Depot area in the Town of Naches currently serves only motorized traffic and has no safe options for alternative transportation. The depot will serve as a staging area for shuttle services for the following:

- **White water rafting:** (Permitting agencies Naches Ranger District and Washington State Department of Fish and Wildlife) Provide central staging area and improve highway safety and health related issues.
- **Oak Creek Wildlife Feeding Station:** (Elk and Bighorn Sheep) The Oak Creek manager has expressed his support for the use of a shuttle system to relieve congestion and environmental concerns at the station.
- **White Pass Ski Area:** With the inevitable expansion of the White Pass Ski area, a shuttle service will alleviate parking areas congestion and expand opportunities for the users limited by transportation options.
- **Mt. Rainier National Park:** The Park in recent years has been looking for way to reduce vehicle traffic in the park. The Naches area is the Eastern Washington access to Mt. Rainier. Senior trips and other uses are options of the proposed shuttle project.
- **Rail/Trail:** A recreational link to Cleman's View Park and Sports Complex and to the Yakima Greenway (pedestrian and bicycle).
- **Other Recreational Services:** The Depot area allows Naches to establish a "base camp" for corridor recreation such as fishing, hiking, climbing, biking and snowmobiling.

The Naches Depot & Trail Project will complete the Eastern entrance to the US 12 and Chinook Scenic Byways as proposed in the US 12 Charette.

7. Describe the project's other unique characteristics or additional aspects that should be considered such as . . . Is the project utilizing state of the art technology or design? Does it

include any ADA features? What are some of the project's innovative aspects? What is the public benefit? Is there any urgency? (*Maximum 15 points*)

- **Rehabilitate Historic Rail Depot and provide ADA accessible restrooms, concession service and visitors information on local and regional recreation opportunities along the US 12 and Chinook corridors.**
- **Current Naches Art Deco building combined with the Depot will host exhibits on local history.**
- **The Depot may provide state of the art kiosk and interactive information systems.**
- **Work toward future connection of trail with Yakima Greenway and expand trail line to Oak Creek Wildlife Area**
- **Provide picnicking near Depot and on the eastside of the Spillway**
- **Construct Pedestrian Trail/Bridge over spillway canal on historic abutments.**
- **Install new pedestrian crosswalk on Naches Avenue.**
- **The Trail/Pedestrian Bridge portion will provide safe access for those children walking to school along the railroad line.**
- **The project provides limitless innovation to combine economic factors, tourism and community events.**
- **Assist with revitalization of the Naches "downtown" area.**

With the great influx of population to the Pacific Northwest in the past twenty years, outdoor recreational activities are dramatically increasing and can impact the natural resources that people enjoy. Therefore, it is becoming more urgent to provide alternate forms of transportation, visitor services, and appropriate parking and sanitation facilities for the public to be able to continue to recreate and enjoy our natural resources and wildlife habitats, without adverse environmental impacts.

8. Describe the plan for maintaining the project once completed. (*Maximum 5 points*)

Upon completion of the Naches Depot the facilities will be under the maintenance of Town of Naches Public Works. The Naches Valley Chamber of Commerce, through an Interlocal Agreement, will store and stock all informational materials for the byways and maintain the visitor's center for the public. The monthly utility bills, and possibly some of the interior maintenance will be paid by through the Interlocal Agreement with the Naches Valley Chamber of Commerce and other participating agencies.

PART 4. Applicant Signature

Project Verification and Endorsement

Costs identified above represent the best available estimates to accomplish the work described herein. Local commitments identified above are available and will be applied to the project if it receives the requested Enhancement grant. I realize that the use of federal funds for this project entails administrative and project compliance requirements over which Yakima Valley RTPO has no control, and for which this agency or organization will be responsible. This project has the full endorsement of the governing body/leadership of this agency or organization.

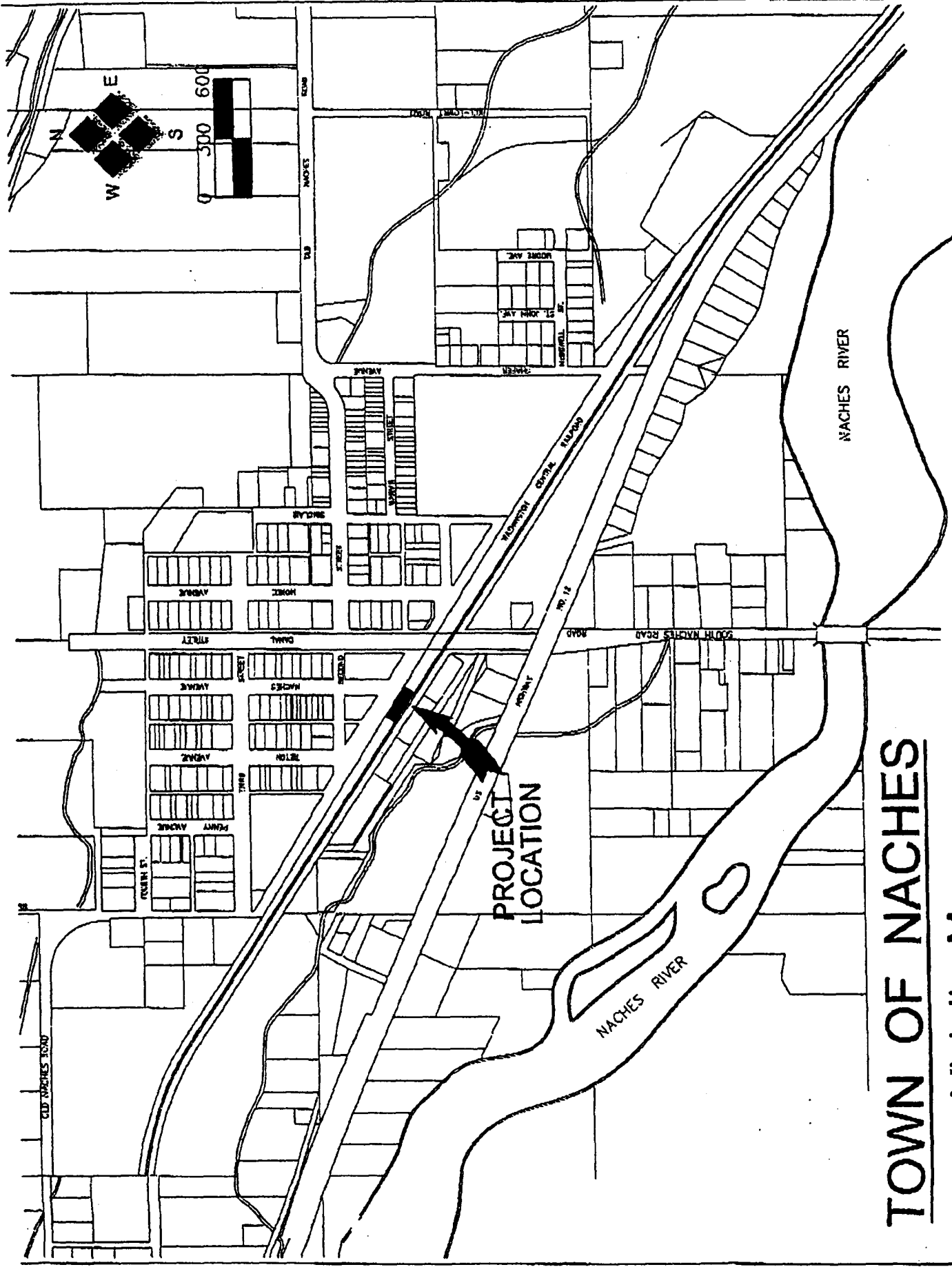
Jeff Ranger, Administrator

Name and Title of Designated Representative



Signature of Designated Representative

September 28, 2005



TOWN OF NACHES

Vicinity Map

TRANSPORTATION ENHANCEMENT PROGRAM

Certification Acceptance (CA) Confirmation:

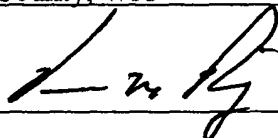
Certification Acceptance (CA) is a program in which the Federal Highway Administration (FHWA) delegates authority to the Washington State Department of Transportation (WSDOT) for approving project development and construction administration on federal-aid projects. WSDOT has the option of further delegating this authority to qualified agencies. All federal-aid projects must have a CA agency sponsor the project. This sponsorship must be in place prior to applying for funds. All 39 counties in Washington State have CA status, as well as approximately 60 cities, and the six WSDOT Region Local Programs offices.

Non-CA entities must have this sheet signed by a CA agency that will administer the proposed enhancement project. This signed confirmation must be included in all project proposals submitted by non-CA entities.

Non-CA Entity: Town of Naches, Washington

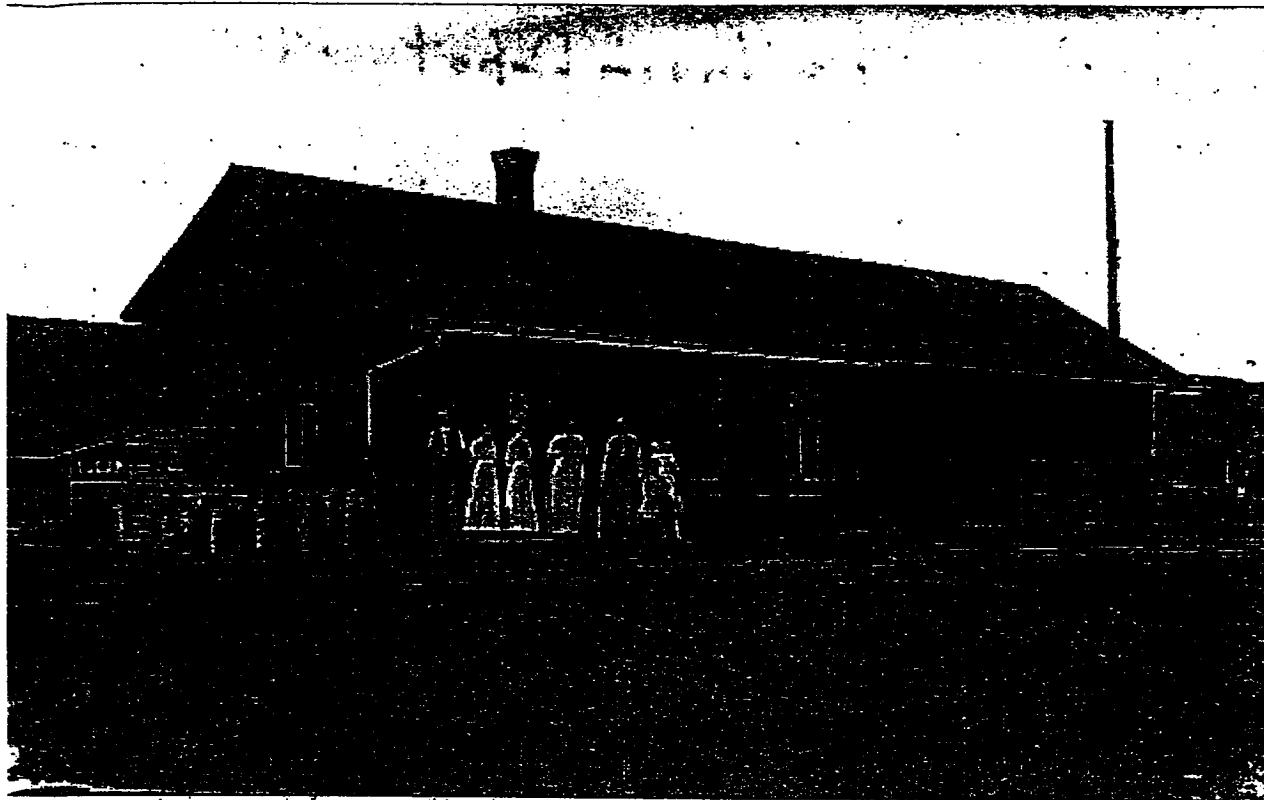
Project Title: _____

CA Agency: Yakima County, WA

CA Representative
Signature:  _____

Print Name: Vern M. Redifer, P.E.

Title: Director – Yakima County Public Services



Accession Number: 2002-802-322
Subject: Washington--Naches
Title: Train Depot
Photographer: Lanterman, Frank P.
Description: Naches City Train Depot. Earl Peck agent.
Date Created: 1907
Provenance: Naches Washington
Medium: Photograph
Color: B&W
Height: 5.75
Width: 9.25
Facility: Yakima Valley Museum
Collection: Whitnall, Jack
Subject Headings: Cityscapes
Full Resolution: Volume20\2002802322.tif

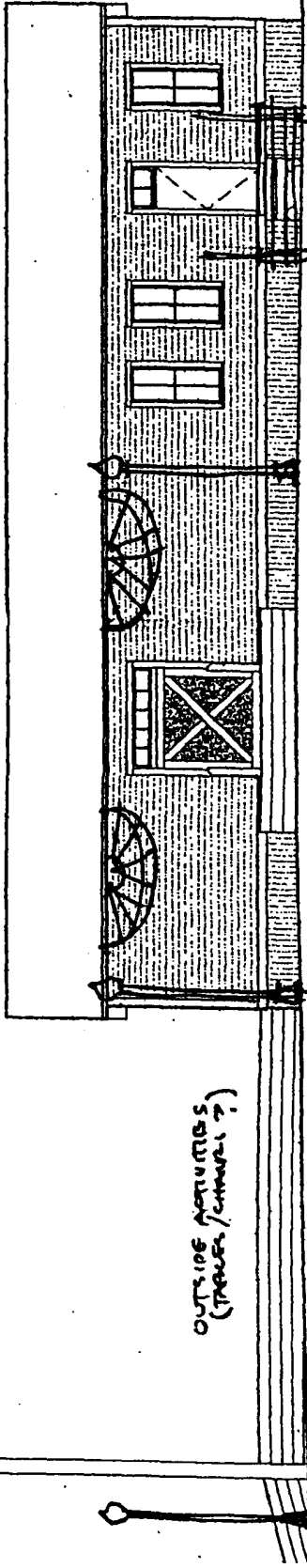


DAVIS ARCHITECTURE
OFFICE
111 SUNDRIE AVENUE, SUITE 200
YAKIMA, WASHINGTON 98902
(509) 426-3290 FAX (509) 426-3291

NACHES DEPOT AND TRAIL PROJECT
NACHES, WASHINGTON
EXTERIOR ELEVATIONS

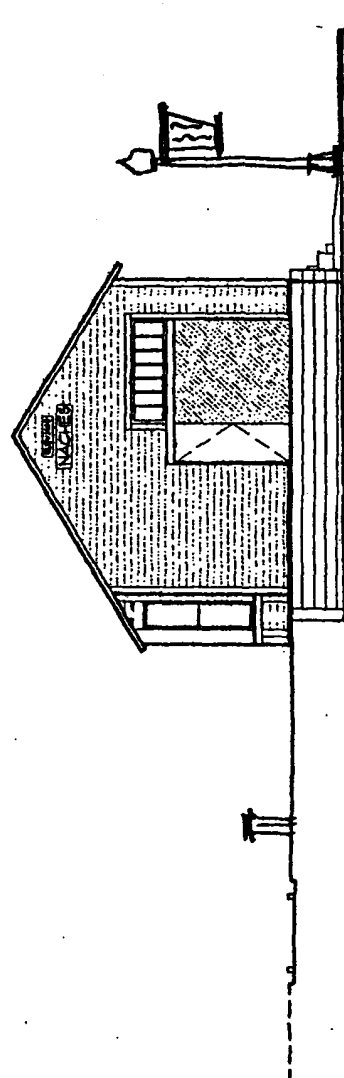
PROJECT NO. 0114
DATE 01/04/05
DRAWN BY
CHECKED BY
SCALE 1/8" = 1'-0"
SHEET NO.

A2.1

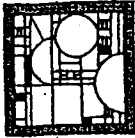


OUTSIDE PORCHES
(TRAIL/CORRAL?)

NORTH ELEVATION



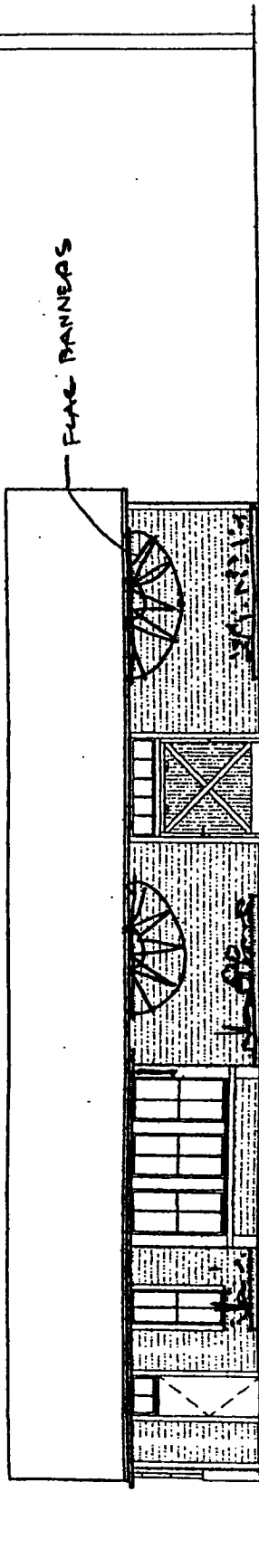
EAST ELEVATION



DAVIS • OFFER • RAB
ARCHITECTURE
ALL SUNDRIEY AVENUE, SUITE 2
TAMPA, WASHINGTON 98902
(509) 434-3808 FAX (509) 434-3534

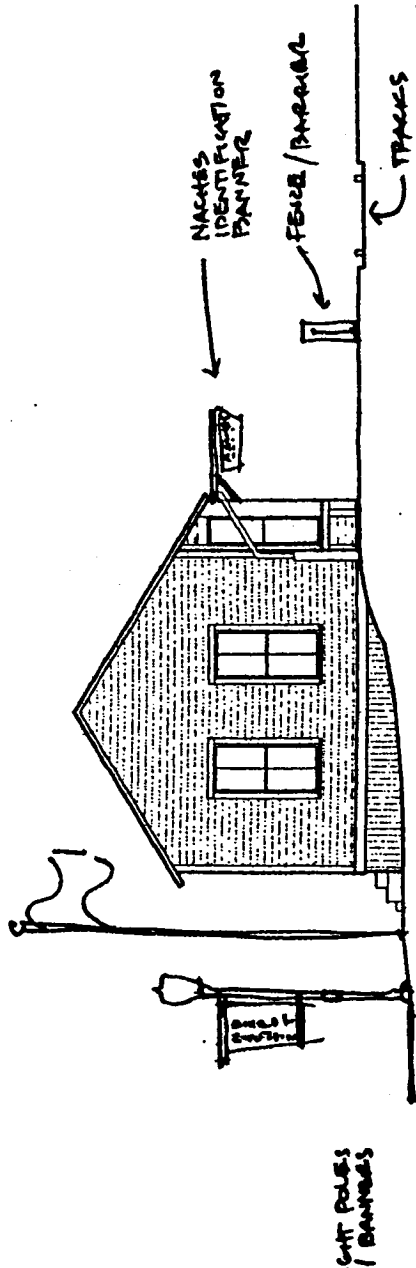
NACHES DEPOT AND TRAIL PROJECT
NACHES, WASHINGTON
EXTERIOR ELEVATIONS

PROJECT NO.	0210
DATE	08/04/05
SCALE	1/8" = 1'-0"
SHEET NO.	A2.2
DESIGNED BY	
DRAWN BY	
CHECKED BY	
DATE	
REVISION	



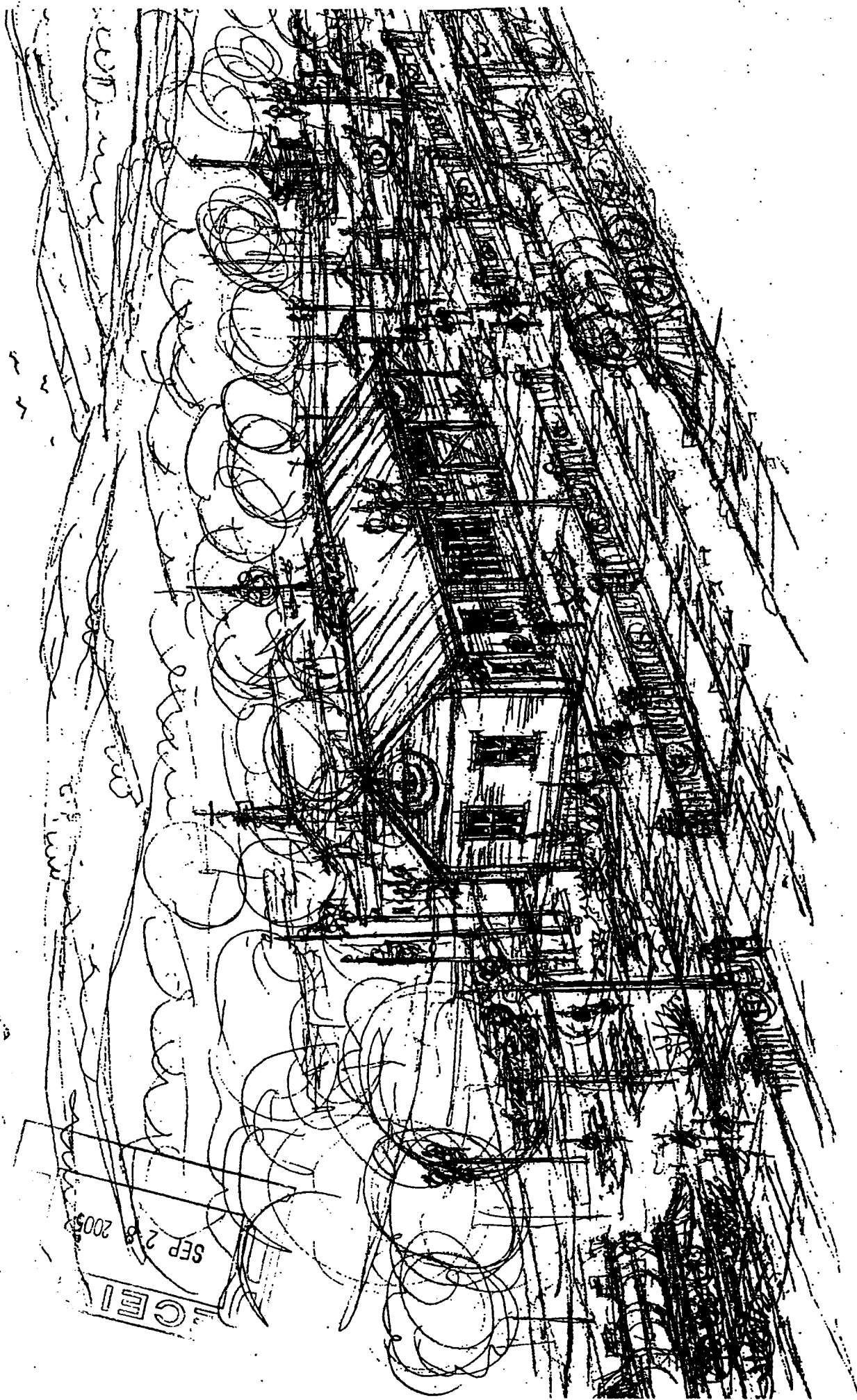
SOUTH ELEVATION

- BLACK/GREY ROOF
- RED SIDING
- WHITE DOORS, WINDOWS
- TRIM



WEST ELEVATION

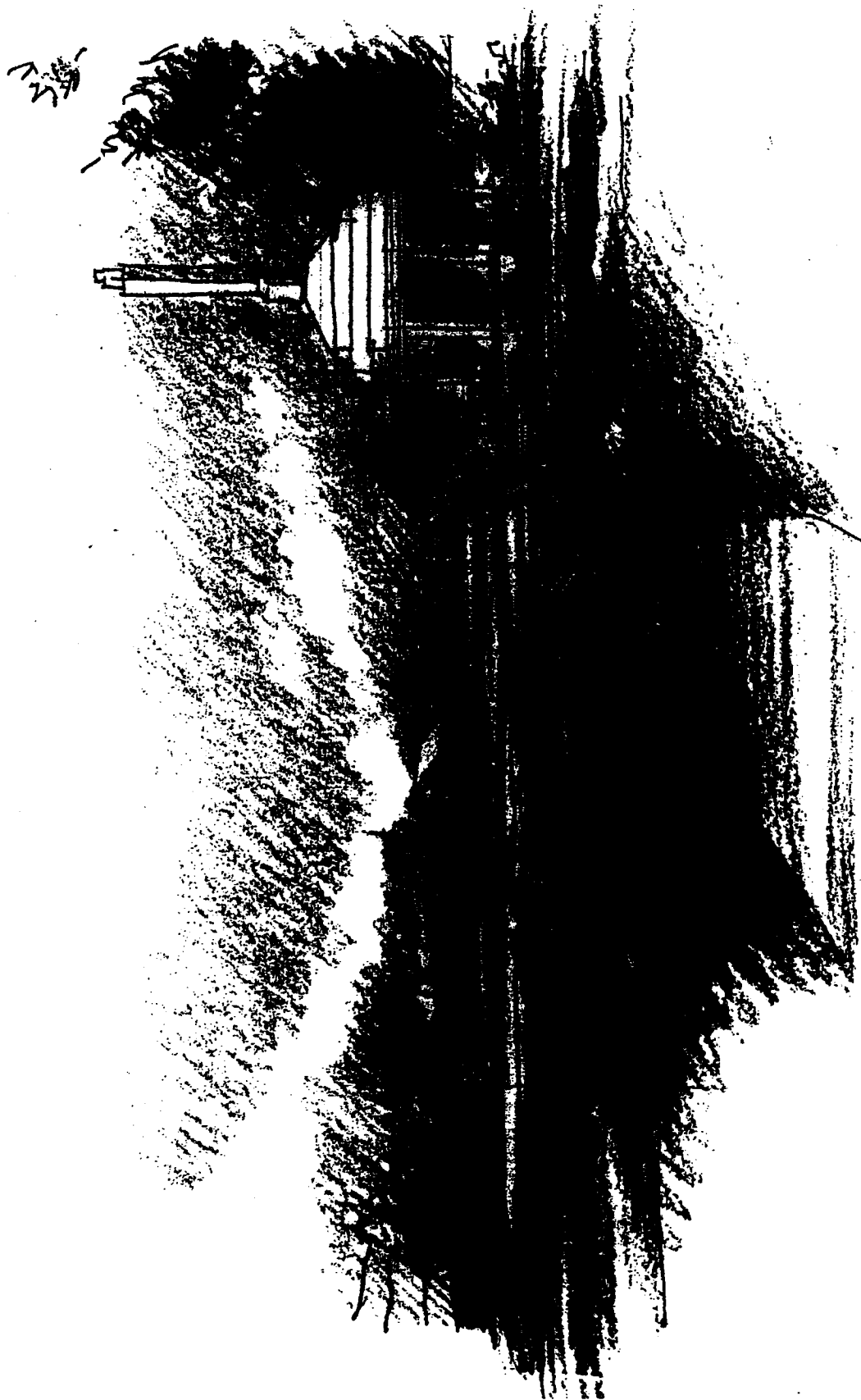
Naches Depot & Trail



SEP 28 2005

CEI

Naches Depot & Trail



Naches Depot & Trail

RD NACHES ROAD

- POTENTIAL ROAD INCLUDING ROUTE
- ACCESS TO OAK CREEK WILDLIFE AREA &
- BURNING SHEEP WILDLIFE AREA
- SCENIC DRIVE THROUGH CROCHARD'S

PROPOSED PARKING AREA

- PARKING FOR ABOUT 30 CARS/12 RV'S
- SHARED BUS STOPPING AREA

- BATHHOUSE
- RESTROOMS
- INFORMATION
- TRAILHEAD
- TRAIL

- NACHES TRAIL TRAILHEAD

- RV CAMP STATION

- OAK PROPERTY ACQUISITION

- RESERVATION

- AS IMPROVEMENT

- PENALTY AGENCY

U.S. FOREST SERVICE SITE

- HISTORIC RECORDS (WITH NPS)
- INFORMATION, PERMITS
- IMPROVEMENTS
- POTENTIAL TO LINK THIS SITE TO NACHES TRAIL (P.O.W. ENVIRONMENT REQUIRED)
- P.S. MAINTENANCE & ADMINISTRATIVE FUNCTIONS

NACHES TRAIL CENTER

- MEMBERS FROM MIXED OF TRAIL & ACTIVITIES ASSOCIATED WITH NACHES TRAIL & PARKING/STAGING AREA AT TRAILHEAD

PROPOSED NACHES TRAIL

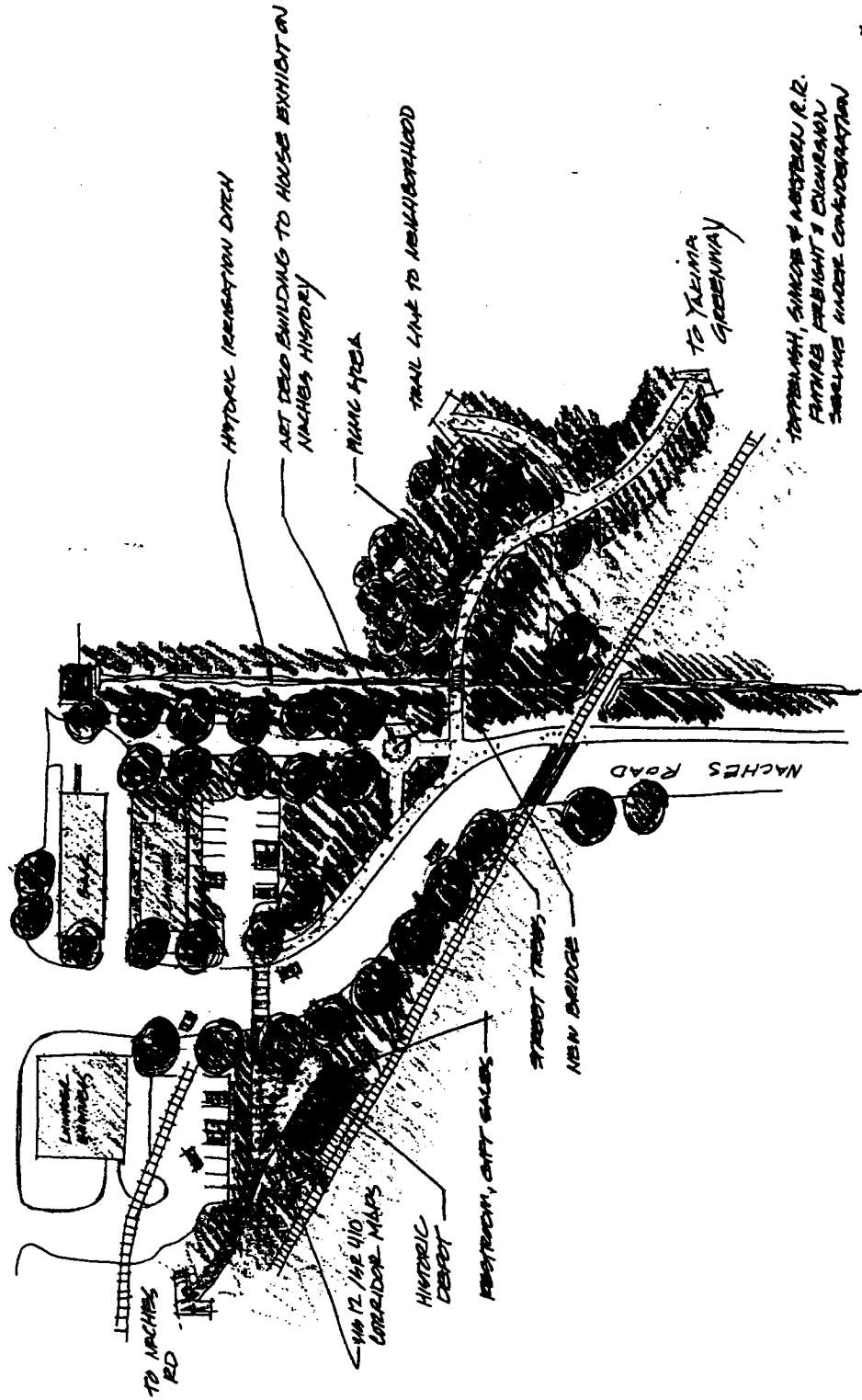
- REHABILITATE HISTORIC RAIL DEPOT. PROVIDE RESTROOMS CONCESSION SPACE & INTER- INFORMATION ON LOCAL & REGIONAL RECREATION OPPORTUNITIES ALONG THE 12.5 MI. OF THE OREGONIAN
- NOT BUILT BUILDINGS COULD HAVE EXISTED ON LOCAL HISTORY
- INITIALLY BUILT 1/2 MILE OF TRAIL OFFSIDE 30' TRAIL RIGHT-OF-WAY
- WORK TOWARD FUTURE CONNECTIONS WITH YAKIMA COUNTRYSIDE
- TRAIL & TRAIL LINK TO OAK CREEK WILDLIFE AREA
- PROVIDE TRAILING, NACHES TRAIL, AND MAP OF RECREATION DITCH
- CONSTRUCT TRAIL BRIDGE OVER INFORMATION CANAL ON HISTORIC-ADJUTANT'S
- INSTALL NEW RECREATION PRESERVE ON NACHES ROAD

TRAILHEAD/STATION & HISTORIC RAILROAD

- UPGRADE TRACKS TO ACCOMMODATE TRAINS UP TO 25 MPH. MAX. SPEEDS TO CARRY FREIGHT
- IMPROVED RAILROAD CROSSING AT NACHES RD AND PENALTY AGENCY FOR SAFETY & ACCIDENTS

NACHES TRAIL

Naches Depot & Trail



TO YALMIA, SINKING & ABBOTT R.R.
FURNISHES, PRESENT & EXHIBITION
SINKING UNDER CONSTRUCTION

NACHES TRAIL & DEPOT

0' 50' 100'

10:10 78101

03/10/05 10:29:21 TO:

FROM: Gleason, Jessica

PAGE:1/1

53-2732 ATTN:LINDA



News From

Congressman Doc Hastings

4th District, Washington

1323 Longworth Building - Washington, D.C. 20515 • 202/225-5816

OR IMMEDIATE RELEASE
Thursday, March 10, 2005

CONTACT: Jessica Gleason
Office: 202-225-5816
After-Hours: 202-225-4466

F

Hastings Gets Half Million for Naches Depot and Trail

Washington, D.C. – Congressman Doc Hastings has successfully included \$500,000 in a federal transportation bill for the historic Naches Depot and Trail Project. The bill is expected to be approved by the House of Representatives today.

“This is exciting initiative holds promise for expanded tourism opportunities in Naches and throughout the region,” said Hastings. “I’m pleased that these funds will help local officials make this project a reality.”

The Naches Depot and Trail mark where the Chinook By-Ways meet the U.S. 12 By-Ways. Preliminary engineering and environmental reviews for the project have been completed.

Local supporters of the project include the Town of Naches, the Yakima Valley Conference of Governments, the Naches Valley Chamber of Commerce and the Naches Lions Club.

Hastings included the funds in the \$284 billion Transportation Reauthorization bill, commonly known as the federal highway bill. The Transportation Reauthorization bill allocates funding from the Highway Trust Fund (which is where federal gas taxes are deposited) to the states for the next six years. The last six-year transportation law was enacted in 1998.

Following House passage, the Senate must approve the Transportation Reauthorization bill before it can be sent to President Bush to be signed into law.



NACHES LIONS CLUB

NACHES, WASHINGTON 98937

September 28, 2005

Town of Naches
Mr. Jeff Ranger/Administrator
PO Box 95
Naches, WA. 98937

RE: Transportation Enhancement Program Grant

Dear Jeff,

On behalf of the 44 members of the Naches Lions Club we strongly endorse and support the proposal of the Town of Naches to restore the historical Naches Depot.

As you know, Naches is a small agricultural community. Because of it's location in relation to the Cascade Mountains is sometimes called "The Gateway to the Cascades". Thousands of people travel through this corridor (US 12 and SR 410) daily to get to Western Washington.

The Naches Lions Club believes this is a positive step forward for both our community and also the State of Washington. The proposed project will help increase the economic base of this area. It will also serve as a great benefit to all the travelers using the corridor. The visitors facilities would help provide information to travelers as well as provide a rest area for them after a long trip across the pass. This would improve the safety of the roads within this corridor.

The Naches Lions Club looks forward to working with the Town of Naches with the proposed project where ever we can. We strongly encourage support from the Enhancement Committee for such a worthy project.

Sincerely,

Ken Kime
Ken Kime/President *as per Paul K and Ted C*



United States
Department of
Agriculture

Forest
Service

Okanogan-Wenatchee
National
Forests

Naches Ranger District
10061 U.S. Hwy 12
Naches, WA 98937
(509) 653-2205

File Code: 3600

Date: September 28, 2005

Mr. Jeff Ranger
Town of Naches
Naches, WA 98937

Re.: Application 2006 Transportation Enhancement Program

Dear Mr. Ranger:

We support the Town of Naches' proposal to restore the historic Naches Depot and develop related visitor facilities. We have participated in the Scenic Byway/All-America Highway planning with the town of Naches and other partners. Serving as the east portal of the corridor, Naches plays an important role in providing information and services for people using the Chinook Pass Scenic Byway. Our office is currently the primary source for visitor information; however, we are not equipped to meet the entire need. The proposed facilities will complement our services and greatly enhance the community's ability to assume a greater role. It also provides the opportunity to improve the appearance and utilization of an historic structure.

Naches is a small community with an economy based largely on agriculture (fruit growing) and forest products. As with many other rural communities, economic diversification is a priority. The magnificent scenery, abundant public lands and favorable climate make the highway corridor and adjacent areas a recreation destination for hundreds of thousands of visitors annually. Facilities of the quality and nature proposed for this project should definitely attract more people into the community before and after their visits to the corridor. This opens the door for expansion of both existing and new economic opportunities connected with tourism.

We are excited to see the community taking steps to provide quality facilities and services for users of the Chinook Pass Scenic Byway. Working together we anticipate a significant benefit to the public and our agency from this project.

Sincerely,

RANDALL D. SHEPARD
District Ranger



September 26, 2005

Naches Depot and Trail Project

To: Yakima Valley RTPO

From: Kevin McCarthy – White Pass Company

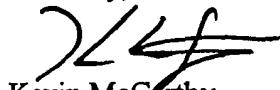
To Whom It May Concern:

Earlier this summer I had the opportunity and pleasure of reviewing the Naches Depot and Trail Project with Naches City Manager Jeff Ranger. Following that meeting I came away with a strong understanding of the project and can enthusiastically give it our unconditional support.

Naches is the closest east side community to White Pass and therefore plays a very important role as a gateway community to our resort. Tourism is a vital industry to our region and it is imperative that we continue to focus on enhancing our opportunities in a collaborative manner which adds to an areas year round viability.

I encourage you and your group to also support the efforts of the City of Naches and the Naches Depot and Trail Project.

Sincerely,



Kevin McCarthy
Pres. / Gen. Mgr.



BOARD OF

YAKIMA COUNTY

COMMISSIONERS

★ District One
Michael D. Leita

★ District Two
Ronald F. Gamache

★ District Three
Jesse S. Palacios

September 28, 2005

Yakima Valley Conference of Governments
Attn: RTP0 Committee
6 S 2nd St Ste 605
Yakima WA 98901

Dear RTP0 Committee:

I'm writing to express Yakima County's support for the National Scenic Byway Grant to facilitate the project known as the Naches Depot and Trail. The facility will be the hub for both the Chinook Scenic Byway and the U.S. 12 Byway, providing new opportunities for tourism and economic development.

The location of the proposed hub will enhance support for visitors to Mount Rainier, White Pass and Mount St. Helens to the west, and the Yakima Valley to the east. It will provide a positive and diverse impact to both east- and west-side communities in our state.

I am pleased to join the town of Naches, the Naches Valley Chamber of Commerce, Lewis County and many state and federal agencies in supporting this exciting new project. If you have any questions, please let me know.

Sincerely,

BOARD OF YAKIMA COUNTY COMMISSIONERS



Ronald F. Gamache, Chairman

**NACHES VALLEY CHAMBER OF COMMERCE
PO BOX 811
NACHES, WA 98937**

September 25, 2005

Mr. Jeff Ranger
Administrator
Town of Naches
PO Box
Naches, WA 98937

Dear Jeff:

The Naches Valley Chamber of Commerce is proud to support the application from the Town of Naches for the Naches Depot Preservation and Rehabilitation project for application of 2006 Transportation Enhancement Program..

The Naches Valley Chamber of Commerce is committed to staffing and providing assistance for the daily operation of the Naches Depot as a visitor's center. In our recently completed Community Action Plan the Naches Depot project was ranked high in priority. Tourism is important to our region and enhances opportunities for the many business and community.

We are looking forward to collaborating on this partnership.

Sincerely,



Randy L. Lette
President



Oak Creek Wildlife Area

Washington Department of Fish and Wildlife

16601 Highway 12, Naches, WA 98937

(509) 653-2390 Fax (509) 653-1237 mcgowjgm@dfw.wa.gov

September 27, 2005

Mr. Jeffery Ranger
Town Administrator, Naches

Dear Mr. Ranger:

The Washington Department of Fish and Wildlife (WDFW) has a dual mandate to "preserve, protect, perpetuate, and manage the fish and wildlife species of Washington state, yet attempt to maximize opportunities for people to hunt, fish, and appreciate the same fish and wildlife resources" A facilities development like you are proposing in Naches helps direct public to a location where they can learn of the recreational opportunities available to them, and also become aware of the protection natural resources may need from the threat of overuse.

We have learned that development plans are completed for these facilities and that multiple partners including WDFW, are willing to cooperate and cost-share to see these plans become a reality. A shuttle service has also been discussed that would bus public from Naches to wildlife viewing sights such as Oak Creek and recreational opportunities like rafting and skiing. This is an excellent concept that WDFW promotes to provide the public opportunity to enjoy natural resources, yet still protect the environment.

WDFW expresses its strong support for the Town of Naches project to restore the historic Naches Train Depot and develop a visitor center and other facilities.

Sincerely,

John McGowan
Manager, Oak Creek Wildlife Area



Public Services

128 North Second Street • Fourth Floor Courthouse • Yakima, Washington 98901
(509) 574-2300 • 1-800-572-7354 • FAX (509) 574-2301 • www.co.yakima.wa.us

VERN M. REDIFER, P.E. - Director

September 20, 2005

Jeff Ranger
Administrator
Town of Naches
29 E Second St.
PO Box 95
Naches, WA 98937

RE: Naches Train Depot – Transportation Enhancement Program Application

Dear Jeff:

Yakima County wishes to express its support for the Town of Naches “Naches Train Depot” Preservation & Rehabilitation Project” application under the 2004-2006 Transportation Enhancement Program.

The preservation of this historical treasure for not only Naches, but also Yakima County as a whole, is an important undertaking. Your efforts complement Yakima County’s activities to acquire the Naches Branch Railroad and return it to operation. Whether utilized for freight rail, passenger rail (tourism excursions), or “Rail & Trail” activities, the preservation of the both the Depot and the rail line most assuredly will secure two important historical assets for future generations.

We look forward in supporting your efforts in this project.

Sincerely,

Vern M. Redifer, P.E.
Director

Appendix F: Bridge

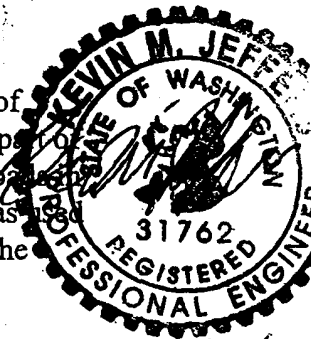


Washington State Department of Transportation Rail Bridge Inspection Report

Road & Line Name	Bridge Name	Bridge # or MP	Inspection Date
YVT - Naches Branch	Naches River	4 ¹	3/3/99

Summary

The Naches River Bridge, numbered 4.1, was inspected by Kevin M. Jeffers, PE of WSDOT Rail Office on March 2nd and 3rd, 1999. This service was performed as part of the departments mandate to provide technical assistance to short line freight railroads in conjunction with financial assistance. A high-rail "cherry picker" ladder truck was used to access the upper truss areas. The under-side of all spans were inspected from the ground.



The bridge was found to be in satisfactory condition with no immediate action required. Some debris and tree removal is recommended. Also, the steel portions should be scheduled to be spot cleaned and painted within 7 to 10 years. A longer time frame will likely require a more extensive painting project.

EXPIRES 7/24/99

Future inspections of the entire bridge should be conducted annually by a competent bridge inspector. The pins should be ultra-sonically tested at the next inspection, and if no defects are found, every 5 years there after. The piers, particularly Piers 3 and 4, should be inspected by the foreman after high flows of the river. If large amounts of debris is present, it should be removed and rip rap replaced, as necessary.

Description

The bridge carries the Yakima Valley Transportation Company's (YVT) Naches Branch Rail Line over the Naches River in Yakima County between the City of Yakima and town of Naches. The YVT recently received the line and bridge from the Burlington Northern Santa Fe Railway (BNSF).

The number "4¹" was painted on the bridge, interpreted as Bridge Number 4.1. This is believed to be the numbering convention for the Naches line, as other bridges on the line have similar numbers.

For the purpose of this report, the line and bridge are assumed to begin at the east or Yakima end and terminate at the west or Naches end. The spans and piers are numbered from east to west (see figure 1).

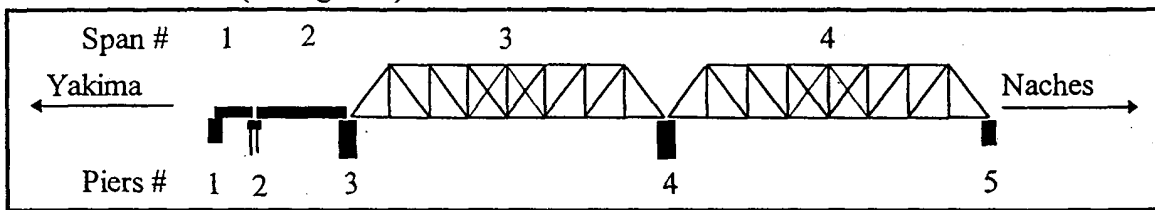


Figure 1 - Span and Pier Numbering

Washington State Department of Transportation Rail Bridge Inspection Report

The bridge consists of 2 through truss spans, 162 ft long each, with a 29 ft. long steel beam approach span and a 12 ft. long treated timber beam approach span. The 2 approach spans are at the east end of the bridge. The east-most truss crossing the river channel (see figure 2) with the river flowing from the southwest to the northeast.

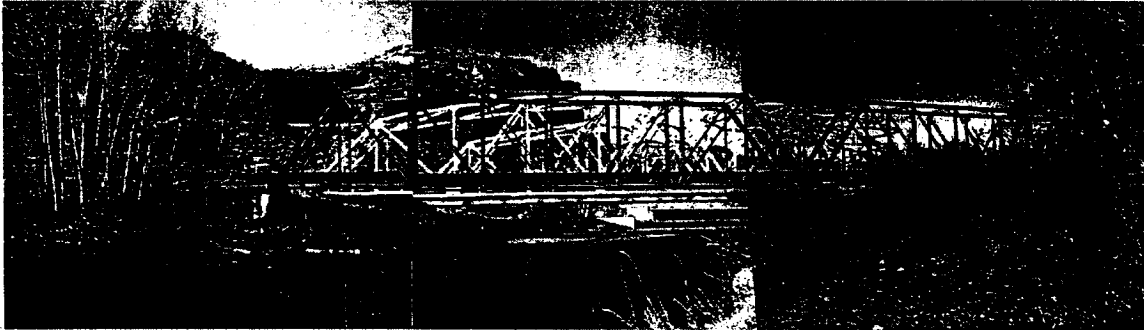


Figure 2 - Elevation View, looking south

The through trusses, Spans 3 & 4, are each 8 panel, Pratt-style with counter members and pinned connections. The builders plates on the trusses read "Designed and Erected by Raymond & Campbell, Council Bluffs, Iowa, 1884," suggesting they are fabricated from iron, rather than steel. Each panel is 20'-0" long, and 26'-0" high, center to center of pins. The truss bearings are pin-type at Piers 3 and 5 and roller-type at Pier 4. Most of the tension (all diagonal and most bottom cord) members are cut, eye bars. The bottom cord members at the ends of the trusses and the end most vertical members are dual channels. The compression (end post and top cord and most vertical) members are built-up riveted members. The floor beams, spanning between trusses, and the stringers, spanning between floor beams, are of riveted plate construction. The stringers at Piers 3 and 5 have independent bearings, consisting of stacked steel plates, that rest on the piers. The attached photos show the configuration of the truss members, floor beams and stringers.

By having non-redundant pins, the trusses are defined as Fracture Critical per A.R.E.A 1.14.2(a). This section reads "Fracture Critical Members or member components (FCM's) are defined as those tension members or tension components of members whose failure would be expected to result in collapse of the bridge or inability of the bridge to perform its design function."

The steel beam approach span (Span 2) consists of 4 pairs of mill rolled I-beams, 8 I-beams total. Each pair is bolted through the webs at the 1/5th points, suggesting they act as a unit. The beam bearings are steel channels in which the bottom flange rests. The channel may be anchored to the pier, but this was not visible.

The timber approach span (Span 1) consists of 2 groups of 3 treated stringers. "Water proofing" consisting of roofing tin, covers each group of stringers. The stringers bear on the treated timber bent cap. Steel angles, anchored to the cap or sill on either side of the groups, restrain them from shifting side to side.

Washington State Department of Transportation Rail Bridge Inspection Report

Piers 1, 3, 4, & 5 are constructed of concrete. The faces of Piers 1 & 5 are sloped at about 1:12 from vertical. A steel H-pile found just west of Pier 3 suggests that the concrete piers may be pile supported.

Pier 2 is a treated timber bent consisting of timber caps and cribbing supported on treated timber piles.

The attached photos show the details of the approach spans and supports.

It can be concluded that the bridge was actually constructed as early as the 1950's with the trusses moved from another location. This is concluded based on the builders plate date on the trusses (1884), the known age of the line (1906), the very good condition of the concrete piers, the existence of old, cut off timber piles and the presence/of damage to truss members is consistent with heavy equipment erection.

Inspection Notes

Running rails, guard rails and ties are weathered. The rails have all joint plates in place and have no visible defects. About 20% of the treated ties are split along their length. Some appear loose from the rail and supporting beams or stingers.

Approach Spans

The exterior timber stringers in Span 1 were sounded with a hammer. The north-most timber beam has short minor neutral axis checks. The "water proofing" tin protects the tops of the beams. The bearing channels have minor weathering. No other defects in the beams or water proofing was noted.

The steel beams in Span 2 are painted. The paint has some minor scratches on the top flange and some holidays (areas of thin paint), exposing the red-orange primer. The north-most beam has a buckled web over Pier 3. The steel angle bearings are weathered. No other defects were noted.

Truss Spans

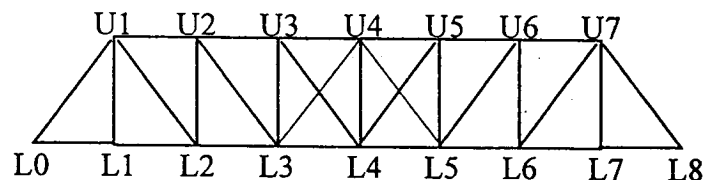


Figure 3, Truss Numbering Diagram

In Span 3, member L0-L1 in the north truss has an 18" long longitudinal crack in the top flange. The top flange is bent down in this area. The white alignment marks on the pinned connections suggest that the pins and nuts have not rotated sense they were

Washington State Department of Transportation Rail Bridge Inspection Report

painted. The bars in the east portal (between trusses) are bent out of plane as much as 2". 4 of the upper cross brace rods are loose, sagging up to 2" out of plane. 3 of the upper cross bracing rods are loose and resting on the opposite rod, causing them to bend horizontally up to 2" out of plane. The floor beams and stringers had no structural defects noted. The paint on the trusses, floor beams and stringers had many holidays and areas with primer only. There is some minor surface and pack rust in the pinned joint areas. There is some minor surface rust between the back to back channels in U1-L1 and U7-L7.

In Span 4, the eye bars in members L1-L2 and L2-L3 in the south truss are bent out of plane about 2". The south-most eye-bar in L2-L3 is also bent up 4". The south-most eye-bar in member U3-L4 in the south truss has been repaired with a spliced pair of eye-bars. The white alignment marks on the pinned connections suggest that the pins and nuts have not rotated since they were painted. The bars in both of the portals (between trusses) are bent out of plane as much as 3 inches. Three of the upper cross brace rods are loose, sagging up to 2" out of plane. Four of the upper cross bracing rods are loose and resting on the opposite rod, causing them to bend horizontally up to 2" out of plane. The floor beams and stringers had no structural defects noted. The paint on the trusses, floor beams and stringers had many holidays and areas with primer only. There is some minor surface and pack rust in the pinned joint areas. There is some minor surface rust between the back to back channels in U1-L1 and U7-L7. There are some small trees growing immediately south of the span.

Truss Bearings

The pinned bearings at Piers 3 and 5 have no defects noted. The steel plates that act as bearings under the stringers at these piers have moderate surface rust. One of the plates on the south stringer at Pier 3 is rotated about 3".

The roller bearings at Pier 4 have minor surface rust on the roller and bearing plates. These bearings were marked at about 40 degrees F in order to determine that the bearings are not frozen during future inspections.

Piers

The concrete piers have no defects noted. Pier 2 (timber) was sounded with a hammer. The lower caps both have end rot at the north end. The west cap is rotted 3'-8" from the end. The east cap is rotted 2'-0" from the end. The timber piles have some splits, with the south-most west pile having the largest split, open $\frac{3}{4}$ ".

Scour

Piers 3 & 4 are well protected with heavy angular rip rap, over 2 ft. diameter. The 2 US Highway 12 bridges and irrigation diversion dam immediately up stream also help protect these piers from scour. There is debris piled in front of Pier 4.

Washington State Department of Transportation Rail Bridge Inspection Report

Recommendations

Inspection Frequency

1. Routine visual inspections every year, per AREA Manual.
2. Pier inspections after high flows, Piers 3 & 4, specifically.
3. In-depth inspection of pinned connections using ultra-sonic testing every 5 years, maximum.

Immediate Repairs

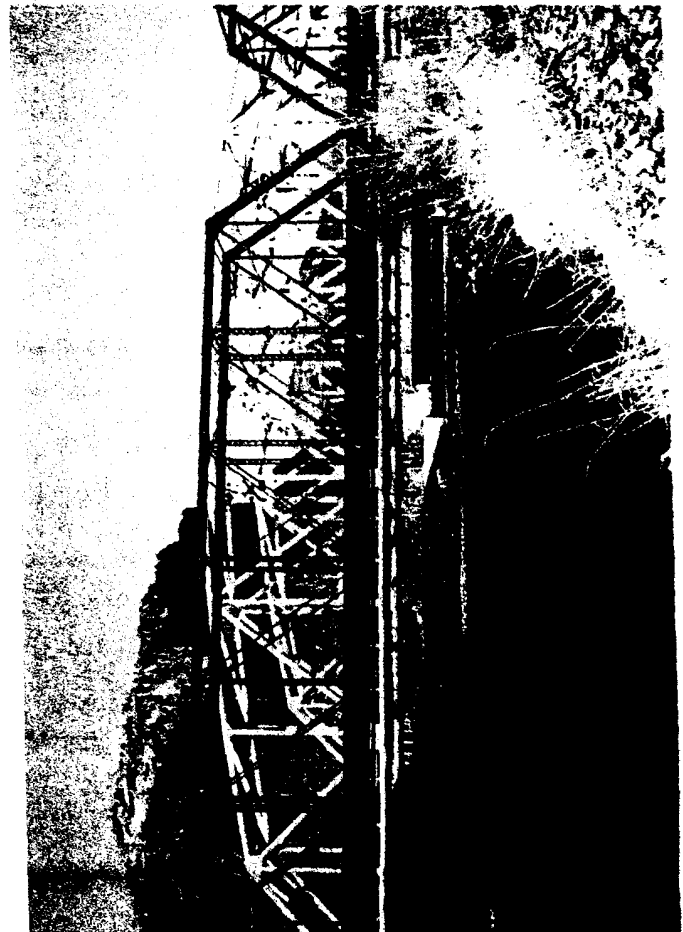
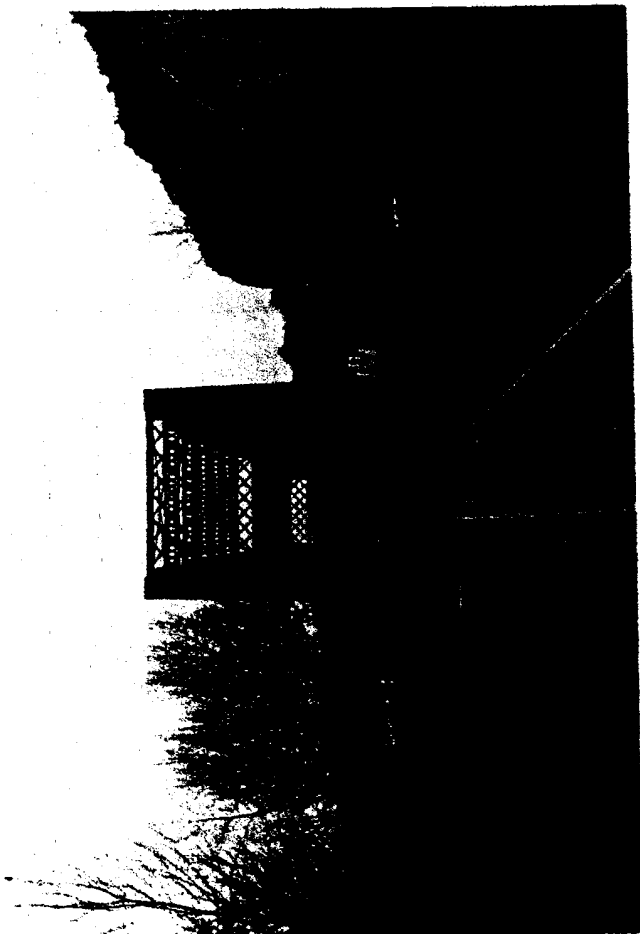
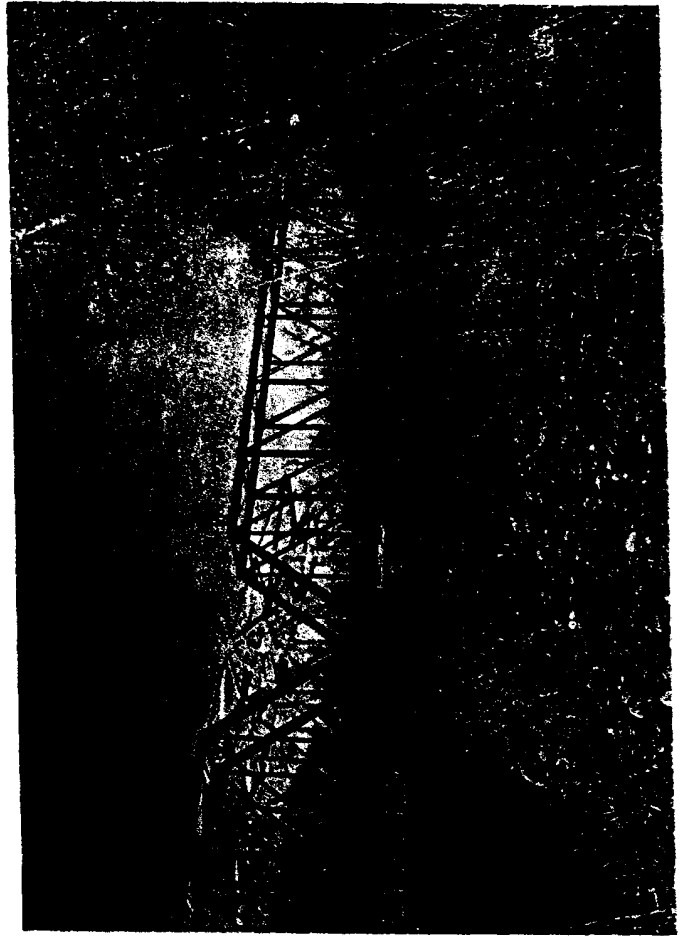
1. Remove drift debris at Pier 4.

Monitor

1. End rot at both lower caps at Pier 2.
2. Rip rap at Piers 3 & 4.
3. Rotated bearing plate under south stringer at Pier 3.

Preventive Actions

1. Remove the trees next to Span 4.
2. Clean and spot paint areas found with surface rust.



YVT - Naches Line
Naches River Bridge, No. 4.1
Lk'g. S
Partial Elevation

Roll 1, Photo 5

811111 80110 666020

YVT - Naches Line
Naches River Bridge, No. 4.1
Lk'g. E
Deck

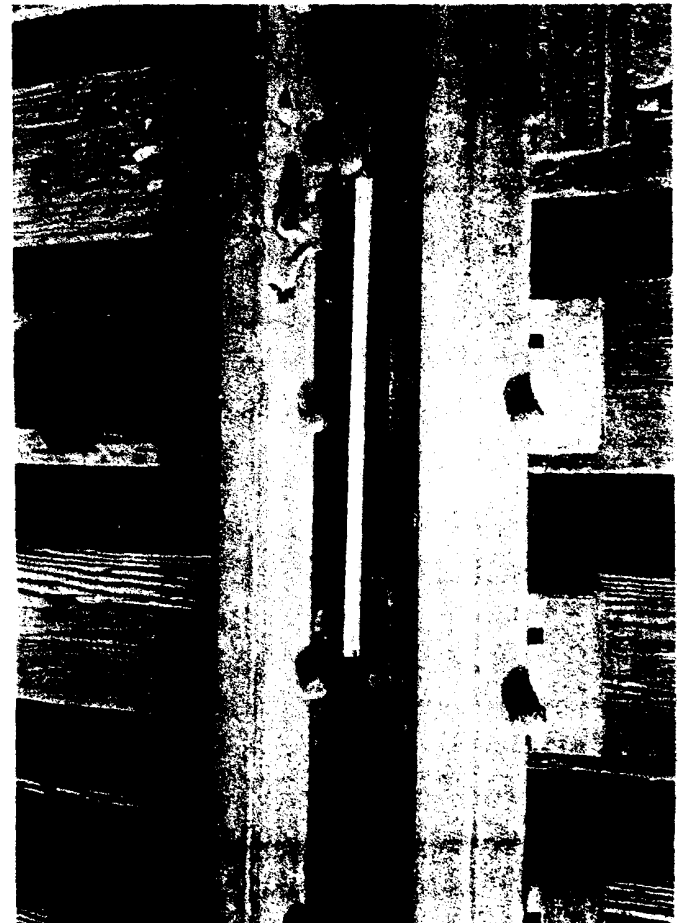
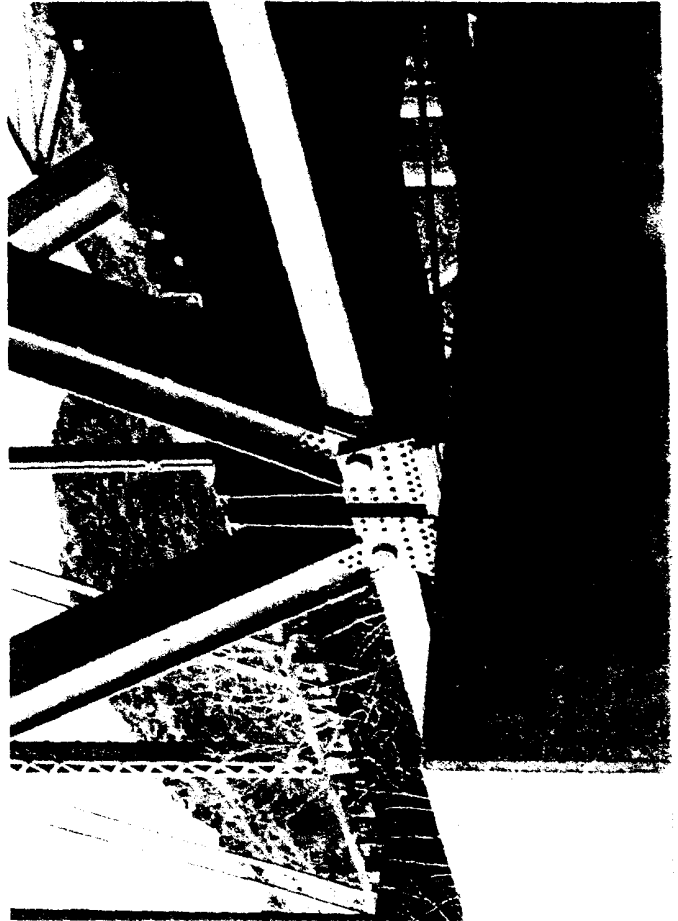
Roll 1, Photo 1

YVT - Naches Line
Naches River Bridge, No. 4.1
Lk'g. S
Partial Elevation

Roll 1, Photo 3

YVT - Naches Line
Naches River Bridge, No. 4.1
Lk'g. S
Partial Elevation

Roll 1, Photo 4



NNNN 00400 020999 066070

YVT - Naches Line
Naches River Bridge, No. 4.1
Lk'g. E
Builder's Plate

Roll 1, Photo 2

NNNN 00400 020999 066070

YVT - Naches Line
Naches River Bridge, No. 4.1
Lk'g. W
Deck

Roll 1, Photo 17

NNNN 00400 020999 066070

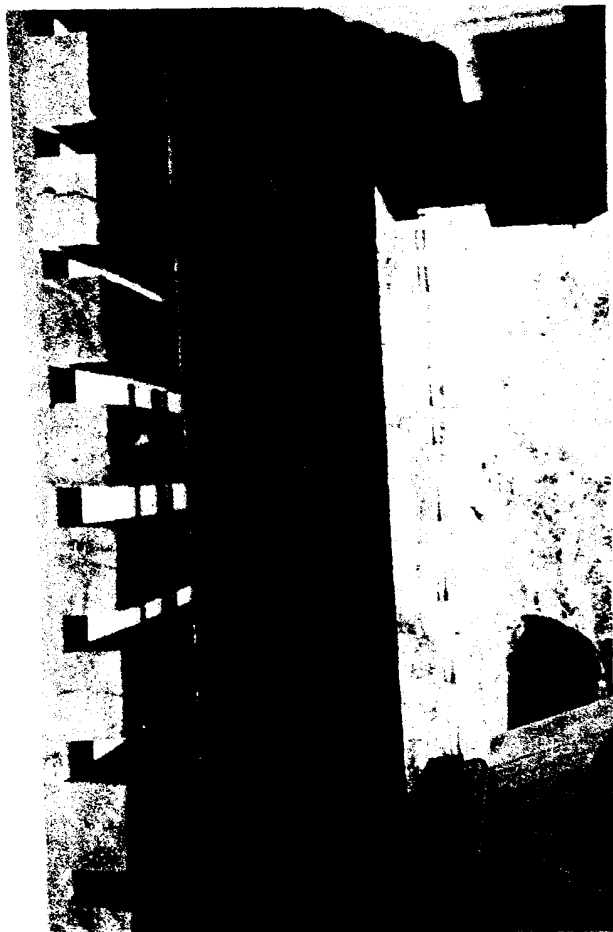
YVT - Naches Line
Naches River Bridge, No. 4.1
Lk'g. S
Typical Configuration of L0, taken at Span 4

Roll 1, Photo 14

NNNN 00400 020999 066070

YVT - Naches Line
Naches River Bridge, No. 4.1
Lk'g. Down
Typical Rails and Ties

Roll 1, Photo 18



HHHHH 80450 666020

YVT - Naches Line
Naches River Bridge, No. 4.1
Lk'g. S
Span 1, Elevation

Roll 2, Photo 1

HHHHH 80450 666020

YVT - Naches Line
Naches River Bridge, No. 4.1
Lk'g. SE
Pier 1

Roll 1, Photo 21

HHHHH 80450 666020

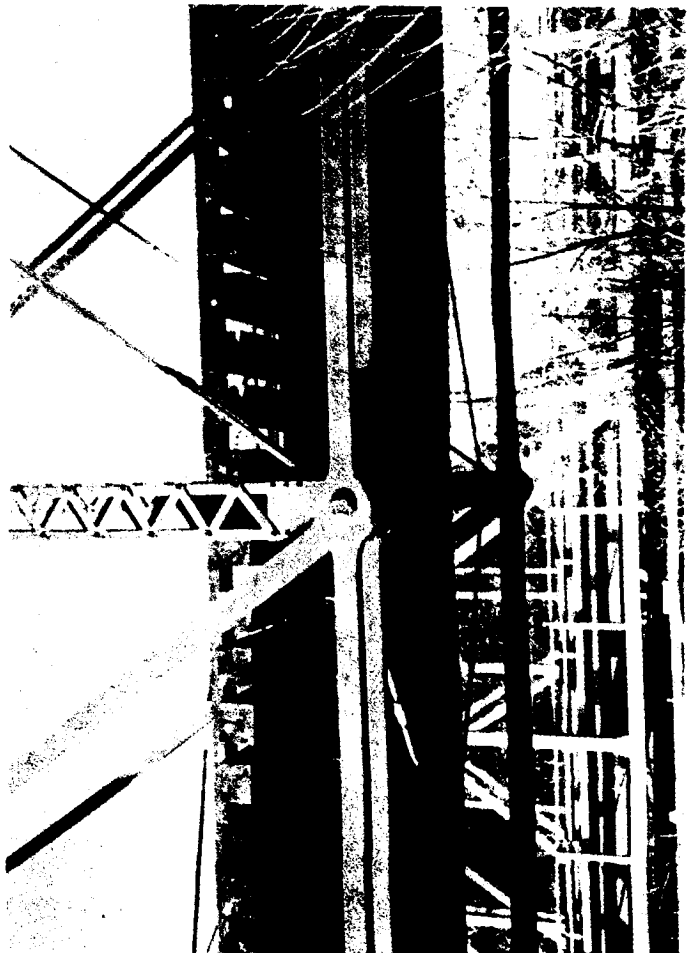
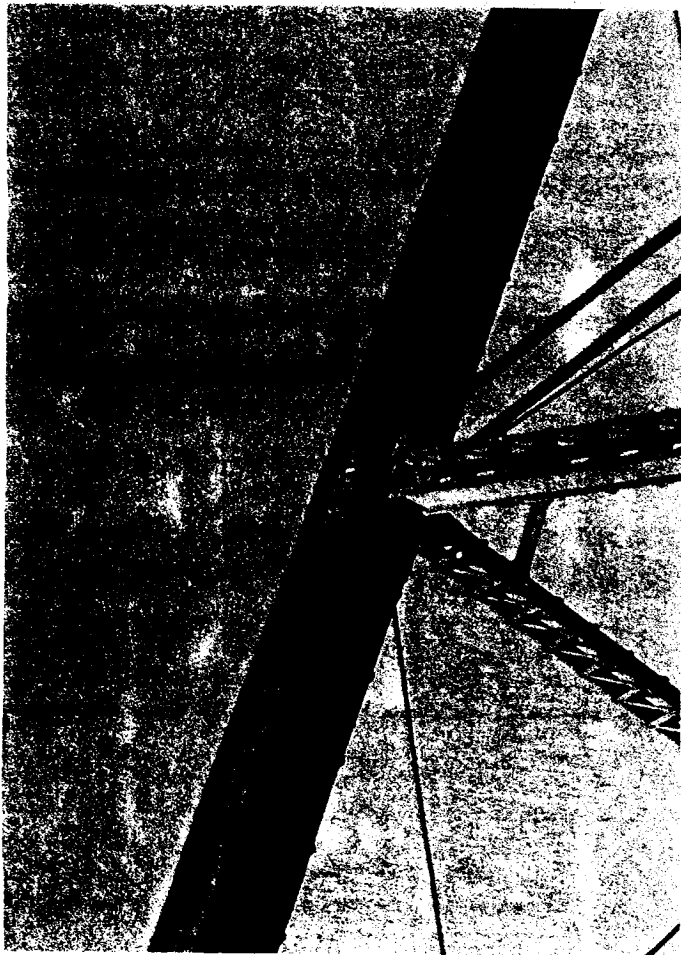
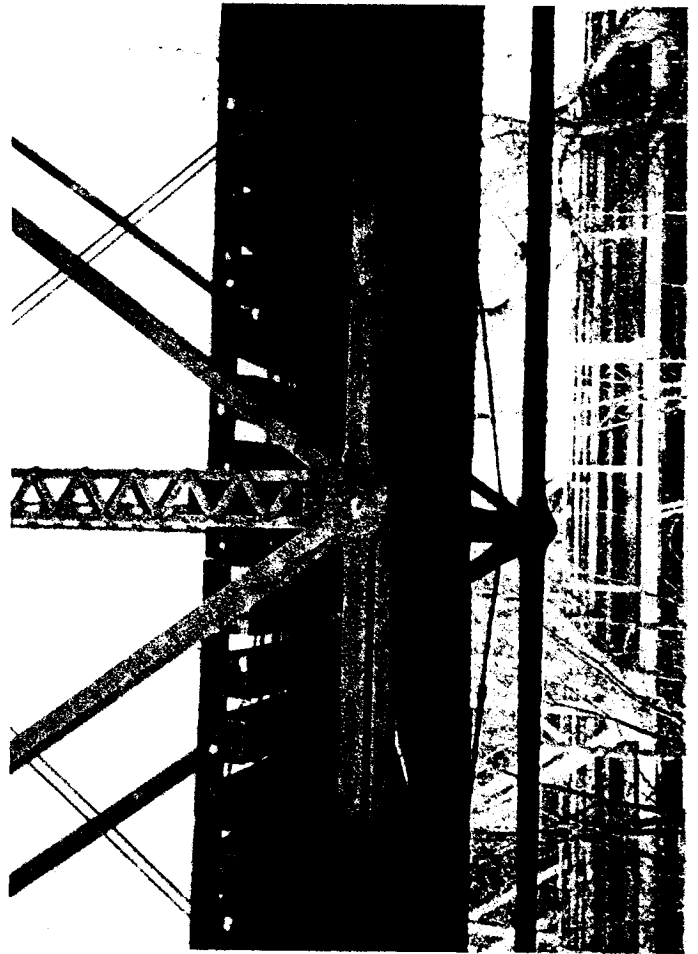
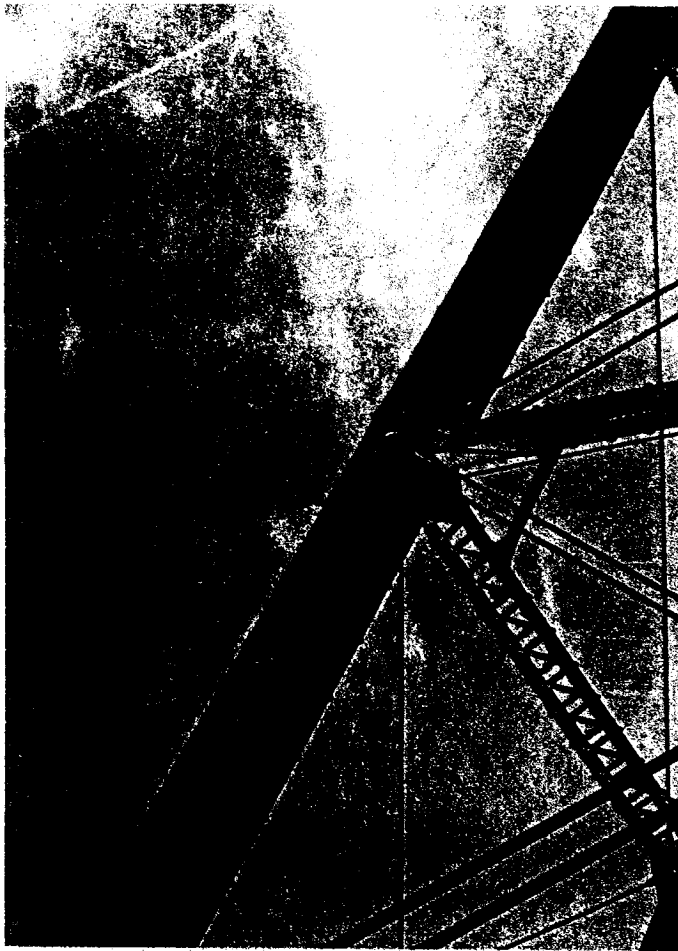
YVT - Naches Line
Naches River Bridge, No. 4.1
Lk'g. SE
Pier 3

Roll 1, Photo 23

HHHHH 80450 666020

YVT - Naches Line
Naches River Bridge, No. 4.1
Lk'g. SE
Pier 2

Roll 1, Photo 22



HHHHH 80450 666020

YVT - Naches Line
Naches River Bridge, No. 4.1
Lk'g. S

Typical Configuration of U4, taken at Span 4

Roll 1, Photo 12

HHHHH 80450 666020

YVT - Naches Line
Naches River Bridge, No. 4.1
Lk'g. S

Typical Configuration of U3, taken at Span 4

Roll 1, Photo 11

HHHHH 80450 666020

YVT - Naches Line
Naches River Bridge, No. 4.1
Lk'g. S

Typical Configuration of L4, taken at Span 4

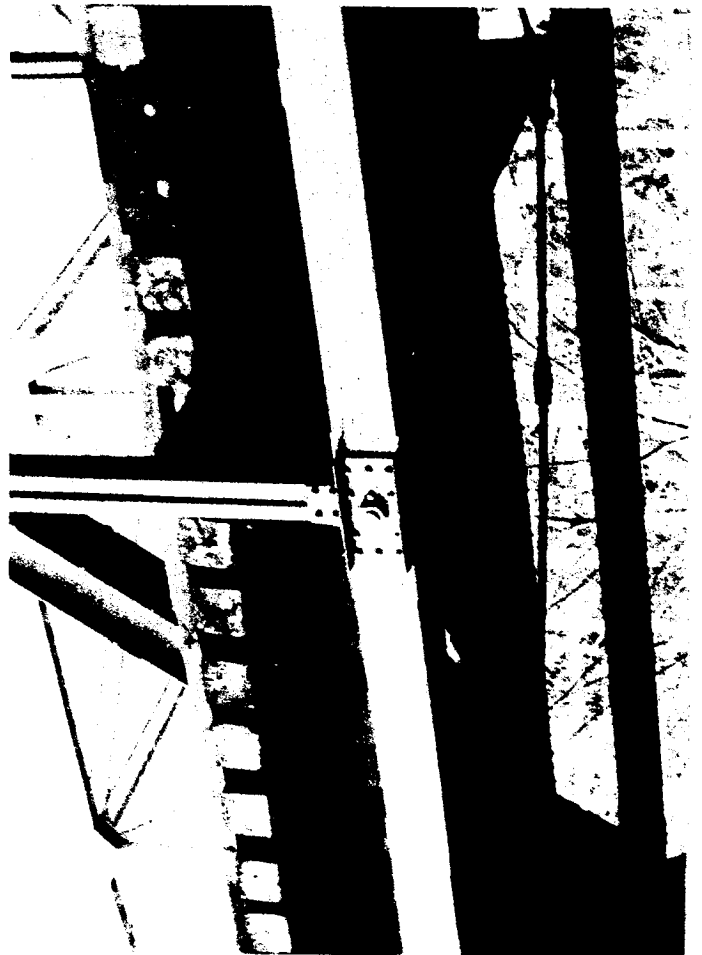
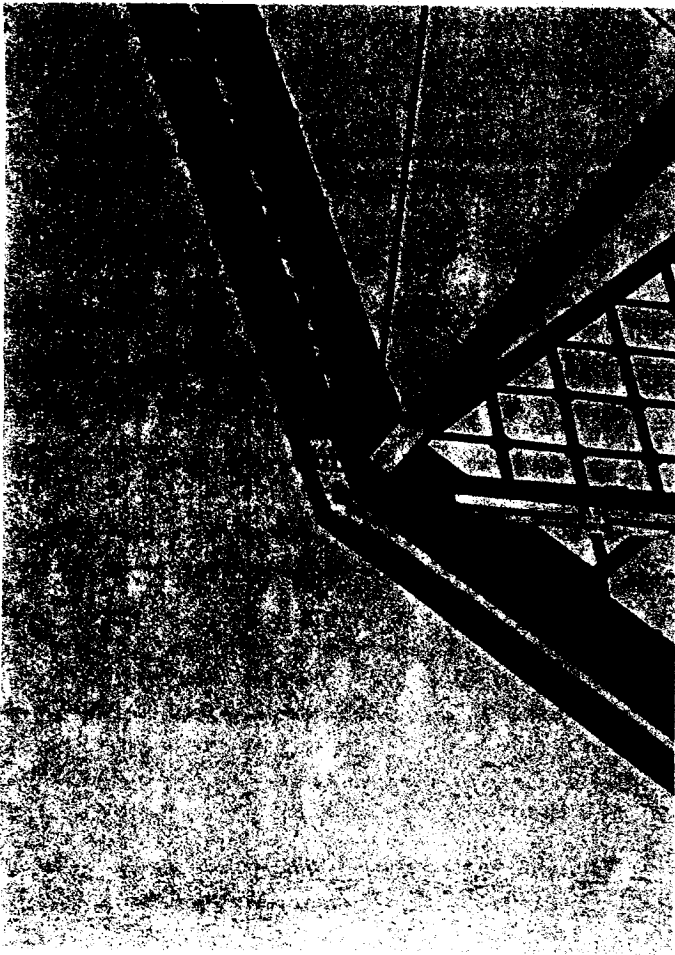
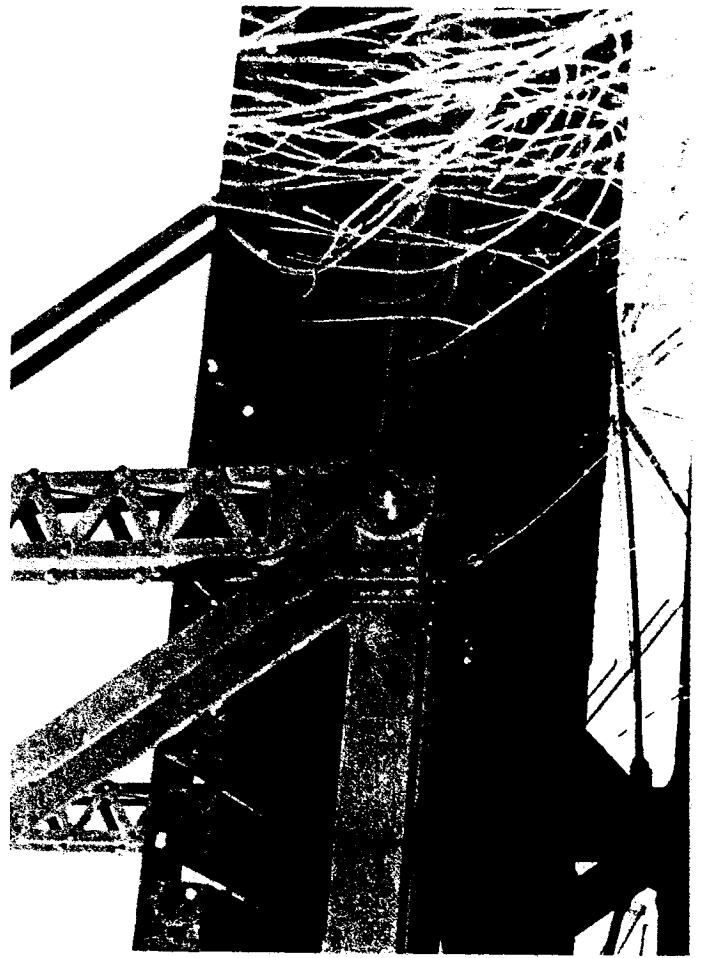
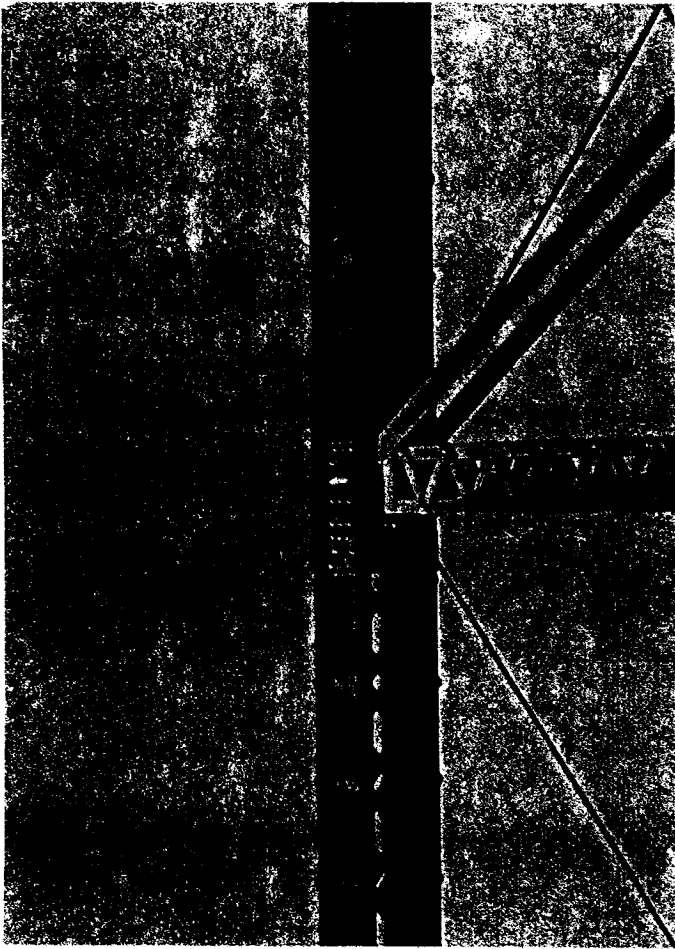
Roll 1, Photo 15

HHHHH 80450 666020

YVT - Naches Line
Naches River Bridge, No. 4.1
Lk'g. S

Typical Configuration of L3, taken at Span 4

Roll 1, Photo 6

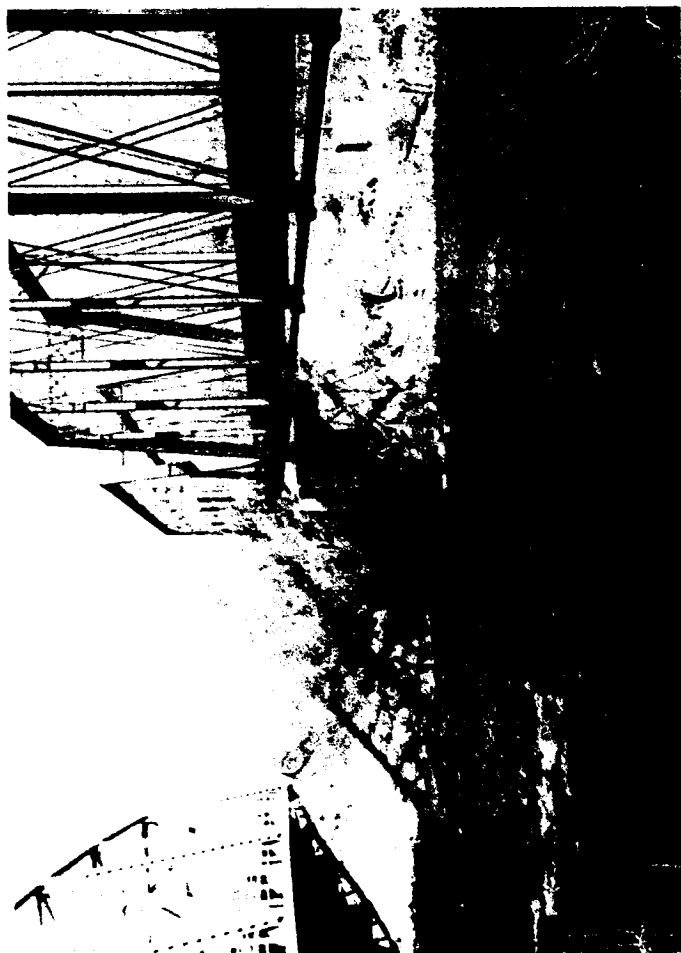
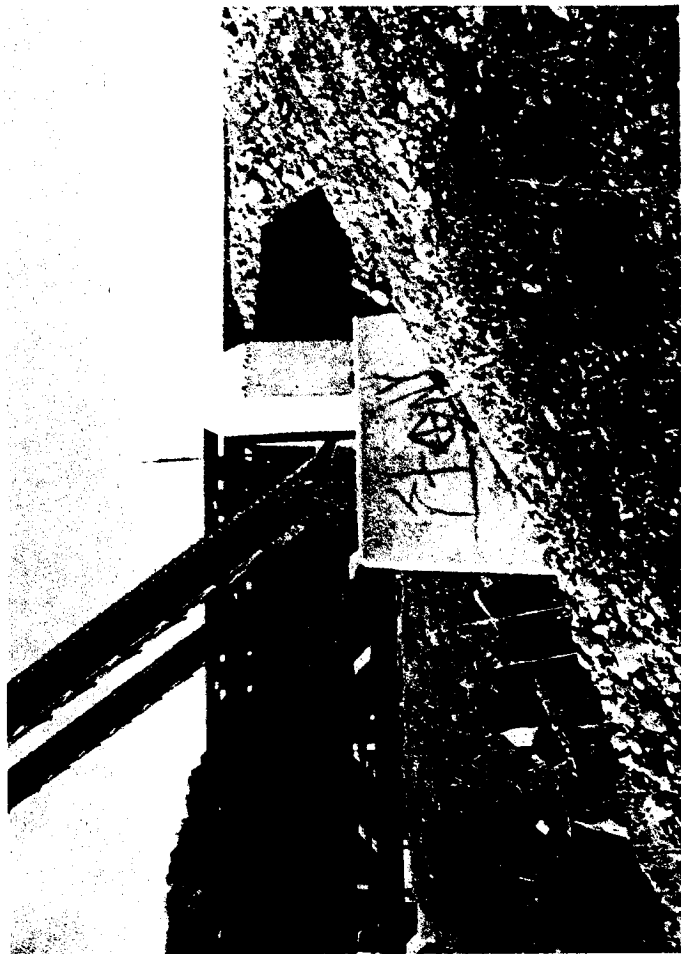


HHHHH 80450 03408 666070
YVT - Naches Line
Naches River Bridge, No. 4.1
Lk'g. S
Typical Configuration of U1, taken at Span 4
Roll 1, Photo 9

HHHHH 80450 03408 666070
YVT - Naches Line
Naches River Bridge, No. 4.1
Lk'g. S
Typical Configuration of U2, taken at Span 4
Roll 1, Photo 10

HHHHH 80450 03408 666070
YVT - Naches Line
Naches River Bridge, No. 4.1
Lk'g. S
Typical Configuration of L1, taken at Span 4
Roll 1, Photo 13

HHHHH 80450 03408 666070
YVT - Naches Line
Naches River Bridge, No. 4.1
Lk'g. S
Typical Configuration of L2, taken at Span 4
Roll 1, Photo 8



HHHHH 80550 666070

YVT - Naches Line

Naches River Bridge, No. 4.1

Lk'g. S

Pier 3

Roll 2, Photo 3

HHHHH 80550 666070

YVT - Naches Line

Naches River Bridge, No. 4.1

Lk'g. SW

Span 2, Elevation

Roll 2, Photo 2

HHHHH 80550 666070

YVT - Naches Line

Naches River Bridge, No. 4.1

Lk'g. S

Pier 5

Roll 2, Photo 10

HHHHH 80550 666070

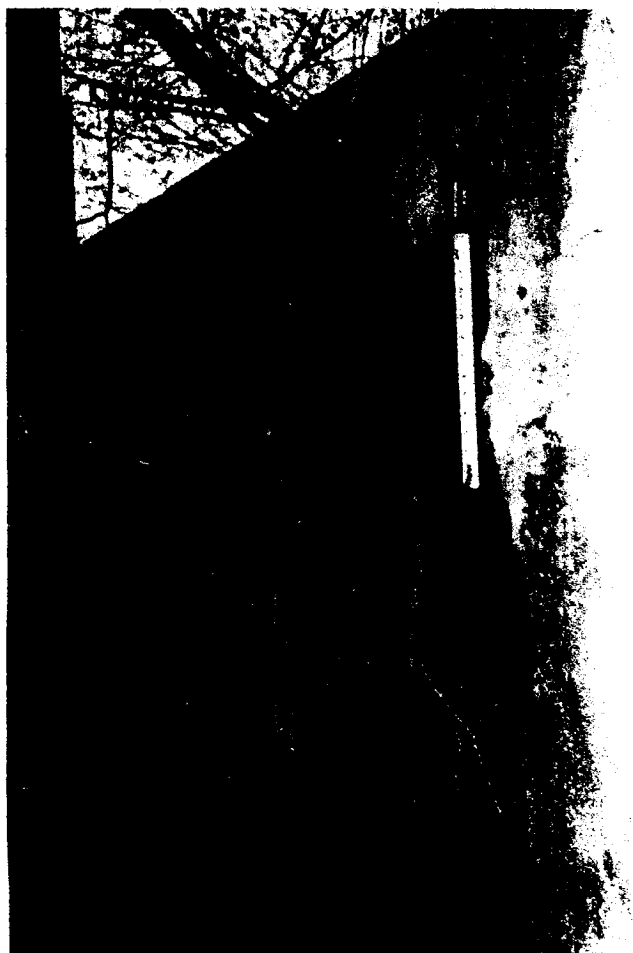
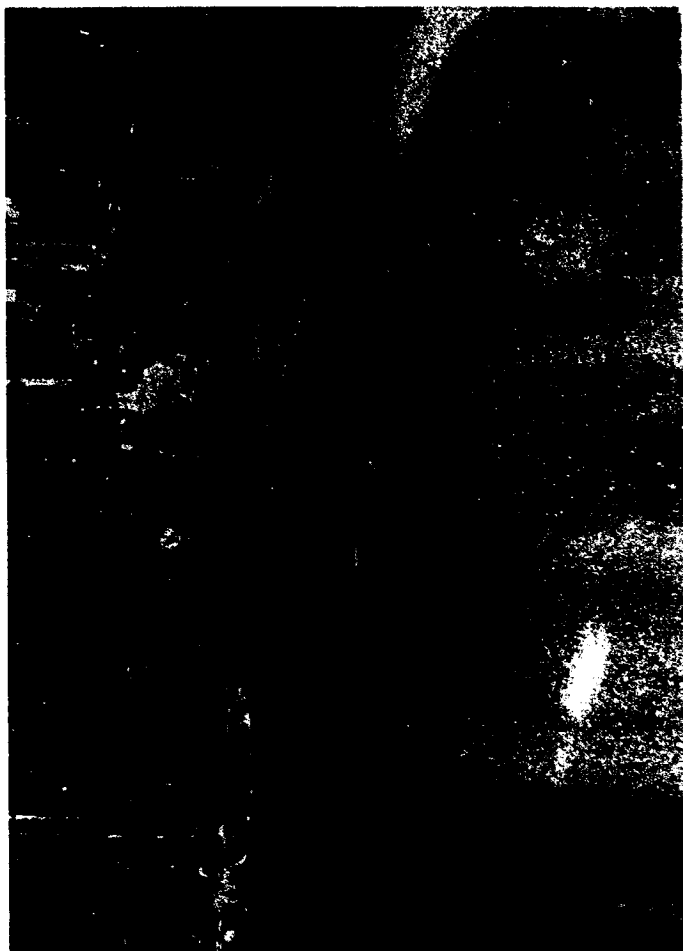
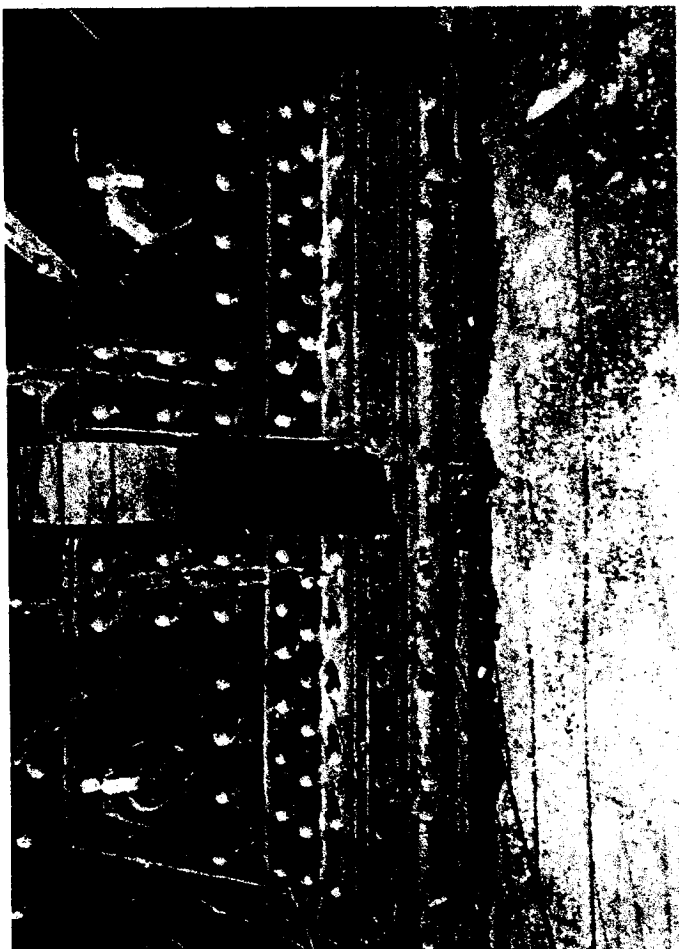
YVT - Naches Line

Naches River Bridge, No. 4.1

Lk'g. W

Pier 4

Roll 2, Photo 4



HHHHH 80510 666070

YVT - Naches Line

Naches River Bridge, No. 4.1

Lk'g. S

Bearings at Pier 4 for North Trusses

Roll 2, Photo 8

HHHHH 80510 666070

YVT - Naches Line

Naches River Bridge, No. 4.1

Lk'g. N

Bearing at Pier 4 for South Truss of Span 3

Roll 2, Photo 9

HHHHH 80510 666070

YVT - Naches Line

Naches River Bridge, No. 4.1

Lk'g. NE

Bearing Plate for Stringer A @ Pier 3

Roll 2, Photo 5

HHHHH 80410 666070

YVT - Naches Line

Naches River Bridge, No. 4.1

Lk'g. S

Typical Configuration of L8, taken at Span 4

Roll 1, Photo 16



HHHHH 80550 666070

YVT - Naches Line

Naches River Bridge, No. 4.1
Lk'g. E

Woody debris at upstream nose of Pier 4

Roll 2, Photo 15

HHHHH 80550 666070

YVT - Naches Line

Naches River Bridge, No. 4.1
Lk'g. NE

Gravel bar downstream of Pier 4

Roll 2, Photo 14

HHHHH 80550 666070

YVT - Naches Line

Naches River Bridge, No. 4.1
Lk'g. S

NW Corner of Pier 4

Roll 2, Photo 16

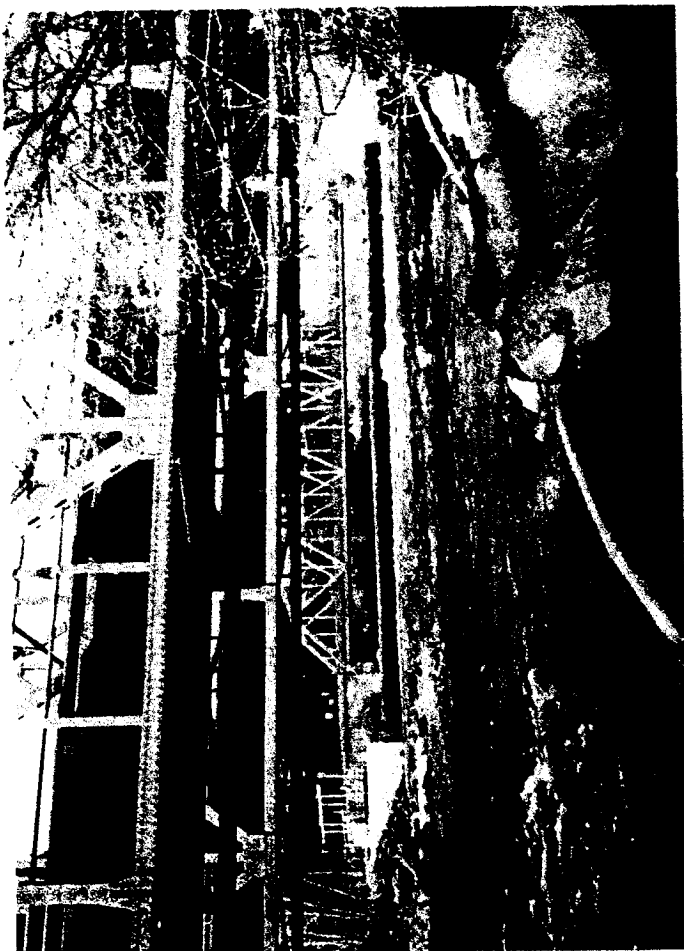
HHHHH 80550 666070

YVT - Naches Line

Naches River Bridge, No. 4.1
Lk'g. SW

Pier 4

Roll 2, Photo 17



HHHHH 80550 666070
YVT - Naches Line
Naches River Bridge, No. 4.1
Lk'g. E
Pier 3
Roll 2, Photo 18

HHHHH 80550 666070
YVT - Naches Line
Naches River Bridge, No. 4.1
Lk'g. SW
View from under bridge upstream.
Roll 2, Photo 19

HHHHH 80550 666070
YVT - Naches Line
Naches River Bridge, No. 4.1
Lk'g. E
Typical Truss Connection - L3, Span 3, South Truss
Roll 2, Photo 7

HHHHH 80550 666070
YVT - Naches Line
Naches River Bridge, No. 4.1
Lk'g. N
Typical Stringer in Truss Spans
Roll 2, Photo 11



HHHHH 80550 666020

YVT - Naches Line
Naches River Bridge, No. 4.1
Lk'g. Down
Damaged Member L0L1 in Span 3, North Truss

Roll 2, Photo 6

HHHHH 80550 666020

YVT - Naches Line
Naches River Bridge, No. 4.1
Lk'g. E
Members L2L3 and L3L4 bent to north about 2" in Span 5
South Truss

Roll 2, Photo 13

HHHHH 80550 666020

YVT - Naches Line
Naches River Bridge, No. 4.1
Lk'g. NE
Member L3L4 bent up about 3" in Span 5, South Truss

Roll 2, Photo 12

Roll 3, Photo 8

Typical surface rust and peeling paint in L1U1, Span 3
North Truss

YVT - Naches Line
Naches River Bridge, No. 4.1
Lk'g. N

HHHHH 80550 666020



HHHHH 80910 666020

YVT - Naches Line
Naches River Bridge, No. 4.1
Lk'g. NW

Typical surface rust in top diagonal bracing.

Roll 3, Photo 9

HHHHH 80910 666020

YVT - Naches Line
Naches River Bridge, No. 4.1
Lk'g. NW

Surface rust and bent lattas bars in top cord of North Truss
in Span 3

Roll 3, Photo 10

HHHHH 80910 666020

YVT - Naches Line
Naches River Bridge, No. 4.1
Lk'g. N

Typical Surface rust in lateral bace connection - U1, Span
3, North Truss

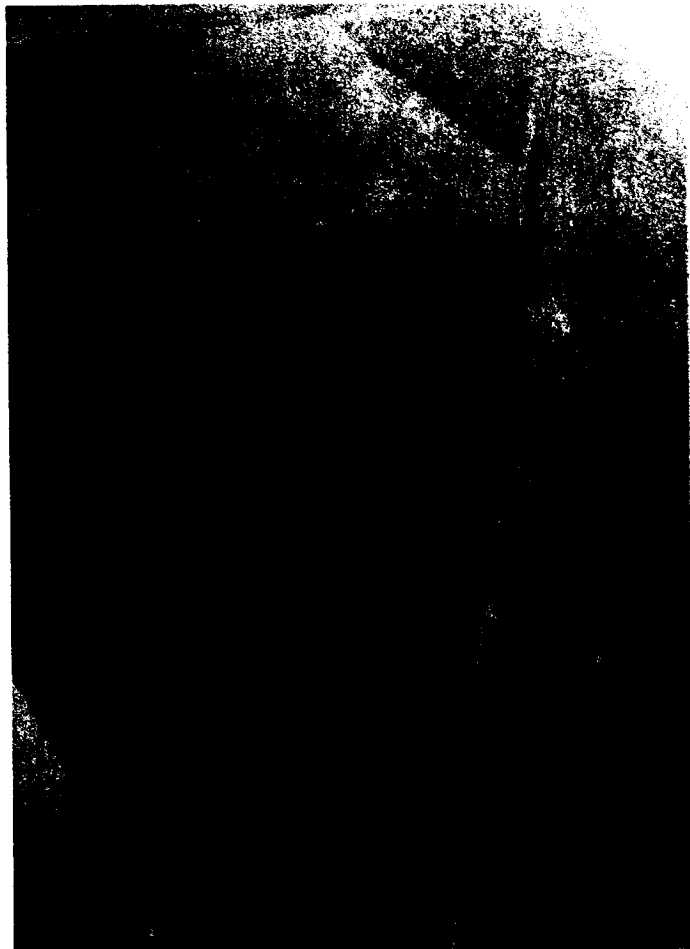
Roll 3, Photo 11

HHHHH 80910 666020

YVT - Naches Line
Naches River Bridge, No. 4.1
Lk'g. Down

Bent Lattus bars in East Portal, Span 3

Roll 3, Photo 12



HHHHH 80910 666070

YVT - Naches Line
Naches River Bridge, No. 4.1

Lk'g. S
Typical surface rust inside top cord

Roll 3, Photo 13

HHHHH 80910 666070

YVT - Naches Line
Naches River Bridge, No. 4.1

Lk'g. N
Typical exposed primer inside top cord connections

Roll 3, Photo 14

HHHHH 80910 666070

YVT - Naches Line
Naches River Bridge, No. 4.1

Lk'g. SW
Typical surface rust in bottom angle of sway bracing

Roll 3, Photo 15

HHHHH 80910 666070

YVT - Naches Line
Naches River Bridge, No. 4.1

Lk'g. Up
Typical exposed primer inside top cord connections

Roll 3, Photo 16



HHNNH 80910 666020

YVT - Naches Line
Naches River Bridge, No. 4.1
Lk'g. SW
Top cross bracing bent 4"

Roll 3, Photo 17

HHNNH 80910 666020

YVT - Naches Line
Naches River Bridge, No. 4.1
Lk'g. SW
Mended U3L4 eye bar in Span 4, South Truss

Roll 3, Photo 19

HHNNH 80910 666020

YVT - Naches Line
Naches River Bridge, No. 4.1
Lk'g. S
Bent Lattus bars in West Portal, Span 3

Roll 3, Photo 18

HHNNH 80910 666020

YVT - Naches Line
Naches River Bridge, No. 4.1
Lk'g. Down
Mended U3L4 eye bar in Span 4, South Truss

Roll 3, Photo 20



HHHHH 80950 666020

YVT - Naches Line

Naches River Bridge, No. 4.1
Lk'g. NW

Paint "holiday" on the top cord of Span 4

Roll 3, Photo 21

HHHHH 80950 666020

YVT - Naches Line

Naches River Bridge, No. 4.1
Lk'g. S

Bent Lattus bars in West Portal, Span 4

Roll 3, Photo 22

HHHHH 80950 666020

YVT - Naches Line

Naches River Bridge, No. 4.1
Lk'g. Down

Surface rust in bottom angle in West Portal in Span 4

Roll 3, Photo 23

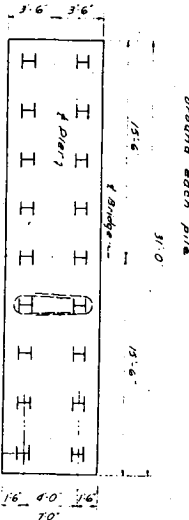
HHHHH 80950 666020

YVT - Naches Line

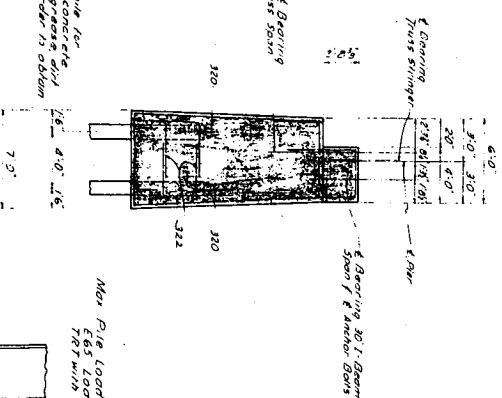
Naches River Bridge, No. 4.1
Lk'g. S

Lifted cover plate at U7 connection in Span 4

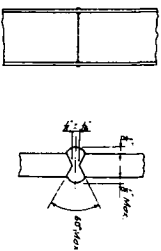
Roll 3, Photo 25



PILE PLAN



SECTION A-A



Max Pile Load 57 1/2 TONS
E65 Loading - new 160 ft
TWT with 24' Long. to 1 pier

DETAIL BUTT SPlice For Piles

REINFORCING				BAR		SCHEDULE	
MARK	TYPE	SIZE	US	SIZE	A	BENDING	DETAIL
101	311	10	25-6	13-6			
102	1	8-8		9-6			
103	101	8-8		9-6			
104	1	8-8		9-6			
105	1	8-8		9-6			
106	1	8-8		9-6			
107	1	8-8		9-6			
108	1	8-8		9-6			
109	1	8-8		9-6			
110	1	8-8		9-6			
111	1	8-8		9-6			
112	1	8-8		9-6			
113	1	8-8		9-6			
114	1	8-8		9-6			
115	1	8-8		9-6			
116	1	8-8		9-6			
117	1	8-8		9-6			
118	102	1	8-8	9-6			
119	102	1	8-8	9-6			
120	102	1	8-8	9-6			
121	1	8-8		9-6			
122	103	1	8-8	9-6			

Bar Dimension 101 9-6 and 10-6

TYPE 101

TYPE 102

TYPE 103

QUANTITIES

Reinforcing Steel 3900 lbs

Reinforcing Steel 3900 lbs

General Notes

Concrete shall be Class "B" conforming to N.D. Ry. Co. Spec. 614. See 13 Reinforcing bars to be deformed bars conforming to A.S.T.M. Spec. 415 and A-305 or intermediate grade (see to 1311 for Steel Reinforcing grade or cold steel rolled at "A" minimum protective covering of reinforcement to be 3.

BRIDGE NO.
Ver Nachos N.
Pier N: 3

INSTRUCTED as per plan except as noted in red.
NORTHERN PACIFIC RAILWAY
TACOMA DIVISION 24TH SUB-DIV. NACHES BR

Constructed as per plan except as noted in red.

TACOMA DIVISION 263 SUB-DIV. NACHES RA

Over Naches N

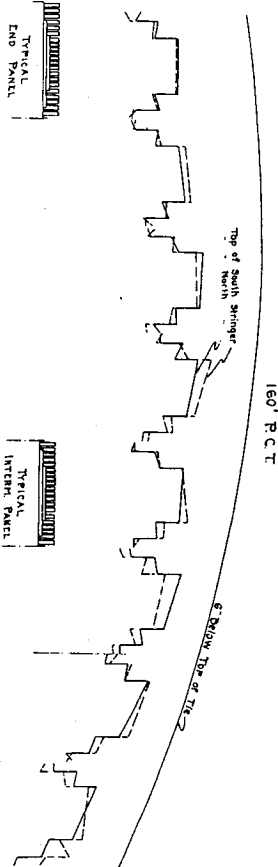
Stark 42-10-0-

10

			No.	10317
--	--	--	-----	--------------

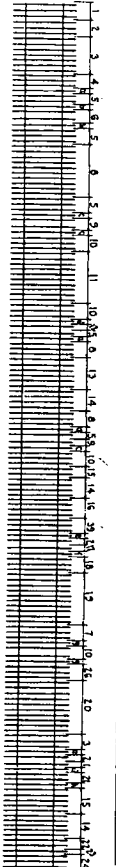
	C	T	D
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			
11			
12			
13			
14			
15			
16			
17			
18			
19			
20			
21			
22			
23			
24			
25			
26			
27			
28			
29			
30			
31			
32			
33			
34			
35			
36			
37			
38			
39			
40			
41			
42			
43			
44			
45			
46			
47			
48			
49			
50			
51			
52			
53			
54			
55			
56			
57			
58			
59			
60			
61			
62			
63			
64			
65			
66			
67			
68			
69			
70			
71			
72			
73			
74			
75			
76			
77			
78			
79			
80			
81			
82			
83			
84			
85			
86			
87			
88			
89			
90			
91			
92			
93			
94			
95			
96			
97			
98			
99			
100			

44-7-3



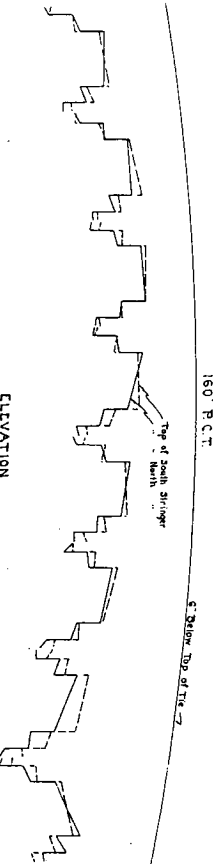
ELEVATION
Scale: 1/4\"/>

Elevation 2550.2



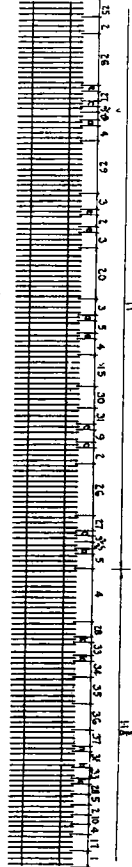
ELEVATION
Scale: 1/4\"/>

Elevation 2550.2



ELEVATION
Scale: 1/4\"/>

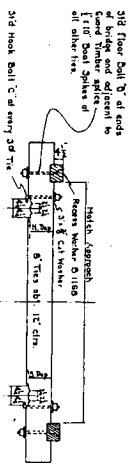
Elevation 2550.2



ELEVATION
Scale: 1/4\"/>

Elevation 2550.2

Station	Top of Deck	Top of Stringer	Description
1	7.5	7.4	6.5' x 12\"/>
2	7.5	7.4	6.5' x 12\"/>
3	7.5	7.4	6.5' x 12\"/>
4	7.5	7.4	6.5' x 12\"/>
5	7.5	7.4	6.5' x 12\"/>
6	7.5	7.4	6.5' x 12\"/>
7	7.5	7.4	6.5' x 12\"/>
8	7.5	7.4	6.5' x 12\"/>
9	7.5	7.4	6.5' x 12\"/>
10	7.5	7.4	6.5' x 12\"/>
11	7.5	7.4	6.5' x 12\"/>
12	7.5	7.4	6.5' x 12\"/>
13	7.5	7.4	6.5' x 12\"/>
14	7.5	7.4	6.5' x 12\"/>
15	7.5	7.4	6.5' x 12\"/>
16	7.5	7.4	6.5' x 12\"/>
17	7.5	7.4	6.5' x 12\"/>
18	7.5	7.4	6.5' x 12\"/>
19	7.5	7.4	6.5' x 12\"/>
20	7.5	7.4	6.5' x 12\"/>
21	7.5	7.4	6.5' x 12\"/>
22	7.5	7.4	6.5' x 12\"/>
23	7.5	7.4	6.5' x 12\"/>
24	7.5	7.4	6.5' x 12\"/>

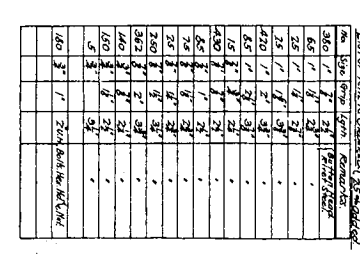


DETAIL OF TIE
Scale: 1/4\"/>

Item	Quantity	Description
1	14	6.5' x 12\"/>
2	14	6.5' x 12\"/>
3	14	6.5' x 12\"/>
4	14	6.5' x 12\"/>
5	14	6.5' x 12\"/>
6	14	6.5' x 12\"/>
7	14	6.5' x 12\"/>
8	14	6.5' x 12\"/>
9	14	6.5' x 12\"/>
10	14	6.5' x 12\"/>
11	14	6.5' x 12\"/>
12	14	6.5' x 12\"/>
13	14	6.5' x 12\"/>
14	14	6.5' x 12\"/>
15	14	6.5' x 12\"/>
16	14	6.5' x 12\"/>
17	14	6.5' x 12\"/>
18	14	6.5' x 12\"/>
19	14	6.5' x 12\"/>
20	14	6.5' x 12\"/>
21	14	6.5' x 12\"/>
22	14	6.5' x 12\"/>
23	14	6.5' x 12\"/>
24	14	6.5' x 12\"/>

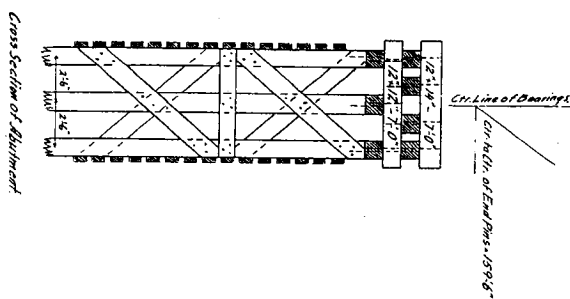
NORTHERN PACIFIC RAILWAY
BRIDGE NO. 4
TIE PLAN
Office of Bridge Engineer, St. Paul, Minn., May 5, 1928

Station	Top of Deck	Top of Stringer	Description
1	7.5	7.4	6.5' x 12\"/>
2	7.5	7.4	6.5' x 12\"/>
3	7.5	7.4	6.5' x 12\"/>
4	7.5	7.4	6.5' x 12\"/>
5	7.5	7.4	6.5' x 12\"/>
6	7.5	7.4	6.5' x 12\"/>
7	7.5	7.4	6.5' x 12\"/>
8	7.5	7.4	6.5' x 12\"/>
9	7.5	7.4	6.5' x 12\"/>
10	7.5	7.4	6.5' x 12\"/>
11	7.5	7.4	6.5' x 12\"/>
12	7.5	7.4	6.5' x 12\"/>
13	7.5	7.4	6.5' x 12\"/>
14	7.5	7.4	6.5' x 12\"/>
15	7.5	7.4	6.5' x 12\"/>
16	7.5	7.4	6.5' x 12\"/>
17	7.5	7.4	6.5' x 12\"/>
18	7.5	7.4	6.5' x 12\"/>
19	7.5	7.4	6.5' x 12\"/>
20	7.5	7.4	6.5' x 12\"/>
21	7.5	7.4	6.5' x 12\"/>
22	7.5	7.4	6.5' x 12\"/>
23	7.5	7.4	6.5' x 12\"/>
24	7.5	7.4	6.5' x 12\"/>

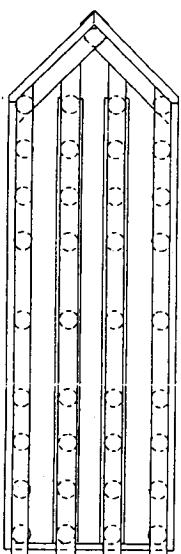


447-8

ST. PAUL FOUNDRY CO.
Detroit, Mich., Dealers to 2-460 S.
Oldham Rustic Sports - 11283.
Made by: Ordered by:
Dwight N. Gage, Jr. Bill Gage, Jr.
ORDERED BY: 561
11283



Cross Section of Abutment.



Ground Plan, top removed.

Note: Height of stone fill in Abutments and Pier to be determined by the Engineer in charge.

Superstructure: 2-15'9"-6" Tks. from Truss Spans, removed from Br. N^o 27, Rum River, St. Paul Dist. in 1905.

*Sketch of Abutments and Pier
for Proposed Crossing of Natchez River.*

St. Paul, Minn. Nov. 24th 1905.

Scale 1/4" = 1'

B.R. #41

N. P. R. C.

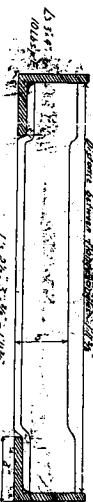
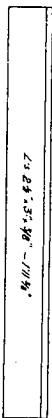
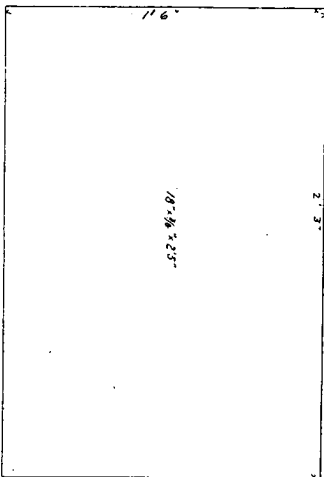
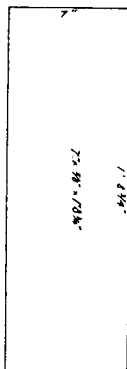
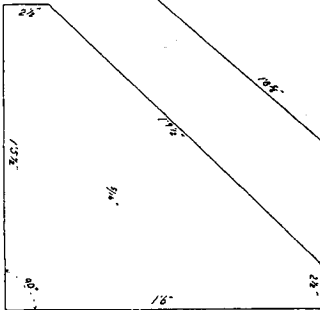
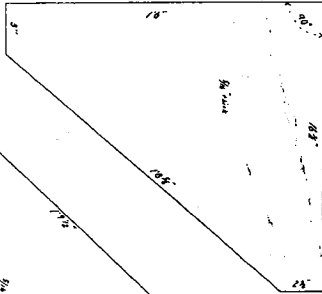
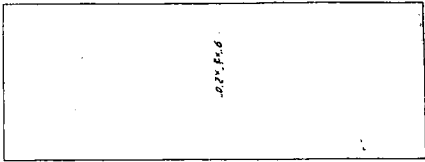
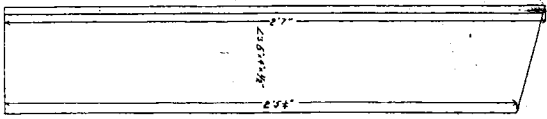
Details showing material for supporting the present

Bridge No. 24

Division

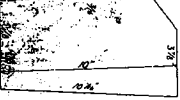
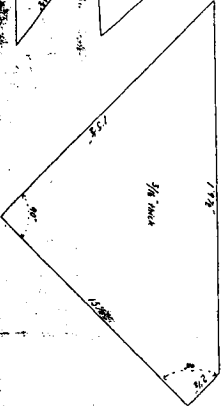
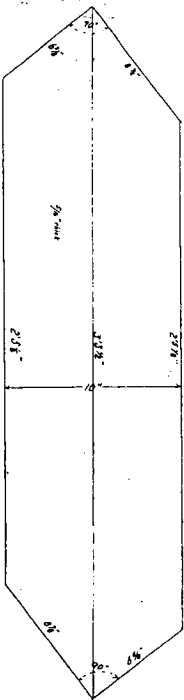
Office of Chief Engineer, St. Paul, Minn. Oct 1901

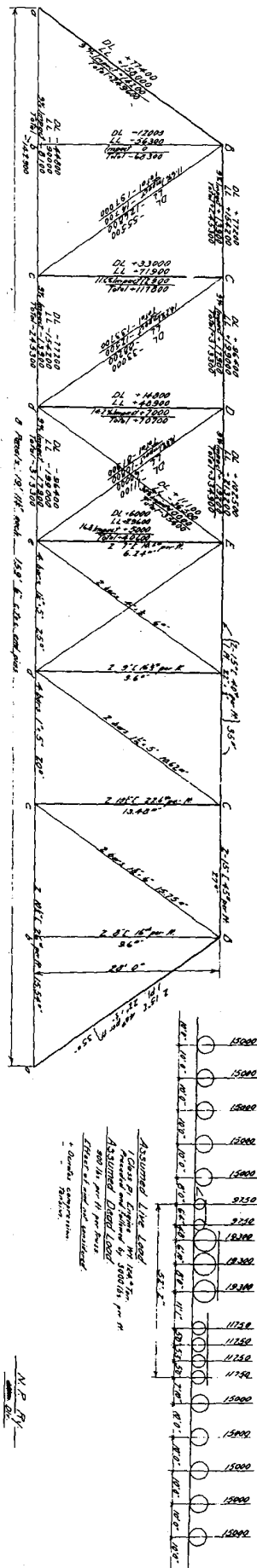
Scale 1/4" = 1'



Note 256. When 256 is to be changed

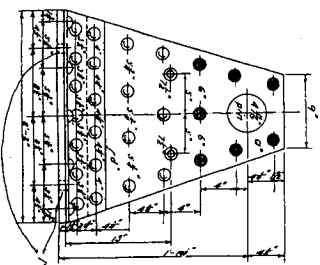
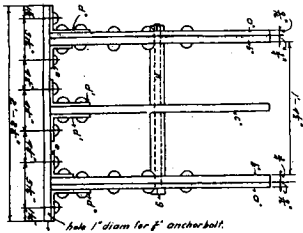
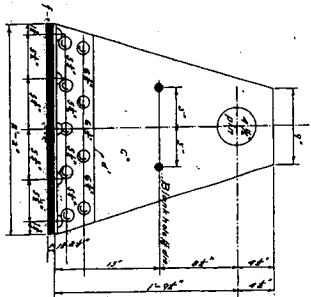
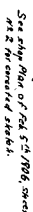
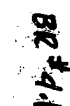
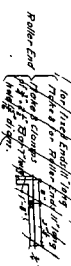
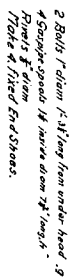
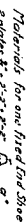
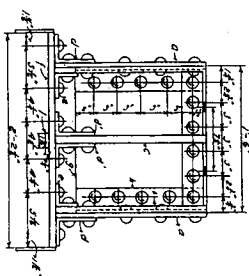
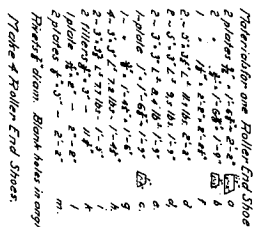
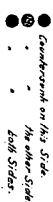
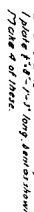
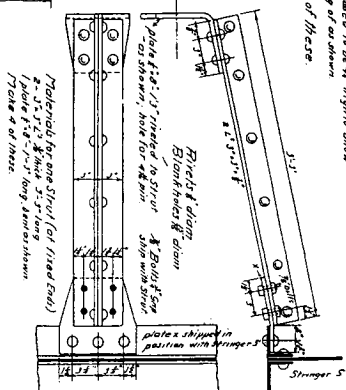
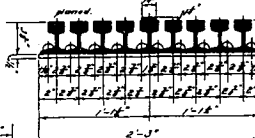
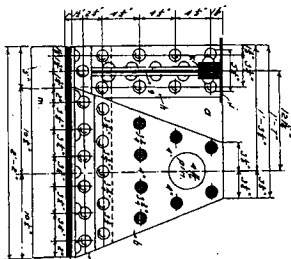
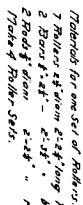
Change angle 3/4 x 1/2 x 10 1/2

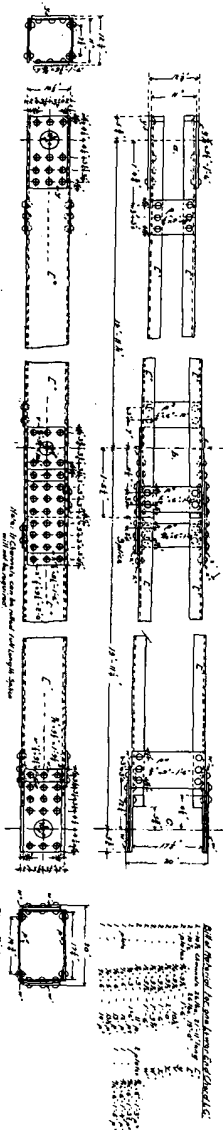
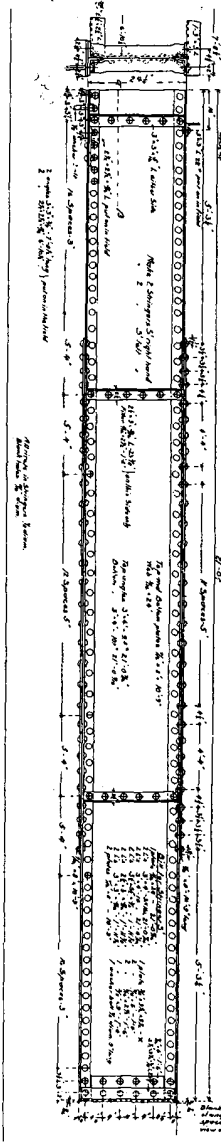
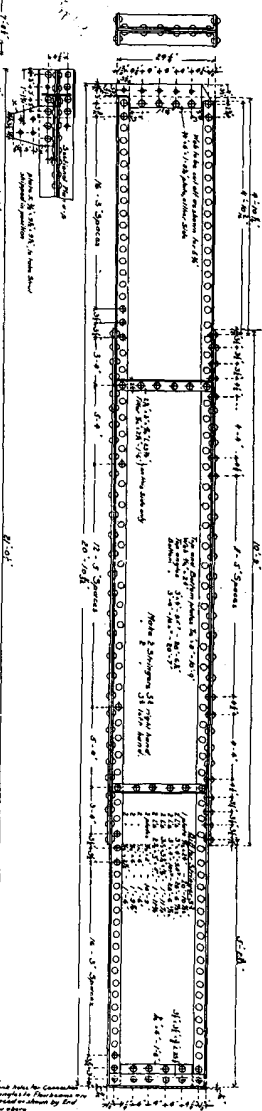
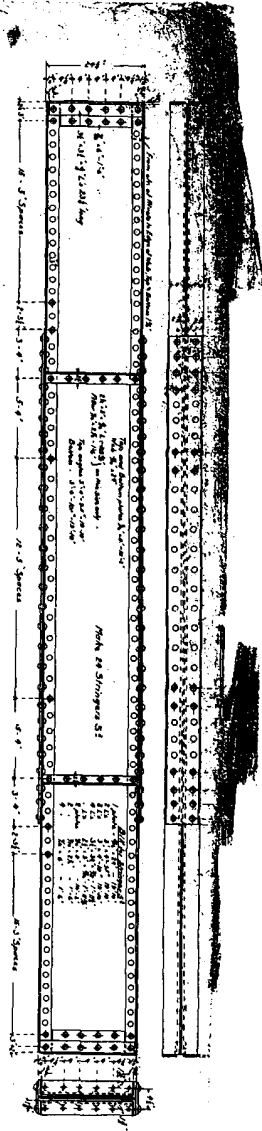




Member	Without Impact			With Impact			Ultimate		
	Section in 4 ft. m.	Stress per sq. in.	Actual	Section in 4 ft. m.	Stress per sq. in.	Actual	Stress per sq. in.	Actual	Stress per sq. in.
End Post	35	33.91	672.5	35	36.12	717.0	6875	3631.5	35
Post	13.44	20.64	770.0	13.44	22.61	850.0	2970.0	4.5	
Post	8.60	17.03	648.0	8.60	18.50	786.5	521.0	28.50	3.8
Post	8.64	11.81	370.5	8.64	12.80	650.0	278.0	27.00	3.7
Top Chord	27	35.83	657.0	27	27.47	540.0	877.0	36.00	4.1
Post	35	31.10	644.0	35	33.94	685.0	860.0	38.00	4.2
Post	35	33.36	660.0	35	35.67	695.0	850.0	38.00	4.2
Lower Chord	15.04	15.20	62.5	15.04	16.10	68.0	87.0	46.00	3.2
Post	20	31.05	1157.0	20	33.48	1236.5	1047.0	46.00	3.0
Post	25	28.73	1181.5	25	30.12	1258.0	1038.0	46.00	3.1
Post	8.6	10.28	711.5	8.6	10.58	711.5	648.0	46.00	3.7
Diagonal	40	15.75	117.5	40	15.75	117.5	105.6	46.00	3.6
Post	11.86	11.86	1144.5	11.86	12.25	1234.0	105.6	46.00	3.7
Post	10.62	10.62	1144.5	10.62	10.62	1144.5	105.6	46.00	3.6
Post	7.36	7.36	1185.0	7.36	8.56	1365.0	871.5	46.00	3.6
Post	2.82	2.82	900.0	2.82	3.81	1254.0	800.0	50.00	4
Post	11.83	11.83	766.5	11.83	14.43	937.0	900.0	46.00	3.1
Post	11.25	11.25	532.5	11.25	10.44	650.0	700.0	46.00	3.3
Post	16	16	152	16	22	180	180	44	2.6
Post	3.25	3.25	350.0	3.25	4.45	470.0	400.0	46.00	3.2
Post	3.20	3.20	484.5	3.20	4.45	470.0	400.0	46.00	3.2
Post	1.00	1.00	204	1.00	1.00	204	204	40	2.1
Post	12	12	12	12	12	12	12	12	3.0

444





ST. PIERRE
DETAILS FOR RUM RIVER BRIDGE

Drawing No. 447-8

2 Sheets 447-8, 447-9

Jan. 14, 1937

Raymond & Campbell
Civil Engineers
St. Louis, Mo.

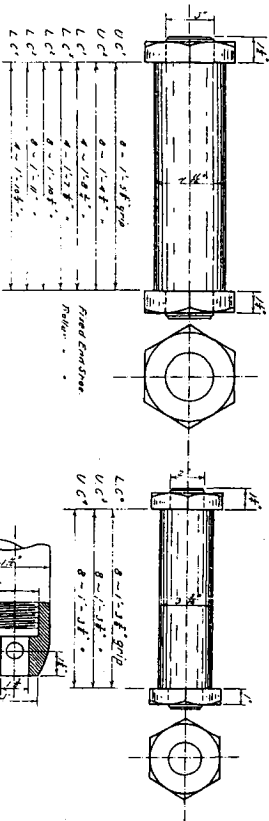
Sheet No. 447-8

Reinforced Concrete

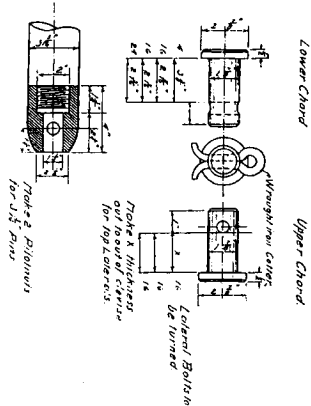
Reinforced Concrete

STERN-PERRY DETAILS FOR RUM RIVER BRIDGE

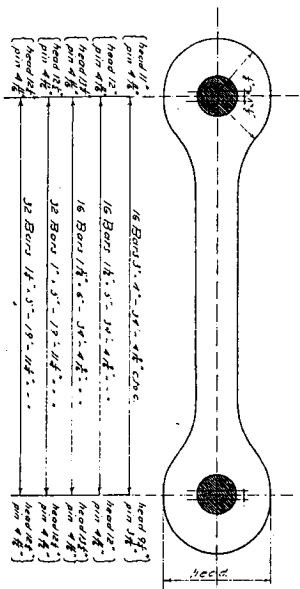
TRUSS PINS.



Lateral Pins

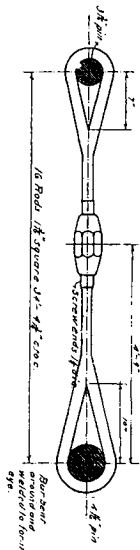


Main Ties & Lower Chord Bars

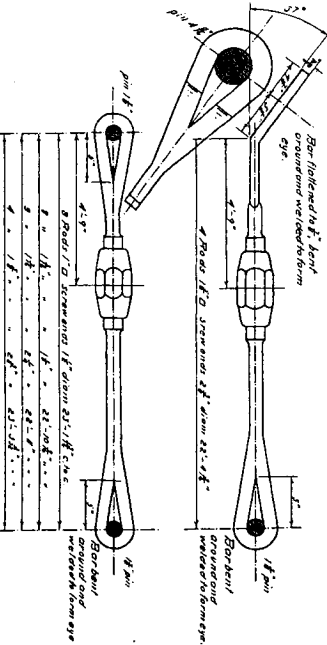


Make 2 Pliers for 1/2 inch Pins

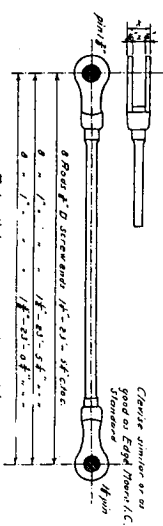
Counters



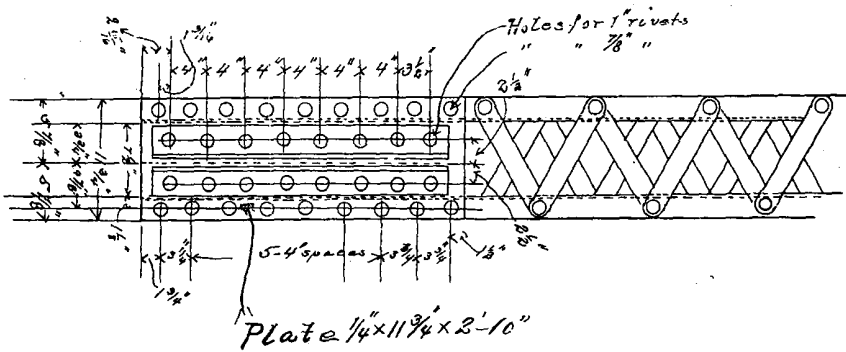
Bottom Lateral Rods



Top Lateral Rods



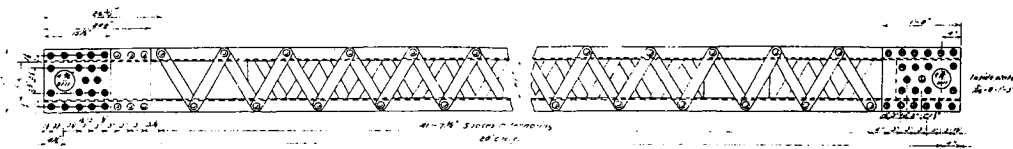
RE # 41
447.8



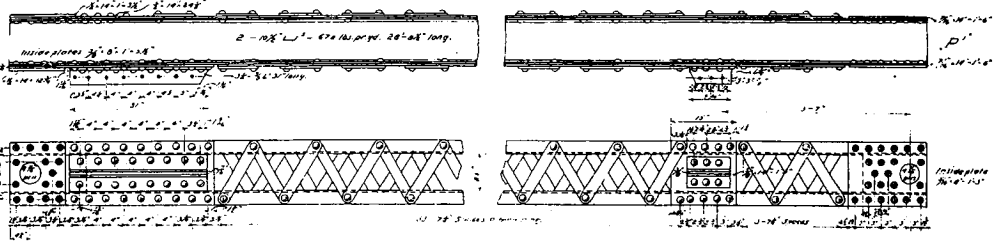
SKETCH of REINFORCING PLATE.

for P² Rum River Bridge No. 22
 Make 4 plates as shown

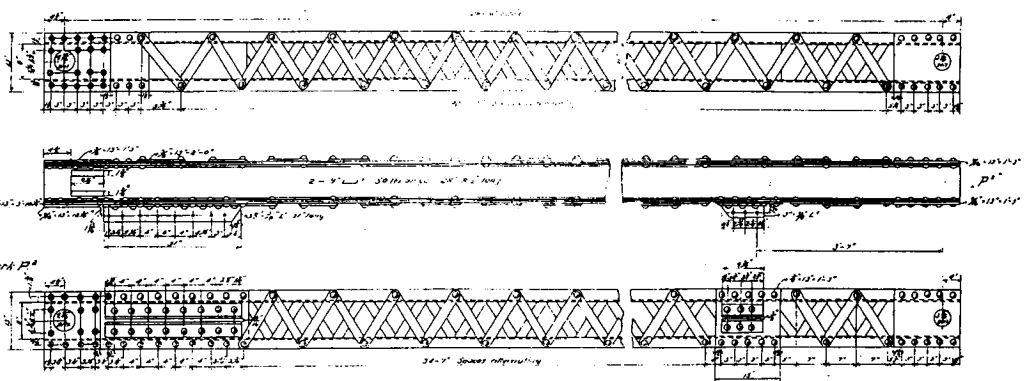
3-1-44



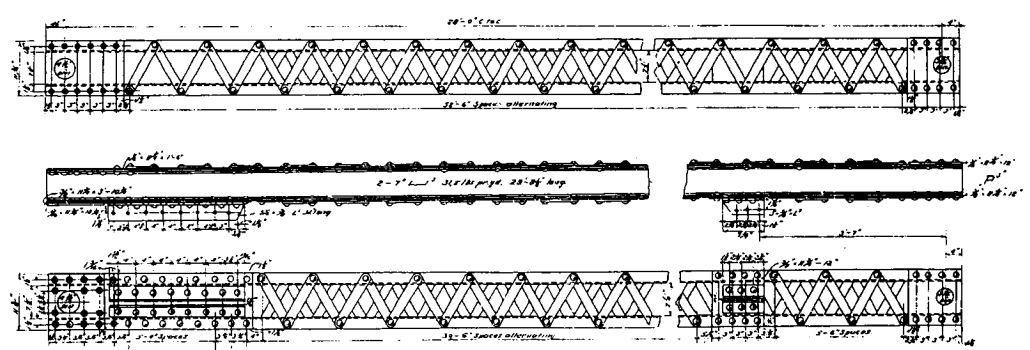
Bill of iron for Post P¹
 2 C's 10 1/2" x 20" x 20" long
 2 Plates 1/2" x 10 1/2" x 20"
 1 - 1/2" x 10 1/2" x 20"
 2 - 1/2" x 10 1/2" x 20"
 1 - 1/2" x 10 1/2" x 20"
 1 - 1/2" x 10 1/2" x 20"
 1 - 1/2" x 10 1/2" x 20"
 1 - 1/2" x 10 1/2" x 20"
 2 C's 3 1/2" x 3 1/2" x 3 1/2"
 2 - 3" x 3" x 3"
 75 Lathes 1/2" x 1/2" x 1/2"
 Rivets 1/2" diam
 Blank holes 1/2"
 Make & like this 17 Post P¹



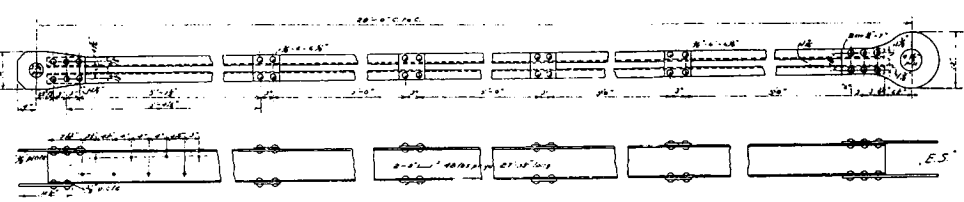
Bill of iron for Post P²
 2 C's 10 1/2" x 20" x 20" long
 2 Plates 1/2" x 10 1/2" x 20"
 1 - 1/2" x 10 1/2" x 20"
 2 - 1/2" x 10 1/2" x 20"
 1 - 1/2" x 10 1/2" x 20"
 1 - 1/2" x 10 1/2" x 20"
 1 - 1/2" x 10 1/2" x 20"
 1 - 1/2" x 10 1/2" x 20"
 2 C's 3 1/2" x 3 1/2" x 3 1/2"
 2 - 3" x 3" x 3"
 75 Lathes 1/2" x 1/2" x 1/2"
 Rivets 1/2" diam
 Blank holes 1/2"
 Make & like this 9 right & left 17 Post P²



Bill of iron for Post 3
 2 C's 10 1/2" x 20" x 20" long
 2 Plates 1/2" x 10 1/2" x 20"
 1 - 1/2" x 10 1/2" x 20"
 2 - 1/2" x 10 1/2" x 20"
 1 - 1/2" x 10 1/2" x 20"
 1 - 1/2" x 10 1/2" x 20"
 1 - 1/2" x 10 1/2" x 20"
 1 - 1/2" x 10 1/2" x 20"
 2 C's 3 1/2" x 3 1/2" x 3 1/2"
 2 - 3" x 3" x 3"
 75 Lathes 1/2" x 1/2" x 1/2"
 Rivets 1/2" diam
 Blank holes 1/2"
 Make & like this 17 Post P³



Bill of iron for and suspension E.S.
 2 C's 10 1/2" x 20" x 20" long
 2 Plates 1/2" x 10 1/2" x 20"
 1 - 1/2" x 10 1/2" x 20"
 2 - 1/2" x 10 1/2" x 20"
 1 - 1/2" x 10 1/2" x 20"
 1 - 1/2" x 10 1/2" x 20"
 1 - 1/2" x 10 1/2" x 20"
 1 - 1/2" x 10 1/2" x 20"
 2 C's 3 1/2" x 3 1/2" x 3 1/2"
 2 - 3" x 3" x 3"
 75 Lathes 1/2" x 1/2" x 1/2"
 Rivets 1/2" diam
 Blank holes 1/2"
 Make & like this 17 Post E.S.



4478

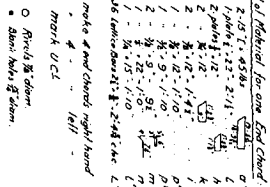
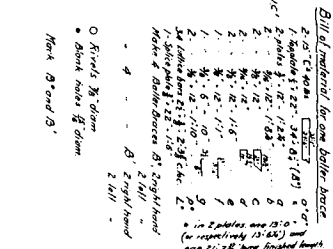
BR # 4.1

SIPNERY

DETAILS FOR RUM RIVER BRIDGE.

2 Spans 159' 6" each.

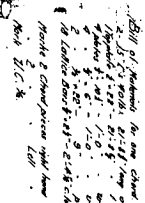
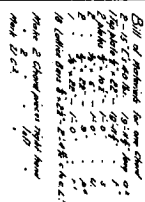
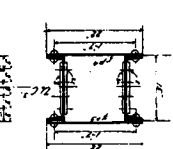
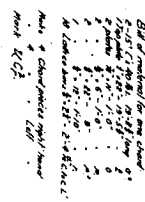
2 spans 159'-6" each.



BR #4.1
447-8

5. 2nd - 2nd

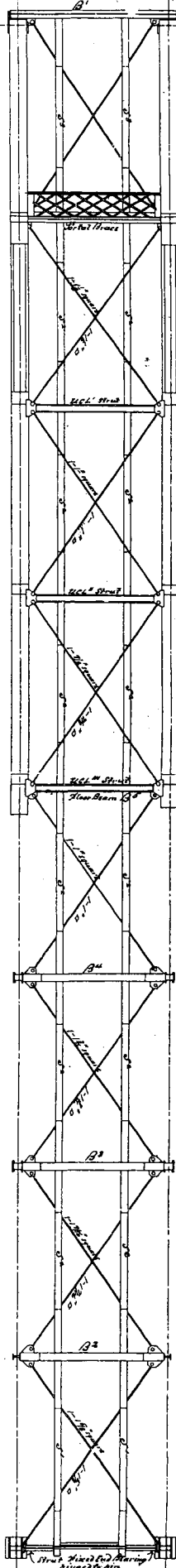
BR #41
447-8



Raymond & Campbell
Counselors at Large

Turn River Bridge

Erection Drawing

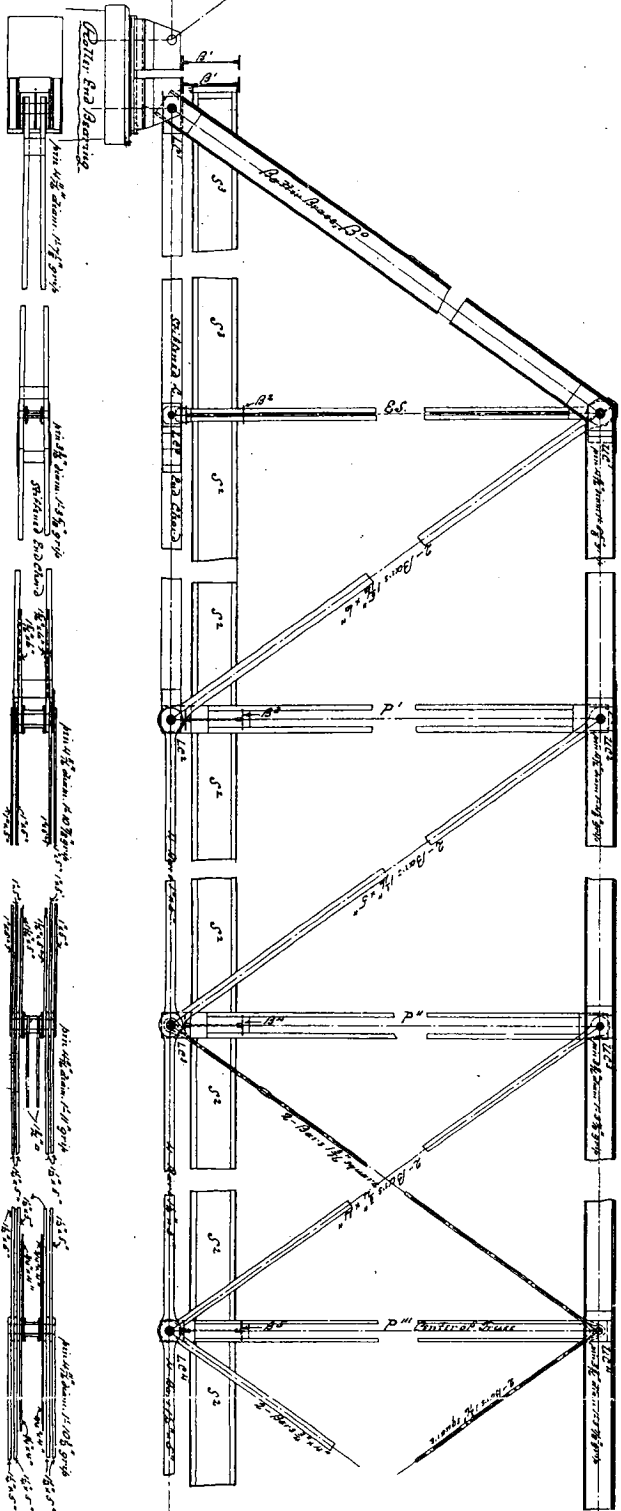


Top Chord Lateral Bracing

Bottom Chord Lateral Bracing

VF 447-8

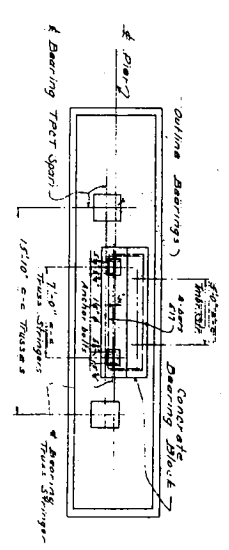
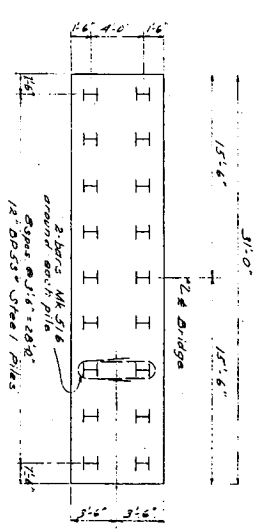
Deck Material per span.
 130 Cross Ties 8' x 9" - 120' long.
 14 Guard Timbers 6' x 8" - 200'
 2 Floor Beams 12" x 12" - 200'
 18 Floor Beams 12" x 12" - 200'
 90 Head Bolts 7/8" x 11"



BR #4,1

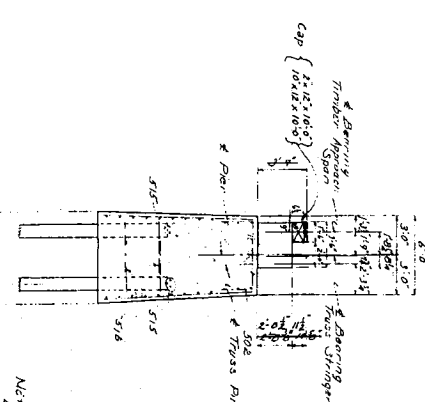
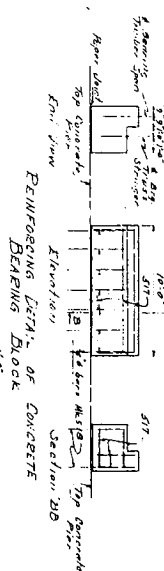
Packing of Lower Chord

Formerly Dr. 121 St. Bully
 Turn River, removed 1925,
 and replaced by this bridge.
 Council Bluffs, Iowa.
 447-8

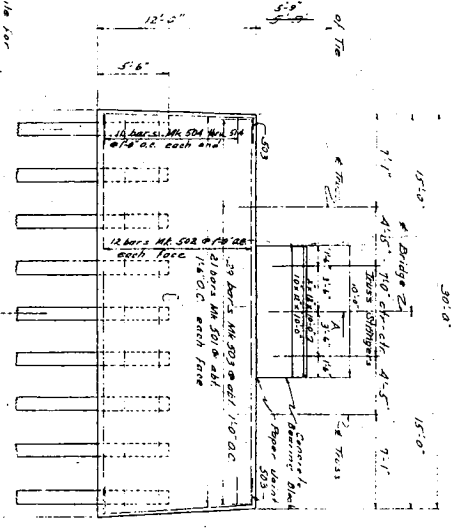


PILE PLAN

PLAN VIEW



SECTION A-A



ELEVATION

REINFORCING BAR SCHEDULE

BAR TYPE	NO.	LENGTH	WEIGHT
1	2	11.4'	5.6
2	2	11.4'	5.6
3	2	11.4'	5.6
4	2	11.4'	5.6
5	2	11.4'	5.6
6	2	11.4'	5.6
7	2	11.4'	5.6
8	2	11.4'	5.6
9	2	11.4'	5.6
10	2	11.4'	5.6
11	2	11.4'	5.6
12	2	11.4'	5.6
13	2	11.4'	5.6
14	2	11.4'	5.6
15	2	11.4'	5.6
16	2	11.4'	5.6
17	2	11.4'	5.6
18	2	11.4'	5.6
19	2	11.4'	5.6
20	2	11.4'	5.6
21	2	11.4'	5.6
22	2	11.4'	5.6
23	2	11.4'	5.6
24	2	11.4'	5.6
25	2	11.4'	5.6
26	2	11.4'	5.6
27	2	11.4'	5.6
28	2	11.4'	5.6
29	2	11.4'	5.6
30	2	11.4'	5.6
31	2	11.4'	5.6
32	2	11.4'	5.6
33	2	11.4'	5.6
34	2	11.4'	5.6
35	2	11.4'	5.6
36	2	11.4'	5.6
37	2	11.4'	5.6
38	2	11.4'	5.6
39	2	11.4'	5.6
40	2	11.4'	5.6
41	2	11.4'	5.6
42	2	11.4'	5.6
43	2	11.4'	5.6
44	2	11.4'	5.6
45	2	11.4'	5.6
46	2	11.4'	5.6
47	2	11.4'	5.6
48	2	11.4'	5.6
49	2	11.4'	5.6
50	2	11.4'	5.6
51	2	11.4'	5.6
52	2	11.4'	5.6
53	2	11.4'	5.6
54	2	11.4'	5.6
55	2	11.4'	5.6
56	2	11.4'	5.6
57	2	11.4'	5.6
58	2	11.4'	5.6
59	2	11.4'	5.6
60	2	11.4'	5.6
61	2	11.4'	5.6
62	2	11.4'	5.6
63	2	11.4'	5.6
64	2	11.4'	5.6
65	2	11.4'	5.6
66	2	11.4'	5.6
67	2	11.4'	5.6
68	2	11.4'	5.6
69	2	11.4'	5.6
70	2	11.4'	5.6
71	2	11.4'	5.6
72	2	11.4'	5.6
73	2	11.4'	5.6
74	2	11.4'	5.6
75	2	11.4'	5.6
76	2	11.4'	5.6
77	2	11.4'	5.6
78	2	11.4'	5.6
79	2	11.4'	5.6
80	2	11.4'	5.6
81	2	11.4'	5.6
82	2	11.4'	5.6
83	2	11.4'	5.6
84	2	11.4'	5.6
85	2	11.4'	5.6
86	2	11.4'	5.6
87	2	11.4'	5.6
88	2	11.4'	5.6
89	2	11.4'	5.6
90	2	11.4'	5.6
91	2	11.4'	5.6
92	2	11.4'	5.6
93	2	11.4'	5.6
94	2	11.4'	5.6
95	2	11.4'	5.6
96	2	11.4'	5.6
97	2	11.4'	5.6
98	2	11.4'	5.6
99	2	11.4'	5.6
100	2	11.4'	5.6

GENERAL NOTES:
See notes on page 1 for details of construction.
Reinforcing steel shall be as specified in schedule.
All dimensions are in feet and inches unless otherwise noted.

NORTHERN PACIFIC RAILWAY
BRIDGE No. 41
PIER No. 5

Architectural drawing of a building section, showing a cross-section with various structural elements and dimensions. The drawing includes a vertical section on the left, a central section with a sloped roof, and a right section with a vertical wall. Dimensions are indicated at the bottom: 11' 0" and 8' 0". A note on the right side reads: "Concrete = 100 lb. cu. ft.".

To North Yokine--

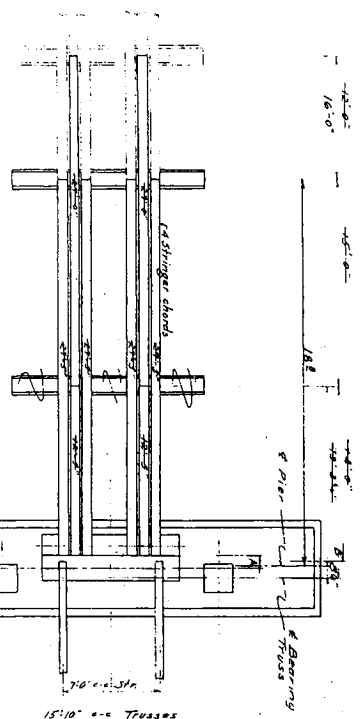
Section A.A.

The drawing is a plan view of a bridge structure. It shows a main span supported by a central pier, with approach spans on either side. The bridge deck is shown with various dimensions, including the width of the deck and the spacing of the girders. The supporting structure, including the pier and abutments, is also shown with dimensions. A section line 'A-A' is drawn across the bridge, indicating a cross-section view. The bridge is shown crossing a body of water, with a 'Channel' labeled. The drawing is oriented horizontally, with the bridge axis running from left to right. The labels and dimensions are in feet and inches, and the drawing is a technical drawing of a bridge structure.

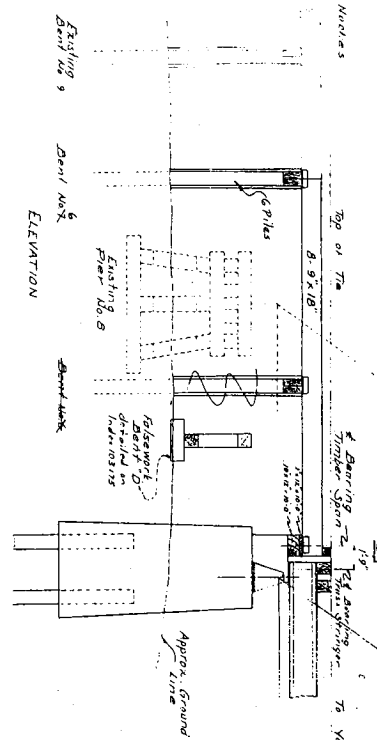
[illegible]

EDO:O Division
 General & Masonry Plans Bridge No. 5 Over Cited Con.
 Scale: 1" = 10'-0"
 Office Of Bridge Engineers, St Paul Minn. 06124-1017
 Approved

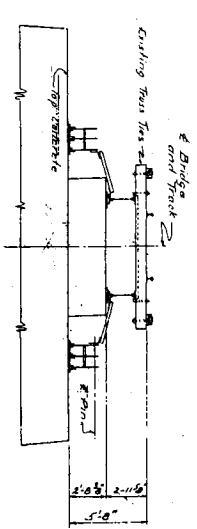
9 Over Creek Co.
Oct 18 1917



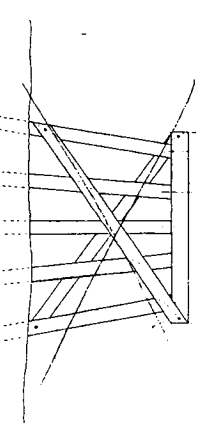
PLAN VIEW



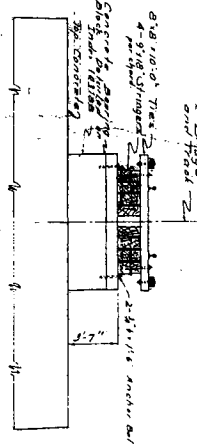
ELEVATION



SECTION B-B



TYPICAL ELEVATION BEAMS 6-7



SECTION A-A

BILL OF MATERIAL BEAMS 6-7

Item No.	Qty	Unit	Description
1	10	ft	Plank Timber - Transverse
2	35	ft	8" x 10" Plank Timber - Transverse
3	4	ft	3" x 6" Plank Timber - Transverse
4	2	ft	2" x 6" Plank Timber - Transverse
5	2	ft	12" x 12" Plank Timber - Transverse
6	4	ft	8" x 14" Plank Timber - Transverse
7	4	ft	2" x 10" Plank Timber - Transverse

15	6	ft	8" x 14" Plank Timber - Transverse
16	6	ft	8" x 14" Plank Timber - Transverse
17	6	ft	8" x 14" Plank Timber - Transverse
18	6	ft	8" x 14" Plank Timber - Transverse
19	6	ft	8" x 14" Plank Timber - Transverse
20	6	ft	8" x 14" Plank Timber - Transverse
21	6	ft	8" x 14" Plank Timber - Transverse
22	6	ft	8" x 14" Plank Timber - Transverse
23	6	ft	8" x 14" Plank Timber - Transverse
24	6	ft	8" x 14" Plank Timber - Transverse
25	6	ft	8" x 14" Plank Timber - Transverse
26	6	ft	8" x 14" Plank Timber - Transverse
27	6	ft	8" x 14" Plank Timber - Transverse
28	6	ft	8" x 14" Plank Timber - Transverse
29	6	ft	8" x 14" Plank Timber - Transverse
30	6	ft	8" x 14" Plank Timber - Transverse
31	6	ft	8" x 14" Plank Timber - Transverse
32	6	ft	8" x 14" Plank Timber - Transverse
33	6	ft	8" x 14" Plank Timber - Transverse
34	6	ft	8" x 14" Plank Timber - Transverse

NOTE: Bill of material for material to be used in the bridge.

NORTHERN PACIFIC RAILWAY
 TRONA DIV
 BRIDGE No. 4.1
 over
 West End Approach Spans

Over Deck

RUM-RIVER BRIDGE FOR THE S.P. & N.P.R. 2 spans 139'-6" each

DR # 41

Raymond S. Campbell
1917 to 1920
Civil Engineer
St. Paul, Minn.

447.8

First End Draining

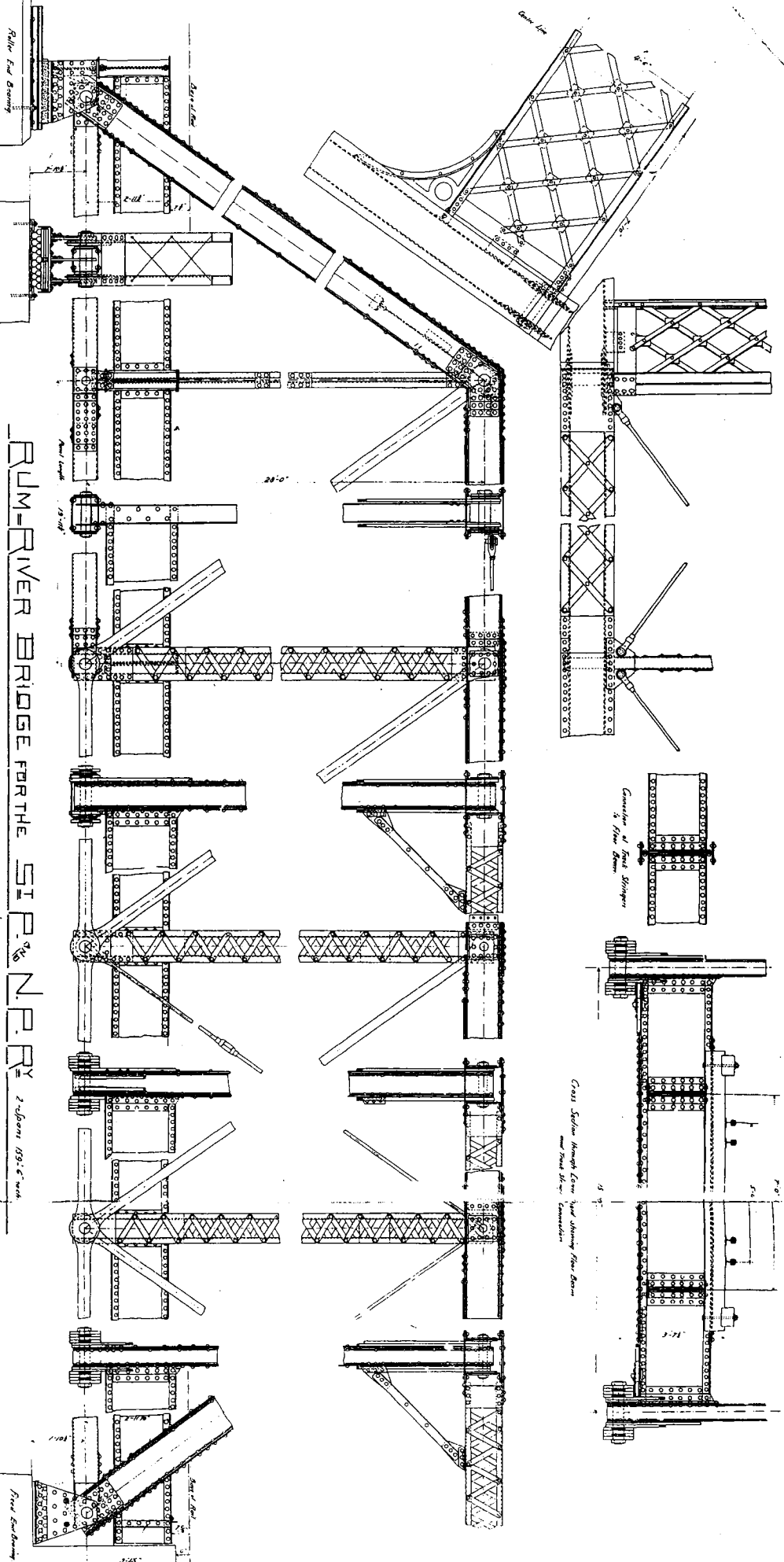
2 spans 139'-6" each

South 8'-1"

Roller End Draining

Connection of First Stringer
to Floor Beam

Cross Section through Girders, Upper Stringer Floor Beam
and First Floor Connection





STATE OF WASHINGTON

DEPARTMENT OF ARCHAEOLOGY & HISTORIC PRESERVATION

1063 S. Capitol Way, Suite 106 • Olympia, Washington 98501
Mailing address: PO Box 48343 • Olympia, Washington 98504-8343
(360) 586-3065 • Fax Number (360) 586-3067 • Website: www.dahp.wa.gov

December 15, 2005

Mr. Roger Nober
Chairman
Surface Transportation Board
1925 K Street NW
Washington DC 20423

Log: 121505-01-STB
Property: Abandonment of YILA lines to Naches
Re: More Information Needed

Dear Chairman Nober:

Recently, the Department of Archaeology and Historic Preservation was contacted concerning the abandonment of the YILA lines from Yakima to Naches, Washington. (STB# AB-600 sub no. 1X). We have reviewed the materials provided for this project by Charles Montange. In order to complete our Review, we require the following materials to be provided to our office:

Historic Property Inventories of the two historic resources identified in abandonment report must be surveyed and submitted to DAHP. These two resources were identified as the Naches Depot and the Naches River Bridge #4.1. The Historic Property Inventories shall be submitted to DAHP in electronic form for inclusion in the Washington State Historic Property Inventory database. Along with the two inventories should be a determination of eligibility and a statement of effect issued by persons meeting the Secretary of the Interior's standards for historic preservation as defined in 36 CFR 61 Appendix A, and forwarded to this department for concurrence.

We would appreciate receiving any correspondence or comments from concerned tribes or other parties that might be received as the project proponent consults under the requirements of 36CFR800.4(a)(4) and the inventory forms when they are available. These comments are based on the information available at the time of this review and on behalf of the State Historic Preservation Officer pursuant to Section 106 of the National Historic Preservation Act and its implementing regulations 36CFR800.

DAHP has developed a set of cultural resource reporting guidelines, which can be obtained from our website www.dahp.wa.gov.

Sincerely,

Russell Holter
Project Compliance Reviewer
Russell.Holter@dahp.wa.gov



DEPARTMENT OF ARCHAEOLOGY & HISTORIC PRESERVATION

Protect the Past, Shape the Future



STATE OF WASHINGTON
DEPARTMENT OF ECOLOGY
PO Box 47600 • Olympia, WA 98504-7600 • 360-407-6000
TTY 711 or 800-833-6388 (for the speech or hearing impaired)

December 16, 2005

Section of Environmental Analysis
Surface Transportation Board
1925 K Street NW
Washington, D.C. 20423

Re: **Yakima Interurban Lines Association (YILA) – Docket No. AB 600**
Coastal Zone Consistency Review

To Whom It May Concern:

We are in receipt of the packet of information you submitted on the proposed actions for a line of railroad known as the "Naches Branch" from Milepost 2.97 (near Yakima) to Milepost 14.26 (near the Town of Naches) in Yakima County, Washington.

The YILA project is located outside of the State of Washington's Coastal Zone Management Program. The Department of Ecology has determined that the Coastal Zone Management Act does not presently apply to the proposed proceeding. Therefore, Docket No. AB 600 does not require a Coastal Zone Consistency Determination.

If you have any questions concerning this matter, please contact Penny Keys at (360) 407-6927.

Sincerely,

Brian Lynn
Coastal/Shorelands Section Manager
Shorelands and Environmental Assistance Program

cc: ✓ Charles H. Montange, Attorney at Law
Penny Keys, SEA Program, Ecology



BOARD OF YAKIMA COUNTY COMMISSIONERS

IN THE MATTER OF PRESERVING THE)
PORTION OF THE NACHES RAIL)
CORRIDOR OWNED BY YAKIMA) Resolution No. 743-2005
INTERURBAN LINES ASSOCIATION)
THROUGH THE FEDERAL RAILBANKING)
PROGRAM)

WHEREAS, the Naches rail corridor from the vicinity of N. 40th Avenue and Fruitvale Boulevard in the City of Yakima to the Town of Naches is owned by Yakima Interurban Lines Association (YILA); and

WHEREAS, on December 12, 2005, YILA published a notice of intent to abandon rail service and stating its intention to file with the federal Surface Transportation Board (STB) on or about December 30, 2005, a notice of exemption under 49 CFR 1152 Subpart F – Exempt Abandonments, which would permit the abandonment of service on the 11.29-mile line between railroad milepost 2.97 near Yakima and milepost 14.26 near Naches; and

WHEREAS, said rail corridor is a significant community asset and it is worthy and appropriate to preserve it for future public uses, including rail and/or trail usage; and

WHEREAS, in March 2004 Yakima County submitted a joint protest to the STB opposing a proposed adverse abandonment, and proposed in collaboration with the City of Yakima, Town of Naches, and YILA a strategy to preserve said rail corridor for future public use through the federal railbanking program; and

WHEREAS, Yakima County applied for and received a \$40,000 SIED grant to pay the costs associated with railbanking said rail corridor; and

WHEREAS, it is appropriate to preserve said rail corridor for future public use through the federal railbanking program; and

WHEREAS, Yakima County is collaborating with the City of Yakima, Town of Naches, and YILA to achieve railbanked status for said rail corridor; now therefore

BE IT HEREBY RESOLVED by the Board of Yakima County Commissioners that the Chairman is authorized and directed to sign the attached Statement of Willingness to Assume Financial Responsibility and submit same to the STB in the docket that YILA has initiated; and

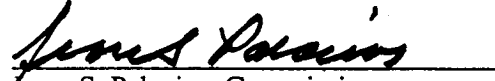
BE IT FURTHER RESOLVED that the Chairman is further authorized to sign and file with STB other documents related to effecting railbanked status for said rail corridor; and

BE IT FURTHER RESOLVED that up to \$5,500 in SIED grant funds is hereby authorized for expenditure for STB filing and related attorneys' fees.

Dated this 15th day of December, 2005.


Ronald F. Gamache, Chairman

Attest: Jennifer Adams

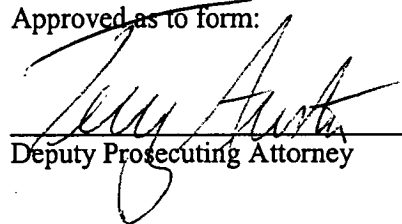

Jesse S. Palacios, Commissioner

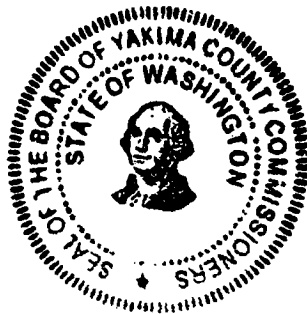

Deputy Clerk of the Board

Excused

Michael D. Leita, Commissioner
*Constituting the Board of County Commissioners
for Yakima County, Washington*

Approved as to form:


Deputy Prosecuting Attorney



BEFORE THE SURFACE TRANSPORTATION BOARD

Yakima Interurban Lines Association)
Exemption -- Naches to Yakima,) AB-600 (Sub-no. 1X)
in Yakima County, WA)

Statement of Willingness to Assume
Financial Responsibility

In order to establish interim trail use and rail banking under 16 U.S.C. 1247(d) and 49 CFR 1152.29, Yakima County ("County" or "interim Trail User"), is willing to assume full responsibility for management of, for any legal liability arising out of (unless the user is immune from liability, in which case it need only indemnify the railroad against any potential liability), and for the payment of any and all taxes that may be levied or assessed against the right-of-way owned and operated by Yakima Interurban Lines Association ("Railroad" or "YILA"). The property extends from MP 2.97 near Yakima to MP 14.26 near Naches, a distance of 11.29 miles in Yakima County, Washington. The right of way is part of a line proposed for abandonment in Docket AB-600 (Sub-no. 1X).

A map depicting the property is attached.

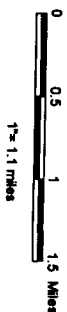
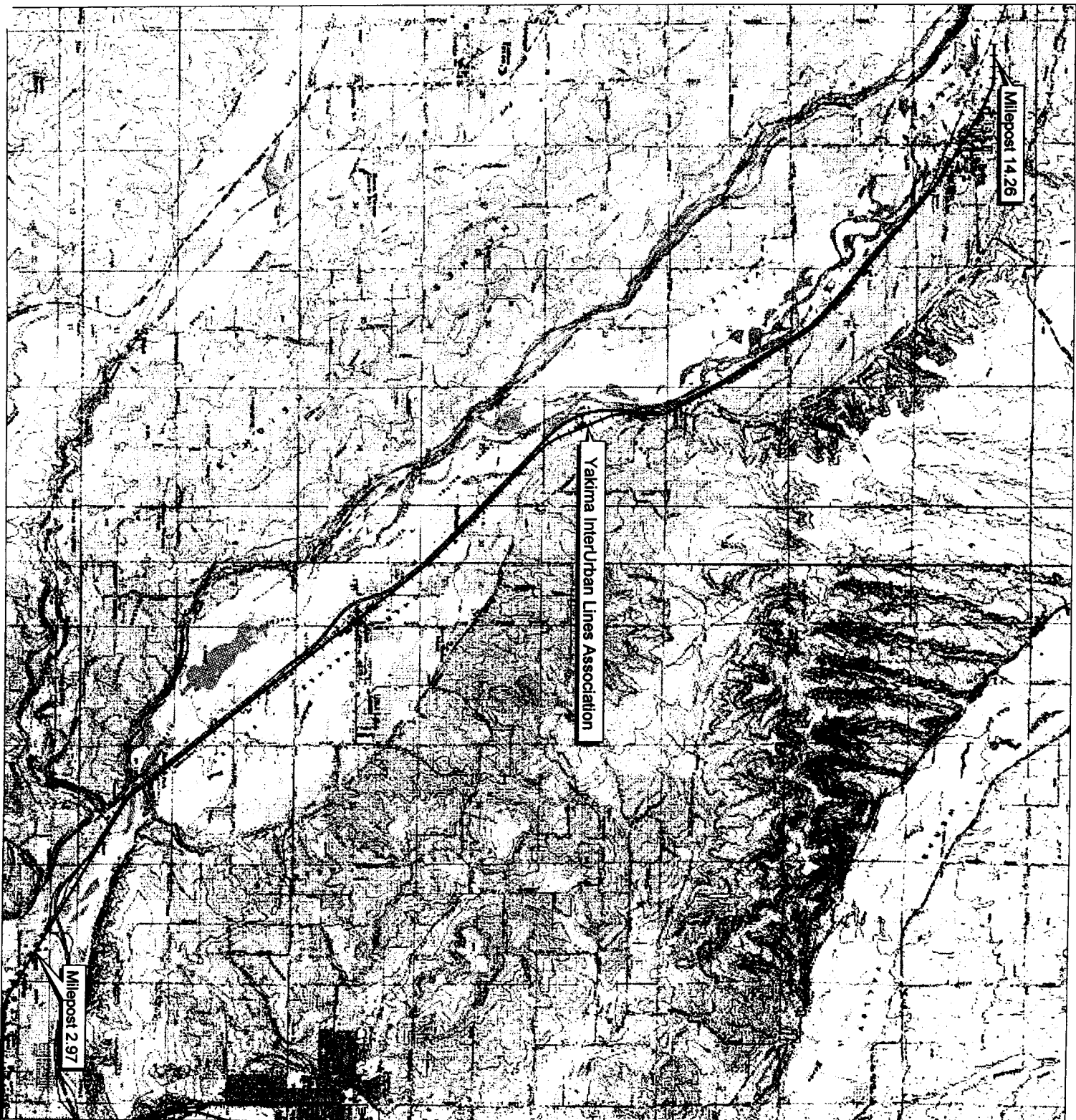
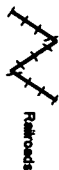
Interim Trail User acknowledges that use of the right-of-way is subject to the user's continuing to meet its responsibilities described above and subject to possible future reconstruction and reactivation of the right-of-way for rail service. A copy of this statement is being served on the railroad on the same date it is being served on the Board.



Ronald F. Gamache, Chairman
Board of County Commissioners for Yakima
County, Washington
128 N. Second Street
Yakima, WA ~~9901~~ 98901
509-574-1500

cc. Charles H. Montange
426 NW 162d St.
Seattle, WA 98177
counsel for YILA

Yakima InterUrban Lines Association (YILA)



Yakimap.com

Copyright (C) 2005 Yakima County
This map was derived from several databases. The
County cannot accept responsibility for any errors.
Therefore, there are no warranties for this product.

Appendix I

Grounds for Exemption from 49 USC § 10904

This proceeding presents relatively unique grounds justifying an exemption from the "offer of financial assistance" procedures of 49 U.S.C. § 10904. As previously indicated,¹ YILA intends to transfer the property involved in this proceeding to Yakima County pursuant to 16 U.S.C. § 1247(d). Yakima County intends either directly to seek funds to complete restoration of the line for rail service and then to contract with an operator under this Board's "modified certificate" program to provide rail service, or to contract with a third party operator for both completion of restoration and service.

The line is currently subject to \$764,061 in liens (with interest accruing), the bulk of which are held by the Washington State Department of Transportation (WsDOT). WsDOT has indicated it is unwilling to provide further financing necessary to complete rehabilitation unless the line is owned by a government entity. YILA is unable to raise further private funding. YILA can foresee no scenario in which any private party either could obtain sufficient funding from a lender to restore rail service, or could prudently invest its own assets, given the liens already applicable to the property. Government ownership of the property thus becomes

¹ See Notice of Exemption, p. 1 n.1.

a necessary precondition not only for possible restoration of rail service but also to keep the corridor intact at all.

YILA and Yakima County, with the support of the City of Yakima and Town of Naches, are prepared to preserve the property under 16 U.S.C. § 1247(d) by means of its transfer to Yakima County. This is the best and in our view only avenue to keep the line intact and to qualify for financing for possible restoration of service. Given the willingness of Yakima County to acquire the line, and given that the line is not economic for private acquisition, an exemption for application of 49 U.S.C. § 10904 (mandatory sale for continued rail purposes) is appropriate.

Exemption from § 10904 meets the criteria specified in 49 U.S.C. § 10502. Regulation under § 10904 is not necessary to carry out the rail transportation policy of 49 U.S.C. § 10101 (and indeed is counterproductive here to elements of that policy), and the underlying transaction is of limited scope (involving only an 11.29 mile line between Naches and Yakima which has been out of service for many years).

The requested relief from § 10904 is consistent with this Board's decisions in cases such as Norfolk and Western Railway Co. -- Abandonment Exemption -- in Cincinnati, Hamilton County, OH, AB 290 (Sub-no. 184X), served May 13, 1998 (exemption from § 10904 granted to facilitate other public purposes), and in blue Mountain Railroad -- Abandonment Exemption -- in Whitman County, WA and

Latah County, ID, AB 485X, served March 4, 1997 (exemption from § 10904 where there is no "overriding public need for continued rail service"). Here, granting the exemption from § 10904 not only will ensure the corridor is kept intact but also will facilitate the only viable avenue remaining for the line possibly to go back into rail service.

YILA is authorized to state that Yakima County, City of Yakima, and Town of Naches join in the request for exemption from 49 U.S.C. § 10904.

BOARD OF YAKIMA COUNTY COMMISSIONERS

★ District One
Michael D. Leita

★ District Two
Ronald F. Gamache

★ District Three
Jesse S. Palacios

cc: Kent McHenry

December 7, 2005

Honorable Vernon H Williams
Surface Transportation Board Secretary
1925 K St NW
Washington DC 20423-0001

Dear Mr. Williams:

SUBJECT: Naches Branch Rail Line
Railbanking, Statement of Willingness

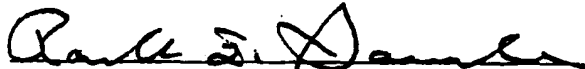
Pursuant to the application of Yakima Interurban Lines Association (YILA) for the abandonment and railbanking of the Naches Branch Rail Line, Yakima County supports this action and is prepared to take stewardship of this line.

Yakima County is currently taking the necessary measures to become the owner of the Naches Branch line. This includes the obtaining of grants to resolve the existing liens against YILA. With the satisfaction of the liens and the railbanking of the Line, Yakima County will be in a position to pursue additional funds to re-open the rail line.

We strongly encourage The Surface Transportation Board to grant this action.

Sincerely,

BOARD OF YAKIMA COUNTY COMMISSIONERS


Ronald F. Gamache, Chairman