

**OFFICE OF HISTORIC PRESERVATION
DEPARTMENT OF PARKS AND RECREATION**

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EI-3227

November 13, 2007

In reply refer to: STB050310A

Jeff Forbis
President
McCloud Railway Company
P.O. Box 1500
McCloud, CA 96057-1500

Re: STB Docket No. Ab-914X, McCloud Railway Company, Abandonment and Discontinuance of Service Exemption, Entire Rail Line in Siskiyou, Shasta, and Modoc Counties, California

Dear Mr. Forbis:

Thank you for your letter of 16 August 2007 on behalf of the Surface Transportation Board (STB) continuing the consultation with me on the referenced undertaking in order to comply with Section 106 of the National Historic Preservation Act of 1966 (16 U.S.C. 470f), as amended, and its implementing regulation at 36 CFR Part 800. With this present submittal, you have responded to comments I provided in my letter to Thomas McFarland dated 7 April 2005.

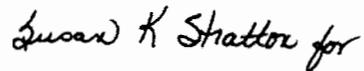
After reviewing the documentation you have provided me in *Archaeological Reconnaissance for the Proposed Abandonment and Discontinuance of Service by McCloud Railway Company of 77 Miles of Railroad (McCloud to Bartle, Bartle to Hambone, and Bartle to Burney), Siskiyou and Shasta Counties, California, (Surface Transportation Board Docket No. Ab-914X)* (August 2007), I can concur with the STB determinations that the historic features of the 5 multicomponent sites not identified in the APE not previously evaluated (CA-SHA-404/H, -812/H, -4297/H, -4298/H, and -4307/H) are not eligible for inclusion in the National Register. I can further agree that the expanded boundary of McCloud River Railroad Historic District (MCRR Historic District) appears to be appropriate. Furthermore, I concur that the four main line railroad segments (CA-SIS-4279H, -4280H, -4281H, and CA-SHA-4272H), two main spurs (CA-SHA-4300H), and two camps (CA-SIS-599H and -1070H) do not contribute to the significance of the MCRR Historic District. Finally, I concur that the Bartle Water Tank (CA-SHA-2648H), Bartle Spring (CA-SHA-4282), Hambone camp (CA-SIS-1623H), and Car A Camp (CA-SIS-2321H) are eligible for inclusion in the National Register as contributors to the MCRR Historic District.

With regard to the effects of the action, I cannot agree that the undertaking would not adversely affect historic properties. Although the undertaking does not involve any ground disturbing activities, it could result in the neglect and deterioration of the historic properties. I could however, agree with a finding of No Adverse Effect, pursuant to 36 CFR 800.5(b), on the condition that STB provide me with documentation as to what

measures could be implemented so that the historic properties would be reasonably protected following the abandonment of the line.

Thank you for continuing our consultation and your thoughtful consideration of my comments. If you have any questions or concerns, please contact Project Review Unit historian, David Byrd at (916) 653-9019 or at dbyrd@parks.ca.gov.

Sincerely,



Milford Wayne Donaldson, FAIA
State Historic Preservation Officer

MWD:dsb

cc: Catherine Glidden
Surface Transportation Board