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"A CONTINUOUS CONNECTING IMPROVED HIGHWAY FROM THE ATLANTIC TO THE PACIFIC"



Jesse G. Petersen, President
56 Bench Mark Village
Tooele, Utah 84074

Mark S. Delligatti, Senior Project Manager
Spent Fuel Licensing Section
Office of Nuclear Material Safety

October 31, 2000

Dear Mr. Delligatti:

The purpose of this letter is to advise your office that I do concur with the eligibility determinations that were indicated in Enclosure 2 of your letter dated October 16, 2000.

However, I would also like to put it into the record that I submit this concurrence with the utmost reluctance. I do this based not on the merits of the individual sites within the APE, but on the overall impact that the construction of a railroad will have on Skull Valley as a whole.


Jesse G. Petersen

NMSSO/Abjic

October 25, 2000

Mark S. Delligatti, Senior Project Manager
Spent Fuel Licensing Section
Licensing and Inspection Directorate
Office of Nuclear Safety and Safeguards

Dear Mr. Delligatti:

This letter is to inform you that the Utah State Chapter of the Lincoln Highway Association does concur with the findings of eligibility for the National Register of Historic Places for sites 42T01410 and 42T01411 in conjunction with the cultural resources review for the Private Fuels Storage railline.

I would, however, offer the following argument that site 42T01410 is eligible under both criterion A and criterion B in regard to the significance statement used for eligibility determinations. I believe that P-III either failed to assess the background information required to make this determination or perhaps, failed to recognize that there were several individuals associated the "New" Victory Highway who are significant at either the state or national level.

You may be aware that the construction of this highway was bitterly opposed by the Lincoln Highway Association as being far too expensive when some improvement of the existing route in primary use at that time (of course the Lincoln Highway) could result in a nearly all season route for far less capital investment. This battle was fought by several of the Directors of the Lincoln Highway Association, many of whom were some of the most important individuals in the expansion of automobile travel and touring in American history. Among those directly involved in lobbying at both the state and national level against the construction of this road were: J. Newton Gunn, Vice President of the U. S. Rubber Company; Frank Sieberling, President of the Goodyear Tire and Rubber Co.; Henry Joy, President of the Packard Motorcar Company.

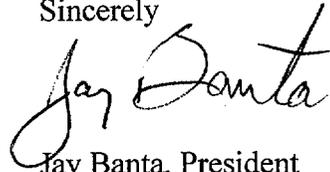
The acrimonious debate eventually resulted in an hearing with then U.S. Secretary of Agriculture Henry C. Wallace in Washington D.C. Included at this meeting, were the following players, many of whom are certainly "heavyweights" from a state or national viewpoint. Nevada Senator Oddie, Senator King of Utah, Utah Governor Charles Mabey and ex-governor Spry.

The ultimate outcome of this hearing was, of course, that the route for the Victory Highway was to become the focus of Federal funding for the major roadway to cross western Utah at that time.

I believe that this debate was a final kink in the less-than-positive relationship between the Lincoln Highway Association and Utah politicians and highway officials. After this point, up until it ceased activity in 1928, the Lincoln Highway Association spent very little effort on the Utah portion of the Lincoln Highway.

I would certainly entertain a rebuttal of this argument should you reached the opinion that this property is not eligible under criterion B. I do believe that being found eligible under multiple criteria becomes significant if, and when, any nominations are forwarded for action.

Sincerely

A handwritten signature in black ink that reads "Jay Banta". The signature is written in a cursive style with a large, prominent "J" and "B".

Jay Banta, President
Utah State Chapter
Lincoln Highway Association

cc: Jess Petersen, President Lincoln Highway Association