

BEFORE THE  
SURFACE TRANSPORTATION BOARD

IOWA RIVER RAILROAD, INC.

STB DOCKET NO. AB-1072 X  
232136

ABANDONMENT AND  
DISCONTINUANCE EXEMPTION  
IN MARSHALL AND  
HARDIN COUNTIES, IOWA

ENTERED  
Office of Proceedings  
March 29, 2012  
Part of  
Public Record

COMBINED ENVIRONMENTAL  
AND HISTORIC REPORT

Applicant, Iowa River Railroad, Inc., hereby submits the following information pursuant to  
49 C.F.R. Part 1105:

**ENVIRONMENTAL REPORT**

- (1) Proposed Action and Alternatives -
  - (i) The proposed action is an exemption proceeding described as involving the discontinuance of operations and physical abandonment of a line of railroad between Milepost 209.00 and Milepost 243.35 (at or near Marshalltown, Iowa), all within Marshall and Hardin Counties, Iowa, a distance of approximately 34.35 miles (the "Line").
  - (ii) The only practical alternative to the proposed abandonment is denial. Denial would maintain the status quo and Applicant would continue to incur substantial operating losses, track rehabilitation costs, and opportunity costs unless the Line was to be abandoned. A copy of detailed maps of the rail Line to be abandoned are attached hereto pursuant to the provisions of 49 C.F.R 1105.7(e)(1). (**Exhibit "A"**).
- (2) Transportation System -

- (i) The proposed abandonment will have minimal effect on existing regional or local transportation systems or patterns. Only 192 carloads were transported over the Line during 2010 of which 155 cars were shipped for two of the shareholder/owners of Applicant (a remaining 37 cars were shipped during 2010 by a non-affiliated shipper located in Eldora, Iowa). Those rail shipments would be diverted to truck or to truck-rail transportation.

(3) Land Use -

- (i) To the best of Applicant's knowledge, and based upon consultation with the local county governments, the proposed abandonment is consistent with regional and local land use plans. It is possible that, following abandonment, portions of the land underlying the Line may be converted to a recreational trail.
- (ii) The proposed abandonment would have no effect on prime agricultural land. The Line is primarily in a rural setting. Removal of trackage from the Line should not have any effect on prime agricultural land. Based upon consultation with the U.S. Soil Conservation Service, there are no prime agricultural lands within the right of way that would be adversely affected by the proposed action.
- (iii) There are no designated wetlands or 100-year flood plains which would be adversely affected, although there may be some wetlands which could be found outside the railroad right-of-way boundaries.
- (iv) Portions of the rail Line right-of-way may be suitable for alternative public use such as a recreational trail.

4. Energy -

(i & ii) The proposed abandonment will have no major adverse effect on the development or transportation of energy resources, or on the movement and/or recovery of recyclable commodities.

(iii & iv) The proposed abandonment will not cause a diversion of traffic from rail to motor carriers in excess of 1,000 cars per year nor will it divert in excess of an average of 50 rail cars per mile per year for all or a portion of the Line. As a result, no energy calculations were made.

(5) Air -

The proposed abandonment will not result in a) a minimum increase in rail traffic of 50% of three (3) trains per day or (b) an increase in rail yard activity of 20% as measured in carload activity. The proposed action will not cause an increase in motor carrier traffic of either fifty (50) vehicles per day or an increase in truck traffic on a given highway segment. Class 1, or non-attainment areas, are not affected, and there should be no increase in rail yard activity.

(6) Noise -

No threshold identified in item 5 (i) of 49 C.F.R. 1105.7 is surpassed.

(7) Safety -

The proposed abandonment will have no major effect on public health or safety. There are no known hazardous waste sites or spills on or along the Line. Because existing rail crossings of public and private grade crossings will be able to be removed the proposed abandonment will have a beneficial effect on public health and safety.

(8) Biological Resources -

(i & ii) Based upon consultation with the U.S. Fish and Wildlife Service, it is not anticipated that any long term, adverse effects on endangered species or critical habitats would result, and no wildlife sanctuaries, state parks, or refuges will be adversely affected by the proposed abandonment.

(9) Water -

(i) Based upon consultation with the State of Iowa Water Quality Officials, the proposed abandonment is consistent with applicable federal, state and/or local water quality standards.

(ii & iii) Permits under the Federal Clean Water Act are not required, based upon consultation with the U.S. Army Corps of Engineers, the U.S. Environmental Protection Agency, and the Iowa Department of Natural Resources. No designated wetlands or 100-year flood plains will be affected. Applicant's anticipated plans for salvage operations include the removal of all ties, bridge decking materials, rail and track fastenings. Material which cannot be reused elsewhere will be sold for scrap. Grade crossings restoration will be pursuant to local highway jurisdictional requirements. Bridges will not be removed especially in light of the right-of-way's anticipated future use as a recreational trail. Box culverts are left in place to facilitate drainage.

(10) Proposed Mitigation -

(i) Because there should be no adverse environmental impacts from the proposed abandonment of the rail Line, there are no actions which are to be taken to mitigate nonexistent impacts.

- (ii) No culturally significant locations, archaeological sites, or unique land forms are affected. Salvaging of an abandoned line is confined to limits of the right-of-way and it is unlikely that any archaeological sites in or adjacent to the Line segment would be affected, since there are no major excavations anticipated during salvage operations.

(11) Other -

Correspondence received from local, state or federal agencies which have reviewed this matter is attached, marked **Exhibit "B"** and incorporated herein by this reference.

**HISTORIC REPORT**

**49 C.F.R. § 1105.8 (d)**

(1) A U.S.G.S. topographic map (or an alternate map drawn to scale and sufficiently detailed to show buildings and other structures in the vicinity of the proposed action) showing the location of the proposed action, and the locations and approximate dimensions of railroad structures that are 50 years old or older and are part of the proposed action;

Response: The required topographic map is attached to this Report as **Appendix 1.**

(2) A written description of the right-of-way (including approximate widths to the extent known), and the topography and urban and/or rural characteristics of the surrounding area;

Response: The right-of-way is generally less than 100 feet wide. It is located entirely within Hardin County, Iowa, which has a population of approximately 18,812, and Marshall County, Iowa which has a population of approximately 39,259. The surrounding area is primarily rural in nature.

(3) Good quality photographs (actual photographic prints, not photocopies) of railroad structures on the property that are 50 years old or older and of the immediately surrounding area.

Response: There are four (4) railroad-owned structures which Applicant believes are 50 years old or older. Photographs of the bridges on the Line are attached as **Appendix 2.**

(4) The date(s) of construction of the structure(s), and the date(s) and the extent of any major alternations to the extent such information is known.

Response: Unknown.

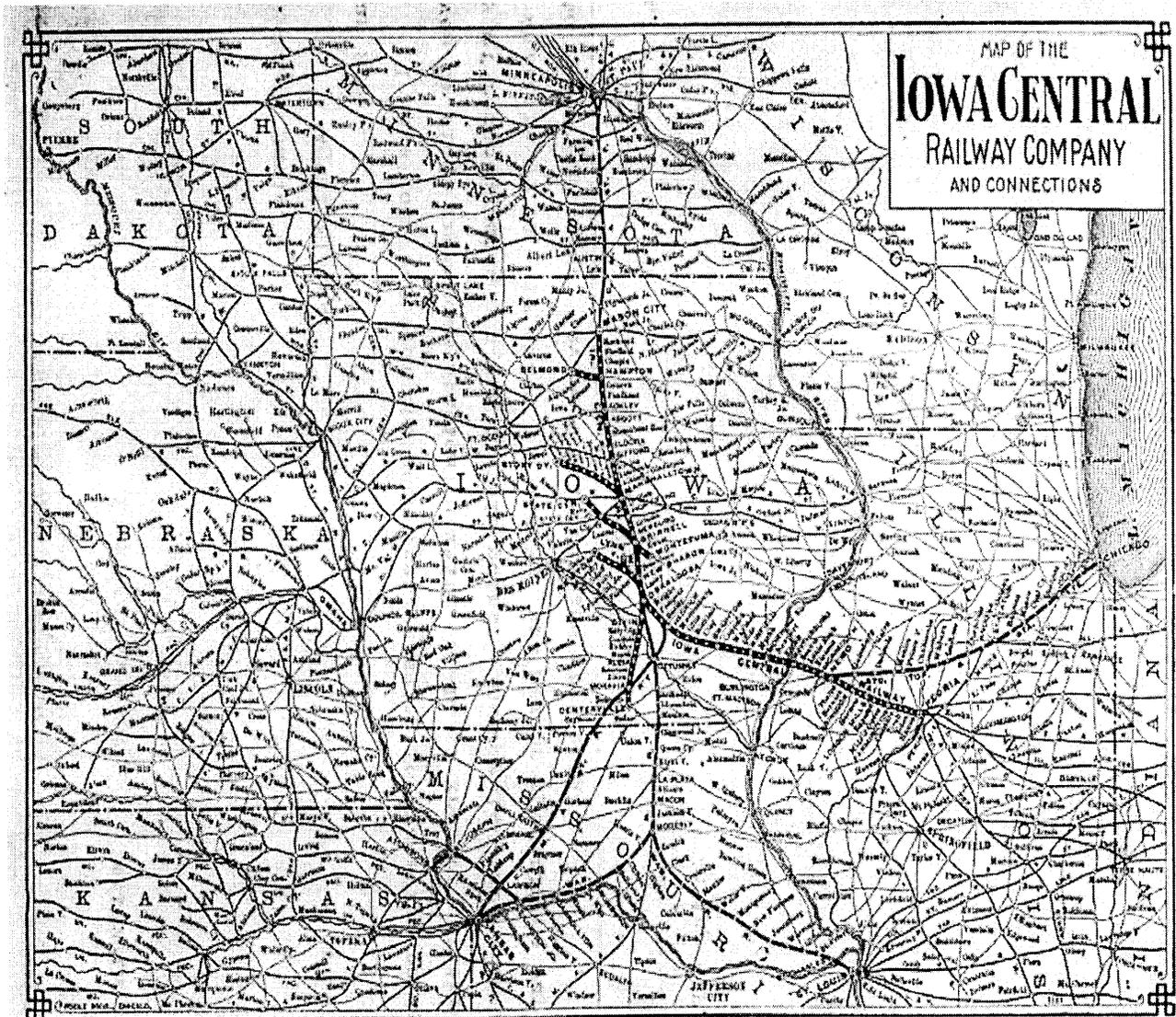
(5) A brief narrative history of carrier operations in the area, and an explanation of what, if any, changes are contemplated as a result of the proposed action;

Response: The history of the Line commences in 1866 during which the Eldora Railroad and Coal Company constructed a rail line from approximately one mile north of Eldora, Iowa to Ackley, Iowa for the purpose of transporting coal from the Coal Bank Hill area in the Iowa River valley near Eldora to the connection at Ackley of an east-west railroad, then known as the Dubuque & Sioux City Railroad (which later became the Illinois Central Railroad).

After the original Eldora-Ackley rail line was constructed the Line was extended between 1868 and 1870 both to the north to Northwood, Iowa and south to Marshalltown, Iowa where it connected with the Chicago & North Western Railroad (“CNW”). The ownership of the Line went through several name changes during the early years: ‘Central Railroad of Iowa’, ‘Central Iowa Railroad’ and ‘Iowa Central Railroad’. The Iowa Central line served the communities of Steamboat Rock, Eldora, Gifford, Union, Liscomb, Albion and Marshalltown, Iowa.

Later, the Line became part of an expanded north-south route between Minneapolis/St. Paul, Minnesota and Kansas City, Missouri. Iowa Central Railroad and the Minneapolis & St. Louis Railroad Company (“M&StL”) merged on January 1, 1912 with M&StL being the surviving carrier. Passenger service on the Line by M&StL ended in the mid 1950's.

A copy of the Iowa Central Railroad system from the late 1890s follows:



Chicago and North Western Railway Company (“CNW”) purchased the M&StL on November 1, 1960 and the subject Line was deeded to CNW at that time.

In 1983 CNW acquired from the Chicago, Rock Island and Pacific Company (“CRIP”) the parallel CRIP north-south main line and thereafter, CNW rerouted its Minneapolis-Kansas City traffic over that CRIP “Spine Line” and the CNW’s north-south former M&StL main line was reduced to local service only. CNW then abandoned much of the former Iowa Central/M&StL line, parts of which were either scrapped or “railbanked”.

CNW was acquired by Union Pacific Railroad Corporation (“UP”) in 1995.

On March 3, 2006, Applicant, Iowa River Railroad, Inc. was organized as an Iowa corporation by shippers with facilities located adjacent to the Line. Applicant purchased the Line from UP on June 16, 2006.

(6) A brief summary of documents in the carrier's possession, such as engineering drawings, that might be useful in documenting a structure that is found to be historic;

Response: There are no drawings available.

(7) An opinion (based on readily available information in the railroad's possession) as to whether the site and/or structures meet the criteria for listing on the National Register of Historic Places (36 C.F.R., 60.4), and whether there is a likelihood of archeological resources or any other previously unknown historic properties in the project area, and the basis for these opinions (including any consultations with the State Historic Preservation Office, local historical societies or universities);

Response: There would be no adverse effects. The Line does not include any stations or sidings where historically or architecturally significant company constructed-buildings exist.

Abandonment of the right-of-way and possible leveling of the grade would not affect any archaeological evidence since the property would only be returned to its original usage. Any alterations to the property would have been done during the original construction of the rail Line.

(8) A description (based on readily available information in the railroad's possession) of any known prior subsurface ground disturbance or fill, environmental conditions (naturally occurring or manmade) that might affect the archeological recovery of resources (such as swampy conditions or the presence of toxic wastes), and the surrounding terrain.

Response: None.

(9) Within 30 days of receipt of the Historic Report, the State Historic Preservation Officer may request the following additional information regarding specified nonrailroad owned properties or groups of properties immediately adjacent to the railroad right-of-way. Photographs of specified properties that can be readily seen from the railroad right-of-way (or other public right-of-way adjacent to the property) and a written description of any previously discovered archeological sites, identifying the locations and type of the site (i.e., prehistoric or native American).

Response: Not applicable.

Respectfully submitted,

A handwritten signature in black ink, appearing to read 'T. Scott Bannister', written over a horizontal line.

T. Scott Bannister  
Counsel for Iowa River Railroad, Inc.

CERTIFICATION PURSUANT TO 49 C.F.R. 1105.7(c)

Iowa River Railroad, Inc., by and through its authorized representative, T. Scott Bannister, certifies that on January 17, 2012, copies of the draft Environmental and Historical Reports were sent by first class mail to the following agencies:

Mayor Jim Daggs  
City Hall  
208 State Street  
Ackley, IA 50601

Mayor  
Steamboat Rock City Hall  
512 Market St.  
Steamboat Rock, IA 50672

Mayor James R. Brown  
Eldora City Hall  
1442 Washington Street  
Eldora, IA 50627

Marshall County Board of Supervisors  
Marshall County Courthouse  
1 E Main St  
Marshalltown, IA 50158

Mayor Gene Beach  
24 N. Center St.  
Marshalltown, IA 50158

Iowa Department of Economic Development  
(State Clearinghouse)  
Division of Community Progress  
200 East Grand Avenue  
Des Moines, IA 50309

United States Army Corps of Engineers  
Mississippi Valley Division  
1400 Walnut Street  
P. O. Box 80  
Vicksburg, MS 39181

US Fish and Wildlife Service-Region 3  
One Federal Drive, BHW Federal Building  
Ft. Snelling, MN 55111

National Park Service - Midwest Region  
601 Riverfront Drive  
Omaha, NE 68102

USDA-NRCS  
693 Federal Building  
210 Walnut Street  
Des Moines, IA 50309

US EPA - Region 7  
901 N. 5th Street  
Kansas City, KS 66101

Iowa Department of Natural Resources  
Environmental Protection Division  
Wallace State Office Building  
502 East 9th Street  
Des Moines, IA 50319

NOAA -National Geodetic Survey  
Geodetic Services Division  
Room 9292. NGS/12  
1315 East-West Hwy  
Silver Spring, MD 20910-3282

Iowa State Historical Society  
Review and Compliance  
600 East Locust Street  
Des Moines, IA 50319

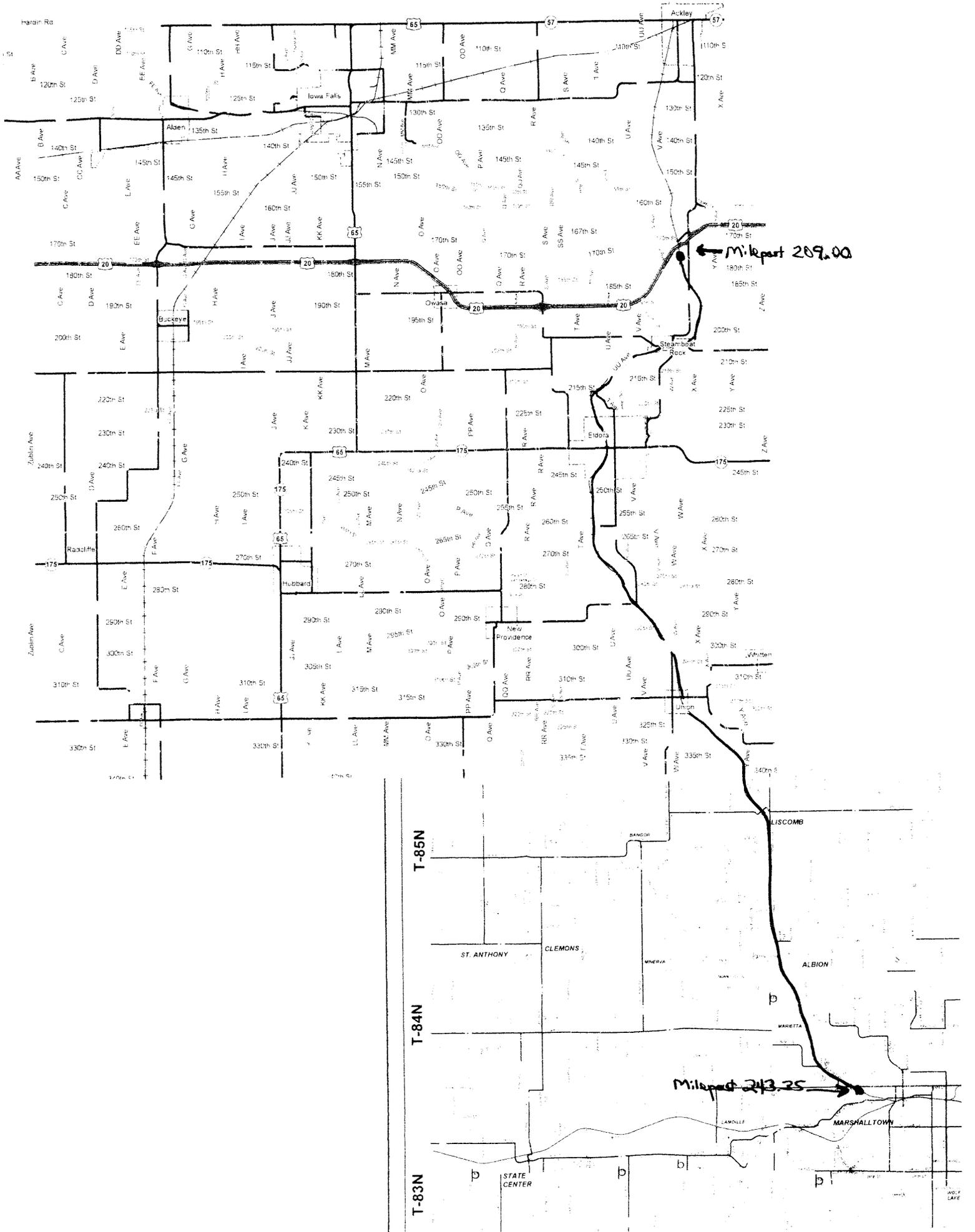


T. SCOTT BANNISTER

Dated: March 27, 2012

**EXHIBIT "A"**

**Map of the Line**



Milepost 209.00

Milepost 243.25

T-85N

T-84N

T-83N

ST. ANTHONY

CLEMONS

MARIETTA

ALBION

MARIETTA

LAWVILLE

MARSHALLTOWN

STATE CENTER

LISCOMB

ANDY LAKE

**EXHIBIT "B"**

RESPONSES TO DRAFT ENVIROMENTAL AND HISTORIC REPORT

**Scott Bannister**

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**From:** Simon Monroe [simon.monroe@noaa.gov]  
**Sent:** Thursday, March 08, 2012 3:29 PM  
**To:** sbannister@iowanorthern.com  
**Cc:** Surface Transportation Board; Surveyorlady@yahoo.com; Gilbert Mitchell; Simon Monroe  
**Subject:** NGS Response, STB Docket AB-1072X

>  
> Thank you for sharing your railroad abandonment environmental report  
> for  
>  
> MARSHALLTOWN, Marshall, Hardin Counties, IOWA.  
>  
>  
>  
> Approximately 00 geodetic survey marks may be located in the area  
> described.  
> If marks will be disturbed by the abandonment, [THE RAILROAD] shall  
> consult with the National Geodetic Survey (NGS) at least 90 days prior  
> to beginning salvage activities that will disturb, or destroy any  
> geodetic station  
>  
> marks described on the attached file. Additional advice is provided  
> at <http://geodesy.noaa.gov/marks/railroads/>  
>

|---|-----|  
|---|-----|-----|-----|-----|-----|

No Stations Found.

>  
>  
>



# STATE OF IOWA

TERRY E. BRANSTAD, GOVERNOR  
KIM REYNOLDS, LT. GOVERNOR

DEPARTMENT OF NATURAL RESOURCES  
ROGER L. LANDE, DIRECTOR

February 13, 2012

T Scott Bannister & Associates  
Attn: T Scott Bannister  
111 56<sup>th</sup> St  
Des Moines IA 50312

RE: Environmental Review for Natural Resources  
Docket No. AB-1072 X Iowa River Railroad Inc

Marshall and Hardin County  
Section           , Township            N, Range            W  
Various locations

Dear Mr. Bannister,

Thank you for inviting Department comment on the impact of this project. The Department has searched for records of rare species and significant natural communities in the project area and found no site-specific records that would be impacted by this project. However, these records and data are not the result of thorough field surveys. If listed species or rare communities are found during the planning or construction phases, additional studies and/or mitigation may be required.

This letter is a record of review for protected species, rare natural communities, state lands and waters in the project area, including review by personnel representing state parks, preserves, recreation areas, fisheries and wildlife but does not include comment from the Environmental Services Division of this Department. This letter does not constitute a permit. Other permits may be required from the Department or other state or federal agencies before work begins on this project.

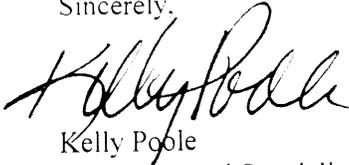
Any construction activity that bares the soil of an area greater than or equal to one acre including clearing, grading or excavation may require a storm water discharge permit from the Department. Construction activities may include the temporary or permanent storage of dredge material. For more information regarding this matter, please contact Ruth Rosdail at (515) 281-6782.

The Department administers regulations that pertain to fugitive dust IAW Iowa Administrative Code 567-23.3(2)"c." All persons shall take reasonable precautions to prevent the discharge of visible emissions of fugitive dusts beyond the lot line of property during construction, alteration, repairing or demolishing of buildings, bridges or other vertical structures or haul roads. All questions regarding fugitive dust regulations should be directed to Jim McGraw at (515) 242-5167.

Please reference the following IDNR Environmental Review/Sovereign Land Program tracking number assigned to this project in all future correspondence related to this project: 7021.

If you have questions about this letter or require further information, please contact me at (515) 281-8967.

Sincerely,

A handwritten signature in black ink, appearing to read "Kelly Poole". The signature is fluid and cursive, with the first name "Kelly" and last name "Poole" clearly distinguishable.

Kelly Poole  
Environmental Specialist  
Conservation and Recreation Division

FILE COPY: Kelly Poole

Tracking Number: 7021

cmz



DEPARTMENT OF THE ARMY  
ROCK ISLAND DISTRICT CORPS OF ENGINEERS  
CLOCK TOWER BUILDING  
PO BOX 2004  
ROCK ISLAND, ILLINOIS 61204-2004

January 31, 2011

REPLY TO  
ATTENTION OF

Planning, Programs, and  
Project Management Division

Mr. T. Scott Bannister, Esq.  
Counsel for Iowa River Railroad, Inc  
111 - 56<sup>th</sup> Street  
Des Moines, Iowa 50312

Dear Mr. Bannister:

I received your letter dated December 30, 2010, concerning proposed abandonment of the Iowa River Railroad's line located between Ackley and Marshalltown, Iowa (Milepost 201.46 to 243.35). Rock Island District Corps of Engineers staff reviewed the information you provided and have the following comments:

a. Your proposal does not involve Rock Island District administered land; therefore, no further Rock Island District real estate coordination is necessary. However, the information supplied was not sufficient to determine if the project would affect the Marshalltown Local Flood Protection Project. Additional details are needed about the endpoint for our Emergency Management Division to comment. Please contact Ms. Sarah Jones of our Emergency Management Division by writing to the address above, Attn: Ms. Sarah Jones (CEMVR-EM). You may also contact Ms. Jones by telephoning 309/794/5206.

b. Your project, as proposed, does not require a Department of the Army Section 404 permit. We made this determination because at this time the proposed project does not indicate discharge of dredged or fill material into waters of the United States (including jurisdictional wetlands).

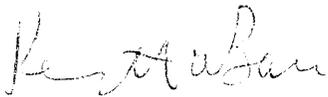
c. The Federal Emergency Management Agency (FEMA) should be contacted to request floodplain information. The FEMA Region 7 Office address is: 9221 Ward Parkway, Suite 300, Kansas City, Missouri 64114-3372. You can reach them by calling 816/283-7061.

d. The Iowa Emergency Management Division should be contacted to determine if the proposed project may impact areas designated as floodway. Mr. John Wagman is the Iowa State Hazard Mitigation Team Leader. His address is: 7105 NW 70<sup>th</sup> Avenue, Camp Dodge-Building, W4, Johnston, Iowa 50131. You can reach him by calling 515/725-3231.

No other concerns surfaced during our review. Thank you for the opportunity to comment on your proposal. If you need more information, please call Mr. Randy Kraciun of our Environmental and Economic Branch, telephone 309/794-5174.

You may find additional information about the Corps' Rock Island District on our website at <http://www.mvr.usace.army.mil> . To find out about other Districts within the Corps, you may visit: <http://www.usace.army.mil/about/Pages/Locations.aspx>.

Sincerely,



Kenneth A. Barr  
Chief, Environmental and  
Economic Branch



Natural Resources Conservation Service  
210 Walnut Street, Room 693  
Des Moines, IA 50309-2180

January 18, 2011

T. Scott Bannister and Associates  
111 56<sup>th</sup> Street  
Des Moines, Iowa 50312

RE: Abandonment of 41.9 Miles Railroad Line between Marshalltown and Ackley, Iowa

Dear Mr. Bannister:

The issues with the 100 year flood plain, local land use and historic significances will be addressed by other agencies.

NRCS is in agreement that if the railroad is abandoned and the rails and ties are removed and all work is completed from the roadbed, there will be no conversion of prime farmland or adverse effect on agricultural wetlands.

Thank you for the opportunity to comment on this project.

Sincerely,

A handwritten signature in black ink that reads "John Myers".

John Myers  
State Resource Conservationist



# United States Department of the Interior

FISH AND WILDLIFE SERVICE  
Bishop Henry Whipple Federal Building  
1 Federal Drive  
Fort Snelling, MN 55111-4056

IN REPLY REFER TO:

FWS/NWRS-RE - General  
Railroad Abandonments

January 10, 2011

Mr. T. Scott Bannister, Esq.  
T. Scott Bannister and Associates  
Attorney and Counselor at Law  
111 – Fifty Sixth Street  
Des Moines, Iowa 50312

Dear Mr. Bannister:

Thank you for the opportunity to comment on the proposed abandonment of service on 41.89 miles of railroad line between Milepost 201.46 near Ackley, Iowa, and Milepost 243.35 near Marshalltown, Iowa, STB Docket No. AB-1072X.

We have researched our ownerships in the vicinity and have determined we do not own any lands or interests in land in the vicinity of the proposed rail line abandonments. We do not have any concerns regarding real estate matters in the abandonments.

Sincerely,

Patrick G. Carroll  
Senior Realty Officer  
Division of Realty



## HARDIN COUNTY, IOWA

Hardin County  
Board of Supervisors

1215 Edgington Ave., Suite 1  
Eldora, Iowa 50627  
Fax: 641.939.8223

January 12, 2011

Iowa River Railroad  
T. Scott Bannister and Associates  
111 – Fifty Sixth St.  
Des Moines, IA 50312  
Re: Iowa River Railroad

Dear Mr. Bannister;

The Hardin County Board of Supervisors has received notice of the Iowa River Railroad, Inc. intent to Petition for Exemption of the line between Ackley and Marshalltown (M.P 201.46-M.P 243.35).

We do not anticipate or recognize any adverse environmental effects due to the abandonment of this rail system.

Because this corridor travels through the Iowa River Greenbelt it is consistent with the conservation plans for public use as a recreational trail for biking or hiking.

Thank you.

Sincerely,

Jim Johnson, Chair  
Hardin County Board of Supervisors

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Jim Johnson, Chair  
641.939.8220

[jjohnson@hardincountyia.gov](mailto:jjohnson@hardincountyia.gov)

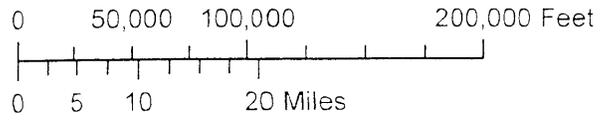
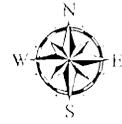
Lance Granzow  
641.939.8221

[lgranzow@hardincountyia.gov](mailto:lgranzow@hardincountyia.gov)

Brian Lauterbach  
641.939.8222

[blauterbach@hardincountyia.gov](mailto:blauterbach@hardincountyia.gov)

# Hardin County Flood Plain



### Legend

- Divided Highway
- Paved Road
- Level A Road (Gravel)
- Level B Road (Earth)
- Level C Road - No Public Access
- Railroads
- Water
- 1% Annual Chance Floodplain Boundary \*\*
- Incorporated Towns
- Political Townships
- Sections

Alden	Hardin	Etna	
Buckeye	Elis	Jackson	Clay
Sherman	Tipton	Pleasant	Eldora
Concord	Grant	Providence	Union

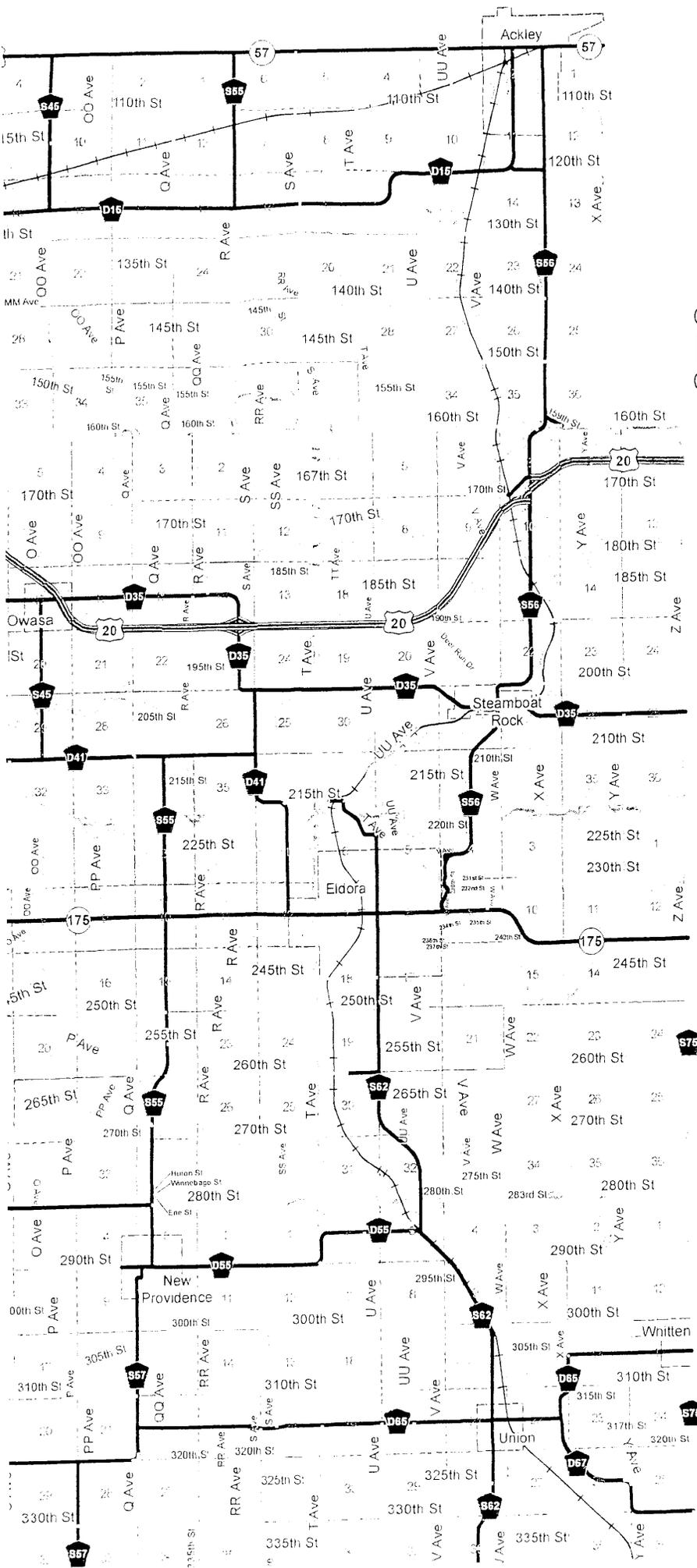
The Hardin County GIS Department does not guarantee this map to be free from errors or inaccuracies and disclaims any responsibility for interpretations from this map or decisions based thereon. Any errors or omissions should be reported to the Hardin County GIS Department.

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Printed: 6 JAN 2011

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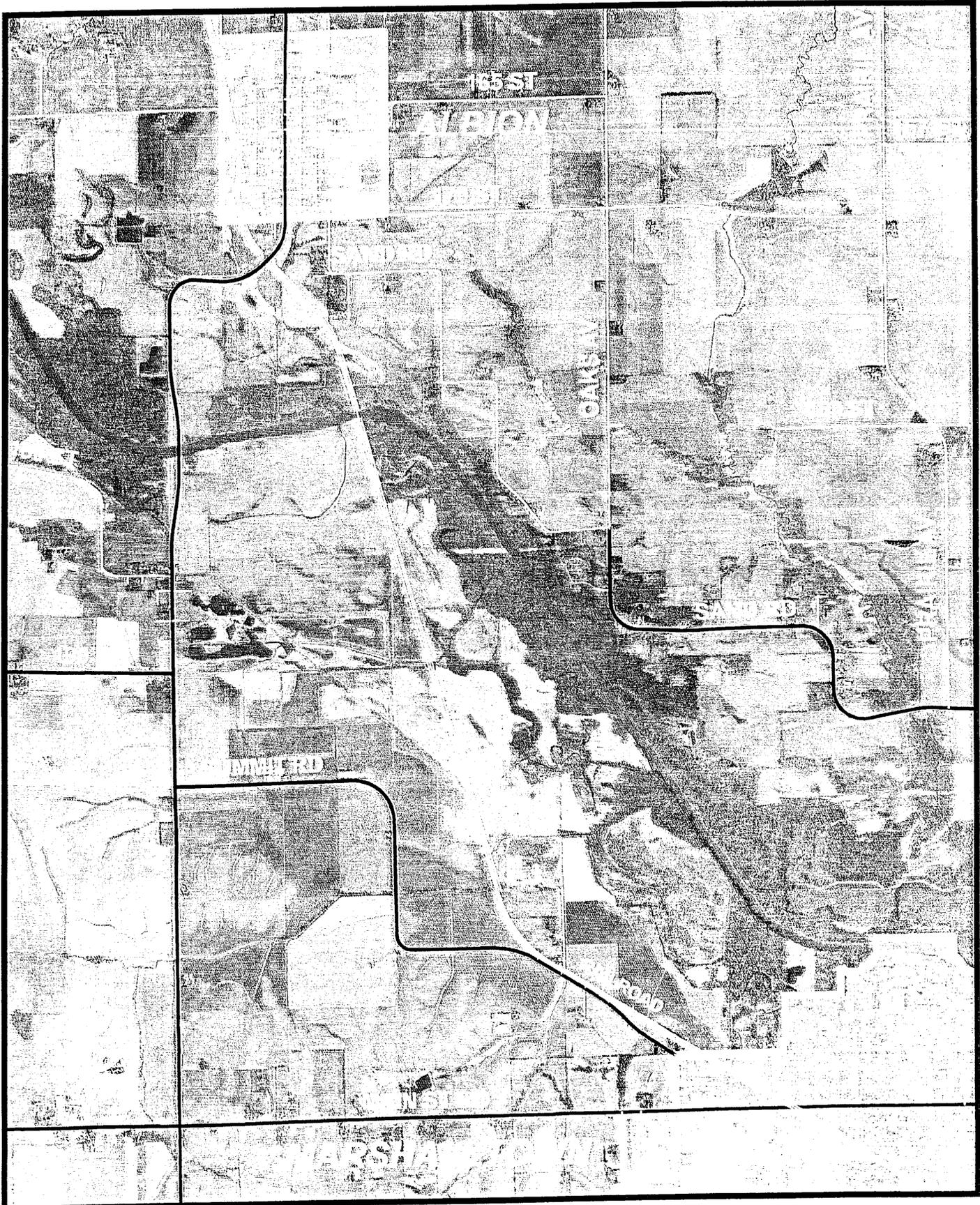
Hardin County  
GIS Department  
708 - 16th Street  
Eldora, Iowa 50627



Marshall County Planning, Zoning, and Environmental Health  
1 E Main St  
Marshalltown, IA 50158

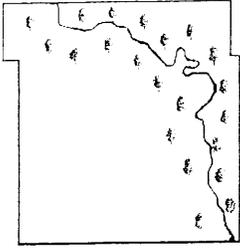
# ACKLEY - MARSHALLTOWN RAILROAD & MARSHALL COUNTY FLOOD ZONE

NOTE: Flood Zone locations are a digital representation. Actual location may vary.



# Hardin County Conservation Board

*(Iowa River Green Belt)*



Hardin County Conservation Board  
Headquarters  
15537 S Avenue  
Ackley, Iowa 50601-7734  
Phone: 641-648-4361  
FAX: 641-648-2739  
E mail: hardinccb@gmail.com

Calkins Nature Area  
18335 135th Street  
Iowa Falls, Iowa 50126-8511  
Phone: 641-648-9878  
FAX: 641-648-9878  
E mail:  
naturecenter@hardincountyconservation.com

January 10,2011

Iowa River Railroad  
T. Scott Bannister and Associates  
111-Fifty Sixth St.  
Des Moines, IA 50312

RE: Iowa River Railroad

Dear Mr. Bannister:

The Hardin County Conservation Board has received notice of the Iowa River Railroad, Inc. intent to Petition for Exemption of the line between Ackley and Marshalltown (M.P 201.46-M.P 243.35).

We do not anticipate or recognize any adverse environmental effects due to the abandonment of this rail system.

Because this corridor travels through the Iowa River Greenbelt it is consistent with the conservation plans for public use as a recreational trail.

Thank You,

A handwritten signature in cursive script that reads "Wes Wiese".

Wes Wiese  
Director Hardin County Conservation Board  
15537 S. Ave  
Ackley, Iowa 50601



## Scott Bannister

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**From:** Jones, Doug [DCA] [Doug.Jones@iowa.gov]  
**Sent:** Thursday, February 03, 2011 12:43 PM  
**To:** sbannister@iowanorthern.com  
**Cc:** Jones, Doug [DCA]; Christian, Ralph [DCA]; Strand, June [DCA]  
**Subject:** 110100018 STB Docket No AB-1072X Iowa River Railroad Inc between MP 201 46 near Ackley to MP 243 35 near Marshalltown

Dear Mr. Bannister,

We have received your correspondence regarding the above referenced undertaking. Thank you for notifying our office about this proposed undertaking. We note that you did not provide any historical background research with your submittal. We did do a quick check of our inventory, and it does not appear that we have any information on whether this particular railroad line segment would be historically significant or whether any other types of historic properties such as railroad bridges might be present that could be potentially eligible for listing on the National Register of Historic Places.

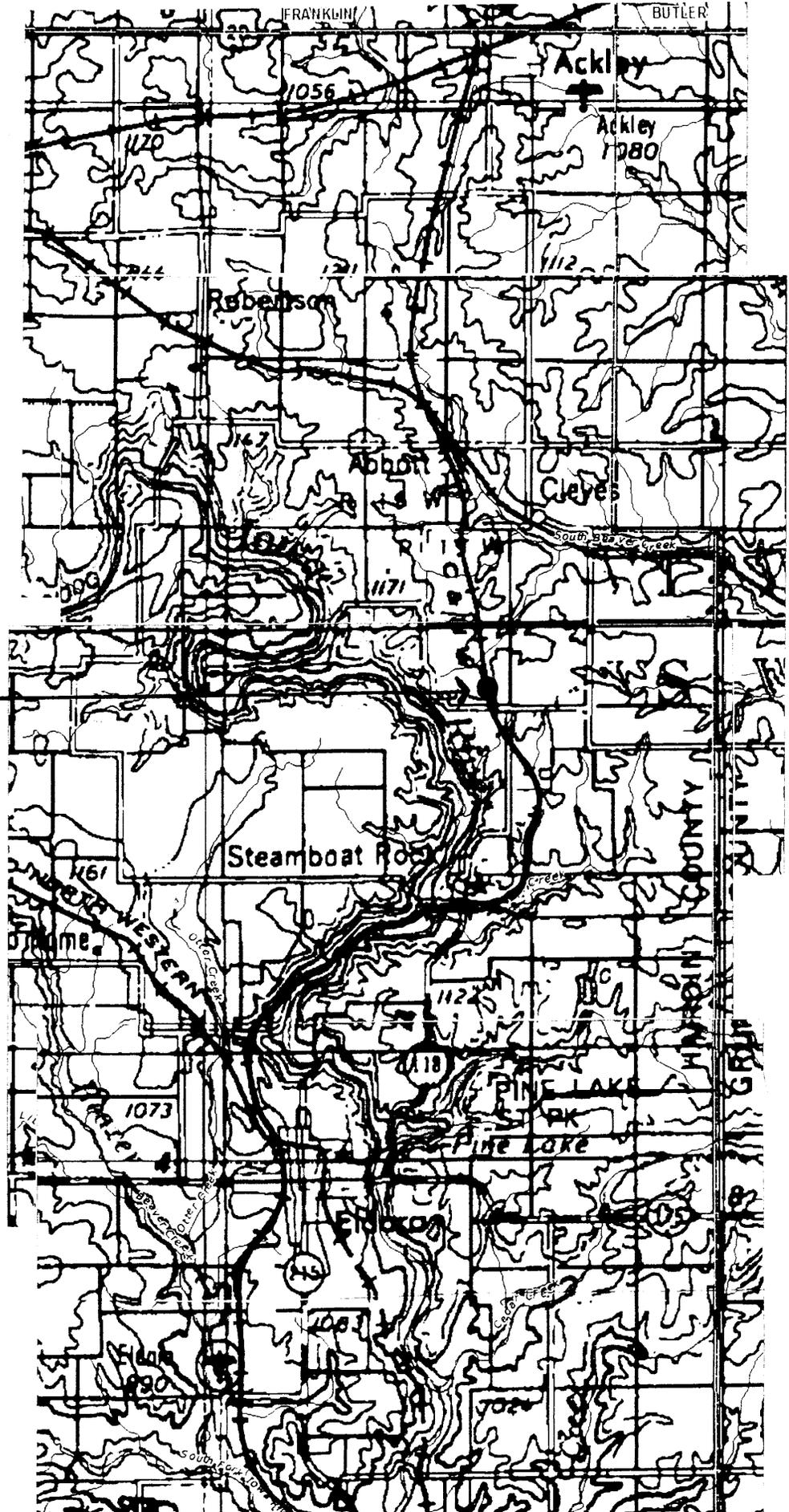
We will need more information on what types of cultural resources may be present in this railroad corridor before we will be able to provide any further comments as to whether this undertaking will affect any historic properties. Specifically, we request that a reconnaissance survey be conducted on this segment to identify what cultural resources (sites, objects, or structures) may exist within this corridor. Also, we would recommend that historical background research on this line segment be conducted as part of this reconnaissance survey. Once we have received this information, we will be able to provide further comments on this undertaking. If you have any questions about our recommendation to conduct a Reconnaissance Survey, please feel free to contact myself or Ralph Christian, our Historian, at (515) 281-8697.

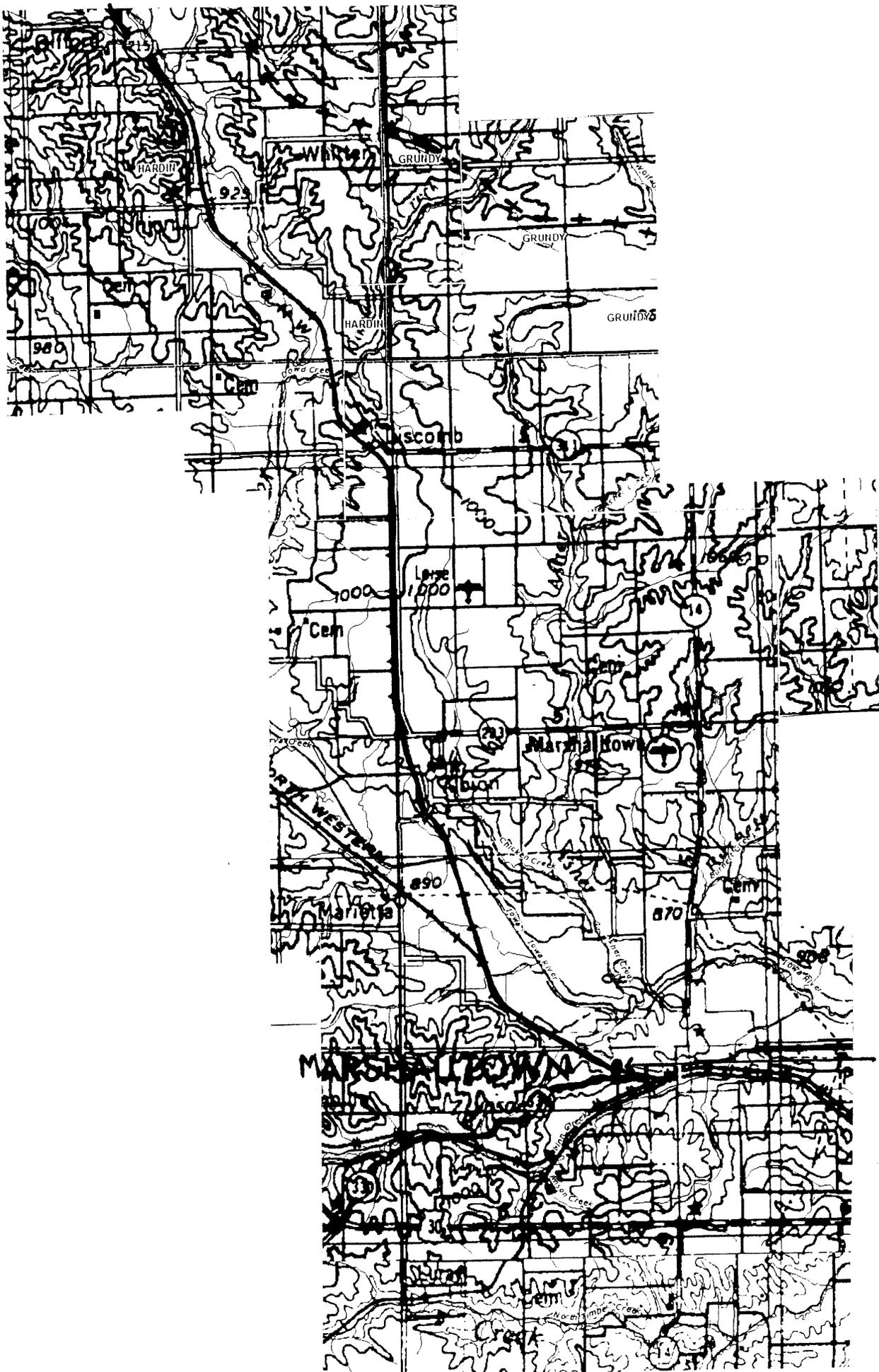
Douglas W. Jones, Archaeologist and Review and Compliance Program Manager  
State Historic Preservation Office  
State Historical Society of Iowa  
(515) 281-4358

**APPENDIX "1"**

**Topographic Map**

Milepost 209.00





**MARSHAL TOWN**

M: Apud 243.35

## APPENDIX "2"

### Bridge Structure Photographs



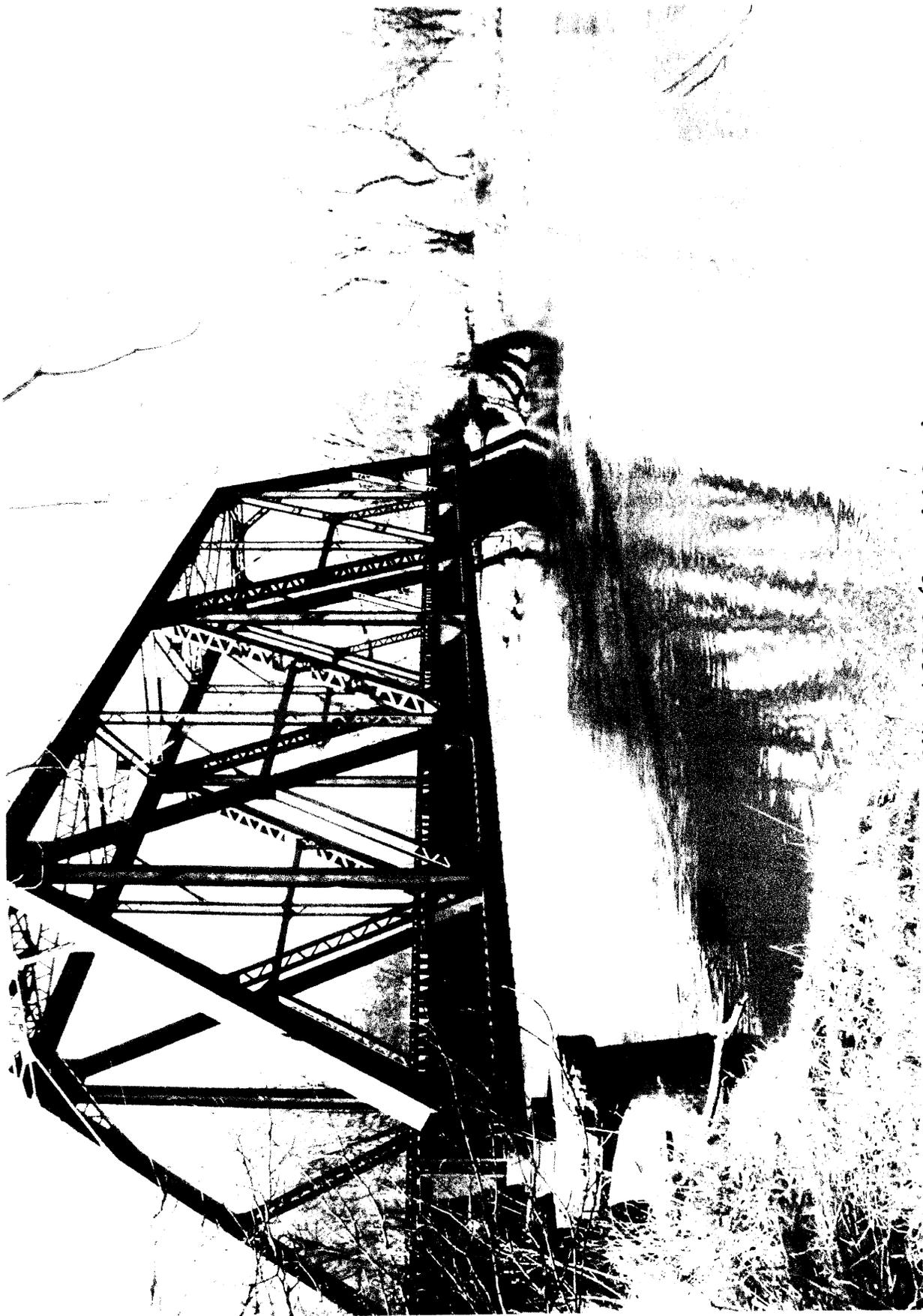
M. Report 212.5 (Strawberry Pass)



Milport 221.74 (Safford)



Milpost 227.13 (unseen)



Milepost 237.8 (South of ALBION)