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THOMAS F MCFARLAND

October 23, 2012

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P.O. Box 94927
Lincoln, NE 68509-4927

State Environmental Protection Agency

Nebraska Dept. of Environmental Quality
P.O. Box 98922
Lincoln, NE 68509-8922

County Commissioners:

Fillmore County Commissioners
Ray Capek, Chairman
2209 Road Q
Milligan, NE 68406

City Planner:

City of Fairmont, Nebraska
P.O. Box 156
Fairmont, NE 68354-0156

Environmental Protection Agency

(regional office):

Environmental Protection Agency - Region 7
901 N. 5th Street
Kansas City, KS 66101

U.S. Fish & Wildlife Service:

U.S. Fish & Wildlife Service - Region 6
Denver Federal Center
P.O. Box 25486
Denver, CO 80225

U.S. Army Corps of Engineers

U.S. Army Corps of Engineers
Omaha District
1616 Capitol Ave., Ste. 9000
Omaha, NE 68102

Natural Resources Conservation Service:

Natural Resources Conservation Service
USDA - Nebraska State Office
Craig Derickson
100 Centennial Mall N, Suite 152
Lincoln, NE 68508-3866

National Oceanic & Atmospheric Admin.:

NGS Information Services, NOAA, N/NGS12
National Geodetic Survey SSMC-3, #9292
1315 East-West Highway
Silver Spring, MD 20910

National Park Service:

Planning and Compliance Office
National Park Service - Midwest Region
601 Riverfront Drive
Omaha, NE 68102-4226

Nebraska Historical Preservation Office:

Nebraska State Historical Society
P.O. Box 82554
Lincoln, NE 68501-2554

Re: STB Docket No. AB-1106X, *ABE Fairmont, LLC -- Abandonment Exemption --
in Fillmore County, NE*

THOMAS F. MCFARLAND

October 23, 2012

Page 2

Dear Agency or Governmental Representative:

Hereby transmitted is a Draft Environmental and Historic Report prepared by ABE Fairmont, LLC in conjunction with the captioned matter. Your comments are solicited in regard to content of the Report that is within your jurisdiction.

Very truly yours,



Thomas F. McFarland
Attorney for ABE Fairmont, LLC

TMcF:kl:enc:\1562-B\ltrDEHR1

cc: Ms. Victoria Rutson, STB, Environmental Section, *by e-mail*
Mr. Grant Johanson, *by e-mail*
Mr. Tom Williamson, *by e-mail*

BEFORE THE
SURFACE TRANSPORTATION BOARD

ABE FAIRMONT, LLC --)
ABANDONMENT EXEMPTION -- IN) DOCKET NO. AB-1106X
FILLMORE COUNTY, NE)

DRAFT ENVIRONMENTAL AND HISTORIC REPORT

ABE FAIRMONT, LLC
1214 County Road G
Fairmont, NE 68354

Applicant

THOMAS F. McFARLAND
THOMAS F. McFARLAND, P.C.
208 South LaSalle Street, Suite 1890
Chicago, IL 60604-1112
(312) 236-0204
(312) 201-9695 (fax)
mcfarland@aol.com

Attorney for Applicant

Date Submitted: October 23, 2012

BEFORE THE
SURFACE TRANSPORTATION BOARD

ABE FAIRMONT, LLC --)
ABANDONMENT EXEMPTION -- IN) DOCKET NO. AB-1106X
FILLMORE COUNTY, NE)

DRAFT ENVIRONMENTAL AND HISTORIC REPORT

NATURE OF THIS DRAFT REPORT

Regulations of the Federal Surface Transportation Board (STB) at 49 C.F.R. § 1105.7 and 49 C.F.R. § 1105.8 require that a rail carrier who intends to abandon all or part of its rail lines must first submit a Draft Environmental and Historic Report (Draft Report) about the effect of such abandonment on environmental and historic properties in the area of the proposed rail line abandonment. The Draft Report is to be sent to specified potentially-interested governmental agencies for their review and comment. This is a Draft Report submitted in accordance with the applicable regulations.

I. DRAFT ENVIRONMENTAL REPORT

ABE Fairmont, LLC (ABE) hereby submits the following information required by 49 C.F.R. § 1105.7(e):

(1) Proposed action and alternatives. Describe the proposed action, including commodities transported, the planned disposition (if any) of any rail line and other structures that may be involved, and any possible changes in current operations or maintenance practices. Also describe any reasonable alternatives to the proposed action. Include a readable, detailed map and drawings clearly delineating the project.

The proposed action is abandonment as common carrier trackage of a rail line that extends between a point of connection to a main rail line of BNSF Railway Company (BNSF) at BNSF Milepost No. 114.73 and the north property line of Fillmore County Road H, a distance of approximately three miles at or near Fairmont, Fillmore county, Nebraska (the Rail Line). A map of the Rail Line is attached to this Draft Report as Appendix 1.

The trackage in the Rail Line would not be removed if the STB were to authorize the proposed abandonment. Instead, the trackage would be kept in place as private industrial track over which BNSF would operate pursuant to an Industrial Track Agreement with ABE. Thus, whereas BNSF operates over the trackage in the Rail Line as a common carrier at present, in the event of abandonment BNSF would operate over the trackage pursuant to a contract. The fact that the trackage in the Rail Line would not be removed in the event of abandonment substantially lessens the probable environmental effect of the proposed abandonment.

The commodities transported over the Rail Line are ethanol and dried distillers grain for ABE and grain for O'Malley Grain, Inc., a subsidiary of The Andersons', Inc.

As noted, there would be no disposition of the Rail Line in the event of authorization of the proposed abandonment.

Authorization of the proposed abandonment would be unlikely to result in changes in current rail operations or track maintenance practices.

There is no reasonable alternative to the proposed abandonment because both ABE and BNSF desire that the Rail Line be operated as private industrial track rather than as common carrier track.

(2) Transportation system. Describe the effects of the proposed action on regional or local transportation systems and patterns. Estimate the amount of traffic (passenger or freight) that will be diverted to other transportation systems or modes as a result of the proposed action.

The proposed abandonment will have no effect on regional or local transportation systems and patterns inasmuch as approximately the same volume of traffic will move over the Rail Line after abandonment as before the abandonment, albeit as traffic over a private industrial track rather than a common carrier track. The proposed abandonment will not result in diversion of rail traffic to other modes of transportation.

(3) Land use. (i) Based on consultation with local and/or regional planning agencies and/or a review of the official planning documents prepared by such agencies, state whether the proposed action is consistent with existing land use plans. Describe any inconsistencies.

The proposed abandonment appears to be consistent with existing land use plans in the local area. ABE is consulting by letter with land use planning agencies for Fillmore County and the Town of Fairmont. (See Appendix 2).

(3)(ii) Based on consultation with the U.S. Soil Conservation Service, state the effect of the proposed action on any prime agricultural land.

The proposed abandonment would have no effect on prime agricultural land in the local area. ABE is consulting by letter with the Natural Resources Conservation Service on that subject. See Appendix 2.

(3)(iii) If the action affects land or water uses within a designated coastal zone, include the coastal zone information required by §1105.9.

The proposed abandonment does not affect land or water uses in a designated coastal area.

(3)(iv) If the proposed action is an abandonment, state whether or not the right-of-way is suitable for alternative public use under 49 U.S.C. 10906 and explain why.

In ABE's view, the right-of-way of the Rail Line is not suitable for alternative public use because there are adequate public highways in the area of the Rail Line and the Rail Line is not particularly scenic as to be desirable for use as a recreational trail.

(4) Energy. (I) Describe the effect of the proposed action on transportation of energy resources.

The proposed abandonment will have no effect on transportation of energy resources.

(4)(ii) Describe the effect of the proposed action on recyclable commodities.

The proposed abandonment will have no effect on recyclable commodities.

(4)(iii) State whether the proposed action will result in an increase or decrease in overall energy efficiency and explain why.

The proposed abandonment will not result in a change in overall energy efficiency.

(4)(iv) If the proposed action will cause diversions from rail to motor carriage of more than: (A) 1,000 rail carloads a year; or (B) An average of 50 rail carloads per mile per year for any part of the affected line, quantify the resulting net change in energy consumption and show the data and methodology used to arrive at the figure given. To minimize the production of repetitive data, the information on overall energy efficiency in §1105.7(e)(4)(iii) need not be supplied if the more detailed information in §1105.7(e)(4)(iv) is required.

Not applicable as no such diversions will occur.

(5) Air. (I) If the proposed action will result in either: (A) An increase in rail traffic of at least 100 percent (measured in gross ton miles annually) or an increase of at least eight trains a day on any segment of rail line affected by the proposal, or (B) An increase in rail yard activity of at least 100 percent (measured by carload activity), or (C) An average increase in truck traffic of more than 10 percent of the average daily traffic or 50 vehicles a day on any affected road segment, quantify the anticipated effect on air emissions. For a proposal under 49 U.S.C. 10901 (or 10502) to construct a new line or reinstitute service over a previously abandoned line, only the eight train a day provision in subsection (5)(i)(A) will apply.

Not applicable as no such increases will occur.

(5)(ii) If the proposed action affects a class I or nonattainment area under the Clean Air Act, and will result in either: (A) An increase in rail traffic of at least 50 percent (measured in gross ton miles annually) or an increase of at least three trains a day on any segment of rail line, (B) An increase in rail yard activity of at least 20 percent (measured by carload activity), or (C) An average increase in truck traffic of more than 10 percent of the average daily traffic or 50 vehicles a day on a given road segment, then state whether any expected increased emissions are

within the parameters established by the State Implementation Plan. However, for a rail construction under 49 U.S.C. 10901 (or 49 U.S.C. 10502), or a case involving the reinstatement of service over a previously abandoned line, only the three train a day threshold in this item shall apply.

Not applicable as no such increases will occur.

(5)(iii) If transportation of ozone depleting materials (such as nitrogen oxide and freon) is contemplated, identify: the materials and quantity; the frequency of service; safety practices (including any speed restrictions); the applicant's safety record (to the extent available) on derailments, accidents and spills; contingency plans to deal with accidental spills; and the likelihood of an accidental release of ozone depleting materials in the event of a collision or derailment.

Not applicable as no such transportation will occur.

(6) Noise. If any of the thresholds identified in item (5)(i) of this section are surpassed, state whether the proposed action will cause: (i) An incremental increase in noise levels of three decibels Ldn or more; or (ii) An increase to a noise level of 65 decibels Ldn or greater. If so, identify sensitive receptors (e.g., schools, libraries, hospitals, residences, retirement communities, and nursing homes) in the project area, and quantify the noise increase for these receptors if the thresholds are surpassed.

Not applicable as no such thresholds will be surpassed.

(7) Safety. (i) Describe any effects of the proposed action on public health and safety (including vehicle delay time at railroad grade crossings).

The proposed abandonment will have no effect on public safety.

(7)(ii) If hazardous materials are expected to be transported, identify: the materials and quantity; the frequency of service; whether chemicals are being transported that, if mixed, could react to form more hazardous compounds; safety practices (including any speed restrictions); the applicant's safety record (to the extent available) on derailments, accidents and hazardous spills; the contingency plans to deal with accidental spills; and the likelihood of an accidental release of hazardous materials.

Not applicable as hazardous materials will not be transported.

(7)(iii) If there are any known hazardous waste sites or sites where there have been known hazardous materials spills on the right-of-way, identify the location of those sites and the types of hazardous materials involved.

Not applicable as no such sites will be affected.

(8) Biological resources. (i) Based on consultation with the U.S. Fish and Wildlife Service, state whether the proposed action is likely to adversely affect endangered or threatened species or areas designated as a critical habitat, and if so, describe the effects.

The proposed abandonment is unlikely to affect endangered or threatened species or areas designated as critical habitat. In accordance with this regulation, ABE is consulting by letter with the U.S. Fish and Wildlife Service. See Appendix 2.

(8)(ii) State whether wildlife sanctuaries or refuges, National or State parks or forests will be affected, and describe any effects.

Abandonment of the Rail Line would not affect wildlife sanctuaries or refuges, nor National or State Parks or Forests.

(9) Water. (i) Based on consultation with State water quality officials, state whether the proposed action is consistent with applicable Federal, State or local water quality standards. Describe any inconsistencies.

Abandonment of the Rail Line will be consistent with applicable Federal, State or local water quality standards. In accordance with this regulation, ABE is consulting by letter with local water quality officials. See Appendix 2.

(9)(ii) Based on consultation with the U.S. Army Corps of Engineers, state whether permits under section 404 of the Clean Water Act (33 U.S.C. 1344) are required for the proposed action and whether any designated wetlands or 100-year flood plains will be affected. Describe the effects.

It is unlikely that the proposed abandonment would affect any designated wetlands or 100-year flood plains, thereby requiring a permit under Section 404 of the Clean Water Act. In accordance with this regulation, ABE is consulting by letter with the U.S. Army Corps of Engineers. See Appendix 2.

(9)(iii) State whether permits under section 402 of the Clean Water Act (33 U.S.C. 1342) are required for the proposed action. (Applicants should contact the U.S. Environmental Protection Agency or the state environmental protection or equivalent agency if they are unsure whether such permits are required.)

It is unlikely that proposed abandonment would require a permit under Section 402 of the Clean Water Act. In accordance with this regulation, ABE is consulting by letter with the U.S. Environmental Protection Agency. See Appendix 2.

(10) Proposed Mitigation. Describe any actions that are proposed to mitigate adverse environmental impacts, indicating why the proposed mitigation is appropriate.

There would be no adverse environmental impacts that would require mitigation.

II. DRAFT HISTORIC REPORT

ABE hereby submits the following information required by 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;

The required topographic map is attached to this Report as Appendix 3.

(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;

The right-of-way of the Rail Line is generally 100 feet wide. The area surrounding the segment is generally rural.

(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;

A photograph of the sole bridge on the segment is attached to this Report as Appendix 4.

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

Not known.

(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;

The Rail Line was constructed in 1886 by a predecessor of BNSF. In 1996, a predecessor of BNSF conveyed the southern two miles of the Rail Line (2-mile segment) to

Fillmore Western Railway Company (FWRY). The BNSF predecessor retained ownership of the northern one mile segment of the Rail Line closest to the main line (1-mile segment).

In 2001, FWRY obtained an exemption from the STB that authorized abandonment of the 2-mile segment. However, FWRY failed to notify the STB that it consummated the authorized abandonment. Consequently, abandonment authority for the 2-mile segment lapsed.

In 2006, ABE acquired the 2-mile segment from FWRY under the mistaken belief that it was abandoned and could be operated as private industrial track. In the same year, ABE entered into a 5-year lease of the 1-mile segment with an option to purchase that segment at the conclusion of that lease following BNSF's abandonment of that segment.

As the lease of the 1-mile segment was nearing expiration, ABE learned from BNSF for the first time that abandonment authority for the 2-mile segment of the Rail Line had lapsed, with the result that ABE became an STB-regulated rail carrier upon its acquisition of that segment in 2006.

ABE owns an ethanol plant at or near Fairmont, NE adjacent to the 2-mile segment. ABE requires rail service at that plant, but desires that BNSF provide that rail service rather than ABE doing so. Accordingly, ABE has agreed with BNSF to take the following actions: (1) acquire belated STB authority for its acquisition and operation of the 2-mile segment; (2) acquire the 1-mile segment from BNSF and obtain STB authority for such acquisition and operation; (3) obtain STB authority for abandonment of both the 2-mile and 1-mile segment as regulated common carrier trackage; and (4) enter into an Industrial Track Agreement for BNSF's operation over the combined 2-mile and 1-mile segments owned by ABE as private industrial track.

This Draft Report is part of number (3) above.

(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;

None 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 CFR 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);

The Rail Line is not thought to meet the criteria for listing in the National Register of Historic Places. It is unlikely that there are archeological resources or previously unknown historic properties in the project area. In accordance with this regulation, ABE is consulting by letter with the Nebraska Historical Preservation Office. See Appendix 2.

(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.

ABE has no knowledge of any prior subsurface ground disturbance or fill, or environmental conditions that might affect the recovery of resources and the surrounding terrain.

Respectfully submitted,

ABE FAIRMONT, LLC
1214 County Road G
Fairmont, NE 68354

Applicant

Thomas F. McFarland

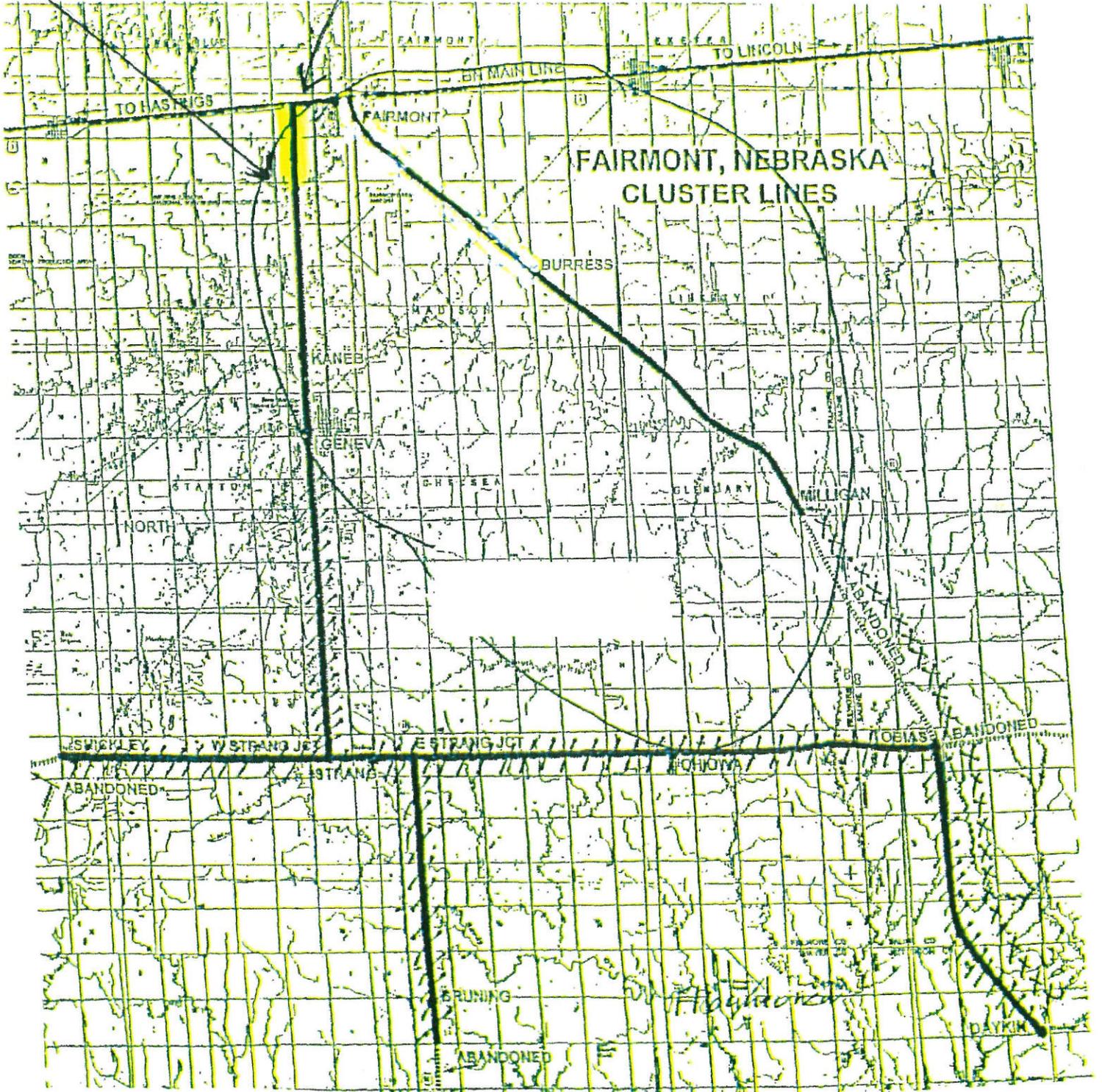
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Attorney for Applicant

Date Submitted: October 23, 2012

COUNTY ROAD H

BNSF
MAIN LINE



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THOMAS F. MCFARLAND

October 17, 2012

State Clearinghouse

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County Commissioners:

Fillmore County Commissioners
Ray Capek, Chairman
2209 Road Q
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U.S. Army Corps of Engineers
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100 Centennial Mall N, Suite 152
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National Park Service - Midwest Region
601 Riverfront Drive
Omaha, NE 68102-4226

Re: STB Docket No. AB-1106X, *ABE Fairmont, LLC -- Abandonment Exemption --
in Fillmore County, NE*

THOMAS F. MCFARLAND

October 17, 2012

Page 2

Dear Agency or Governmental Representative:

Please refer to my letter to you of September 19, 2012 in regard to the captioned matter, copy attached for ready reference.

The rail line proposed to be abandoned as common carrier track and to be reclassified and operated as private industrial track was identified in the first paragraph of that letter as an approximate 2-mile rail line between a point of connection to BNSF Railway Company at Milepost 1.7 and the north property line of Fillmore County Road H, at or near Fairmont, Fillmore County, Nebraska.

ABE Fairmont, LLC (ABE) now proposes to abandon as common carrier track an additional approximate one mile of rail line north of BNSF Milepost 1.7. Consequently, the approximate three miles of rail line now proposed for abandonment as common carrier track extends between a point of connection to a main line of BNSF Railway Company at BNSF Milepost 114.73 and the north property line of Fillmore County Road H, at or near Fairmont, Fillmore County, Nebraska.

The remainder of the September 19, 2012 letter is unchanged.

Very truly yours,



Thomas F. McFarland
Attorney for ABE Fairmont, LLC

TMcF:kl:wp8.0\1562-A\2ltragencies1

cc: (By e-mail)
G. Johanson
T. Williamson
R. Peterson
K. O'Hara
D. Gilchrist
W. Mullins

COPY

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THOMAS F MCFARLAND

September 19, 2012

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State Environmental Protection Agency

Nebraska Dept. of Environmental Quality
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Fillmore County Commissioners
Ray Capek, Chairman
2209 Road Q
Milligan, NE 68406

City Planner:

City of Fairmont, Nebraska
P.O. Box 156
Fairmont, NE 68354-0156

Environmental Protection Agency

(regional office):

Environmental Protection Agency - Region 7
901 N. 5th Street
Kansas City, KS 66101

U.S. Fish & Wildlife Service:

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Denver Federal Center
P.O. Box 25486
Denver, CO 80225

U.S. Army Corps of Engineers

U.S. Army Corps of Engineers
Omaha District
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Omaha, NE 68102

Natural Resources Conservation Service:

Natural Resources Conservation Service
USDA - Nebraska State Office
Craig Derickson
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NGS Information Services, NOAA, N/NGS12
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National Park Service:

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601 Riverfront Drive
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Lincoln, NE 68501-2554

Re: STB Docket No. AB-1106X, *ABE Fairmont, LLC -- Abandonment Exemption --
in Fillmore County, NE*

September 19, 2012

Page 2

Dear Agency or Governmental Representative:

ABE Fairmont, LLC (ABE) is a common carrier by railroad whose address is 1214 County Road G, Fairmont, NE 68354. In the near future, ABE intends to file with the Surface Transportation Board (STB) a Petition for Exemption from 49 U.S.C. § 10903 for abandonment of its only rail line between a point of connection to BNSF Railway Company (BNSF) at BNSF Milepost 1.7 and the north property line of County Road H, a distance of approximately two miles at or near Fairmont, Fillmore County, Nebraska (the Rail Line). The Rail Line would not be removed if the abandonment were to be approved by the STB. Instead, the Rail Line would be reclassified from common carrier track to private industrial track, and would continue to be operated as at present. The Rail Line is shaded in yellow on a map that is attached to this letter as Appendix 1.

Before filing a Notice of Exemption for abandonment of the Rail Line, ABE is required to prepare and circulate to appropriate local government agencies a Draft Environmental and Historic Report that will be reviewed by the STB in conjunction with its determination of whether or not the proposed abandonment would have a significant adverse effect on the human environment or on historic resources. This letter is intended to consult with your agency in regard to the environmental and historic effects of the proposed abandonment.

Pursuant to STB regulations at 49 C.F.R. § 1105.7, this letter is to request your assistance in identifying potential environmental and historic effects of that proposed abandonment. ABE does not anticipate any adverse environmental or historic impacts; however, if you identify any such adverse impacts, please describe any action that could be taken to mitigate such adverse impacts. Please provide a written response to this letter as soon as possible so that your response can be included in a Draft Environmental and Historic Report that ABE will prepare, file with the STB, and serve on interested agencies.

COUNTY AND CITY PLANNING AGENCIES. Please state whether the proposed abandonment would be consistent with existing land-use plans. Describe any inconsistencies.

US SOIL CONSERVATION SERVICE. Please state the effect of the proposed abandonment on any prime agricultural land.

US FISH AND WILDLIFE SERVICE. Please state (1) whether the proposed abandonment is likely to adversely affect endangered or threatened species or areas designated as

September 19, 2012

Page 3

a critical habitat and, if so, please describe such effects; and (2) whether wildlife sanctuaries or refuges, National or State parks or forests will be affected and, if so, please describe such effects.

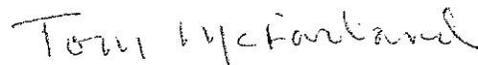
STATE WATER QUALITY OFFICIALS. Please state whether the proposed abandonment would be consistent with applicable Federal, State or Local water quality standards. Please describe any inconsistencies.

US AND STATE ENVIRONMENTAL PROTECTION AGENCIES (OR EQUIVALENT AGENCY). Please (1) identify any potential adverse environmental effects of the proposed abandonment on the surrounding area, and (2) identify the location of any known hazardous materials spills on the right-of-way of the Rail Line, and list the types of hazardous materials involved, and (3) state whether permits under Section 402 of the Clean Water Act (33 U.S.C. § 1342) are required for the proposed abandonment.

STATE HISTORICAL PRESERVATION OFFICE. Please identify any bridges on the Rail Line that are historically significant. The Rail Line was acquired by Chicago, Burlington & Quincy Railroad Company (CBQ) shortly after its construction. BNSF is the corporate successor of CBQ. The Rail Line was acquired by Fillmore Western Railway Company in 1996, and by ABE in 2003.

Please send your reply to me as ABE's attorney to: Thomas F. McFarland, Thomas F. McFarland, P.C., 208 South LaSalle Street, Suite 1890, Chicago, IL 60604-1112. You may reach me by telephone at (312) 236-0204 if you have any questions or need further information. ABE appreciates your assistance in furnishing a reply to this letter.

Very truly yours,



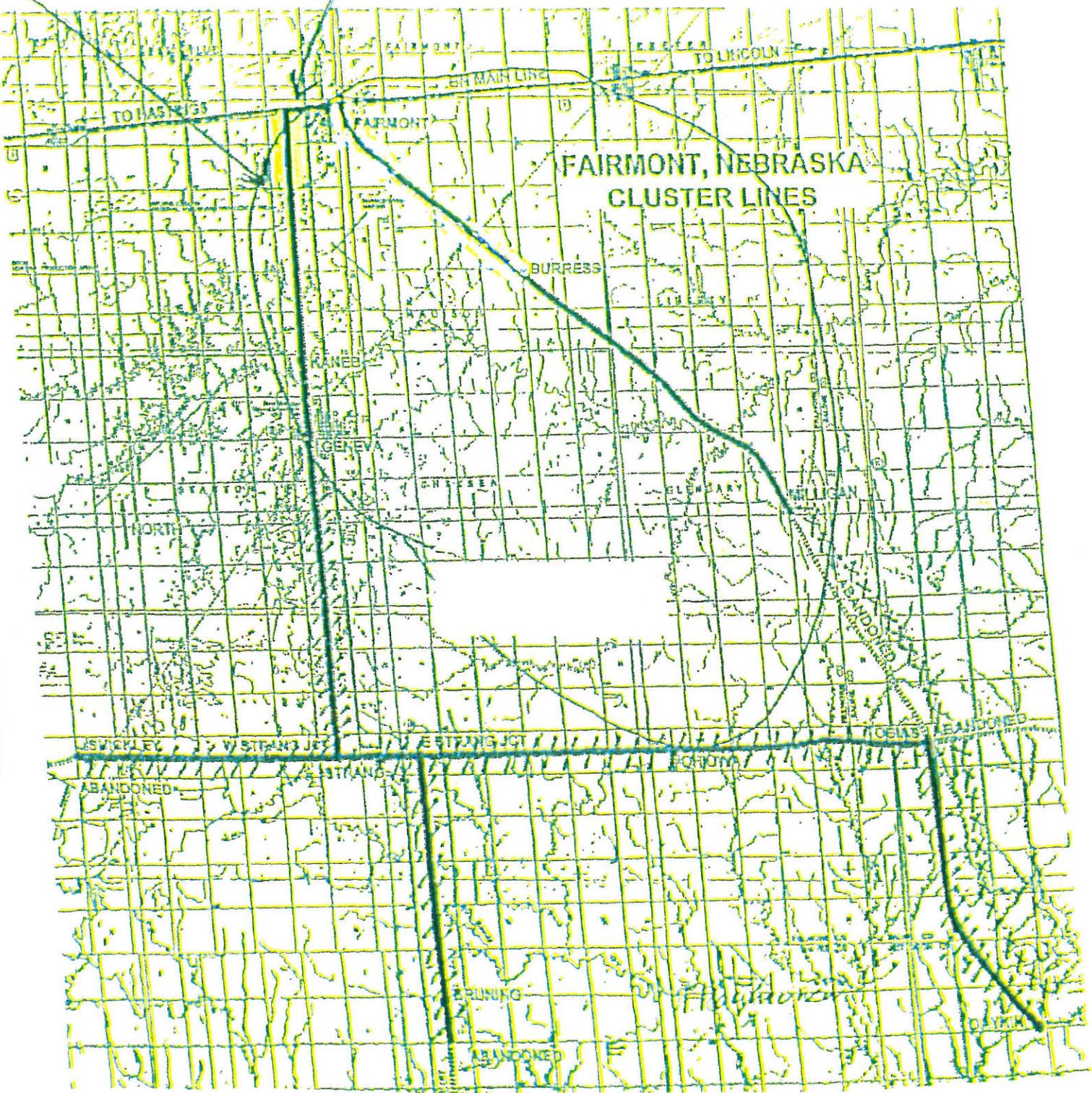
Thomas F. McFarland
Attorney for ABE Fairmont, LLC

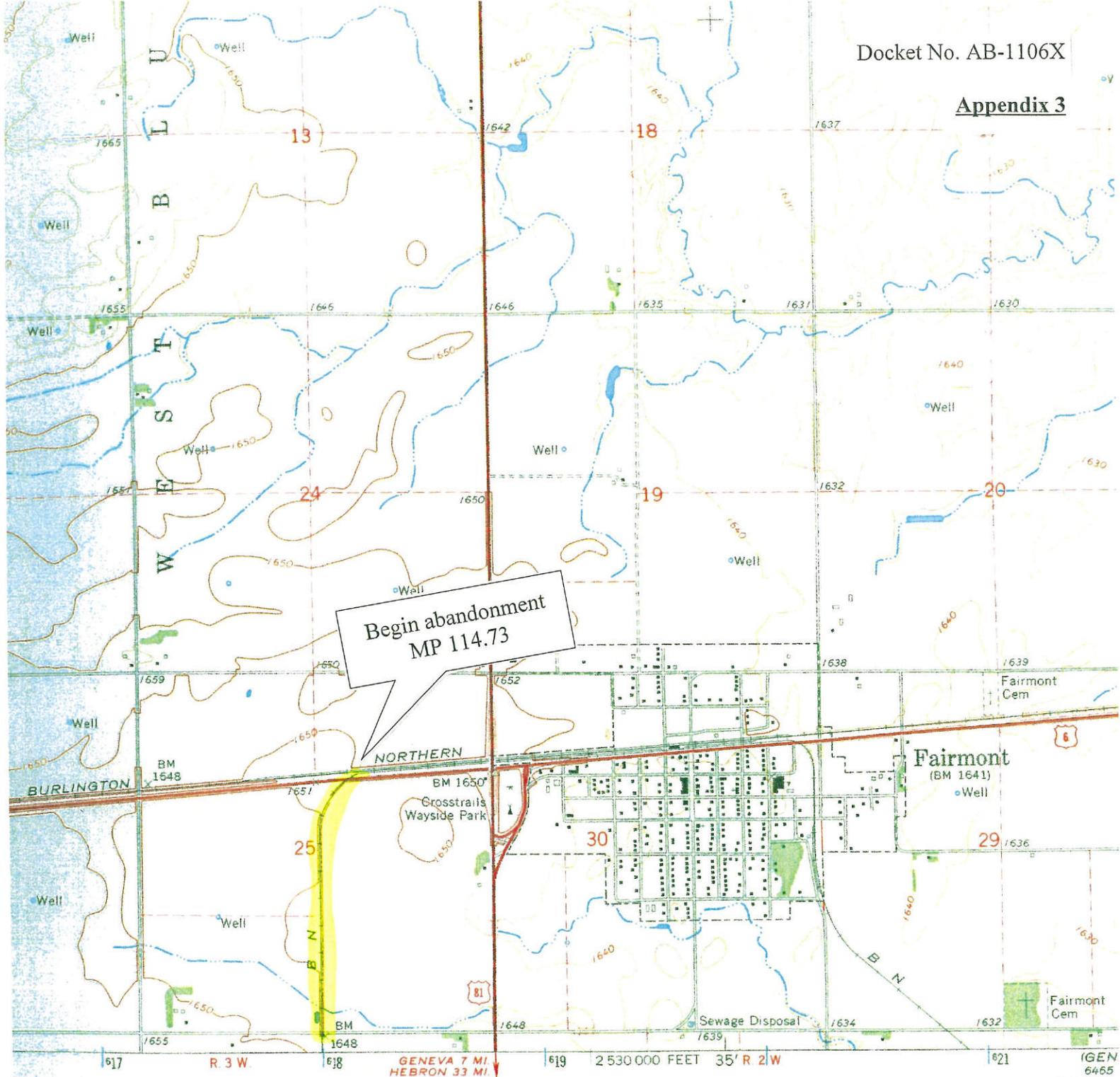
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cc: Mr. Grant Johanson, *by e-mail*
Mr. Tom Williamson, *by e-mail*

COUNTY ROAD H

MILEPOST 1.7

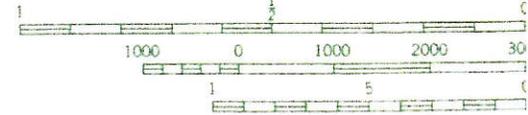
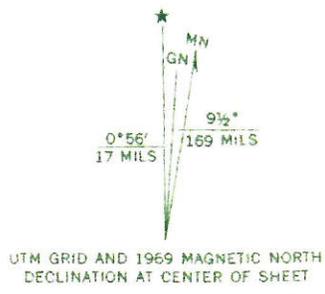




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 photos taken 1967. Field checked 1969
 projection. 1927 North American datum
 not grid based on Nebraska coordinate system, south zone
 Universal Transverse Mercator grid ticks,
 shown in blue

dashed lines indicate selected fence and field lines where
 visible on aerial photographs. This information is unchecked



CONTOUR INT
 DOTTED LINES REPR
 DATUM IS ME

THIS MAP COMPLIES WITH NATIC
 FOR SALE BY U. S. GEOLOGICAL SURVEY, DENVE
 A FOLDER DESCRIBING TOPOGRAPHIC MAPS

UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY

5463 11 NW
31 RA 1-10N

97° 37' 30"
40° 37' 30"

617000m E

R 3 W

613

MC COOL JUNCTION 8 MI.
FAIRMONT 0.9 MI.

35' R 2 W

WEST BLUE

36

31

4497000m N.

T. 8 N

T. 7 N

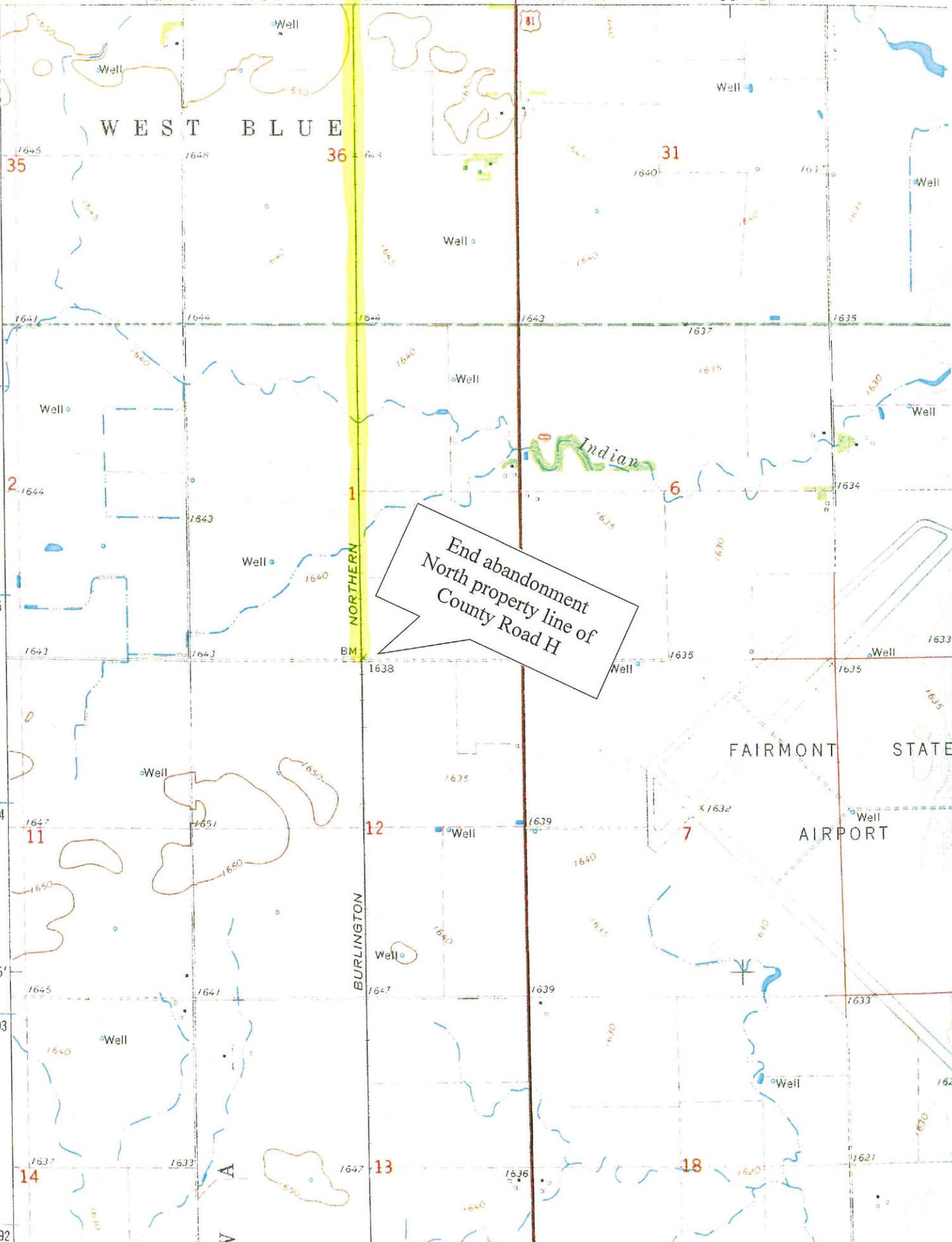
4496

4495

4494

4493

4492





Bridge over Indian Creek in south half of rail line looking SSW