

**UNION PACIFIC RAILROAD COMPANY**

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205337

DID# 0101941002

May 6, 2002



**VIA UPS NEXT DAY DELIVERY**

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

**ENTERED**  
Office of the Secretary

**MAY 07 2002**

Part of  
Public Record

**RE: Docket AB-33 (Sub-No. 167X) -- Union Pacific Railroad Company  
-- Abandonment and Discontinuance Exemption -- In Cook County, IL  
(Skokie Industrial Lead in Skokie, IL)**

Dear Mr. Williams:

Pursuant to 49 U.S.C. § 10502, Union Pacific Railroad Company submits the original and ten (10) copies of a Petition For Exemption, with Verification, to abandon from milepost 12.60 to milepost 13.64 (Dempster Street) and a discontinue service from milepost 13.64 to milepost 21.70 near Northfield, a total distance of 9.10 miles, over the Skokie Industrial Lead in Cook County, Illinois. The Certificate of Service and Publication pursuant to 49 C.F.R. §§ 1152.60(d) and 1105.12 is attached to the petition.

Also enclosed is a draft Federal Register notice pursuant to 49 C.F.R. § 1152.60(c). Three (3) computer diskettes containing the draft Federal Register notice, as well as the Petition For Exemption and Certificate of Service and Publication is also enclosed.

Please file the Petition For Exemption in Docket No. AB-33 (Sub-No. 167X). Enclosed is a voucher for \$4,700 for the filing fee.

Sincerely yours,

Mack H. Shumate, Jr.,  
Senior General Attorney

MHS/taf  
Enclosures  
cc: All Parties of Record

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DRAFT FEDERAL REGISTER NOTICE  
[49 C.F.R. § 1152.60(c)]

STB No. AB-33 (Sub-No. 167X)  
Notice of Petition for Exemption to Abandon or  
to Discontinue Service

On May 7, 2002, Union Pacific Railroad Company filed with the Surface Transportation Board, Washington, D.C. 20423, a petition for exemption for the abandonment from milepost 12.60 to milepost 13.64 (Dempster Street) and the discontinuance of service from milepost 13.64 to milepost 21.70 near Northfield, of a line of railroad known as the Skokie Industrial Lead which traverses through 60067 and 60077 U.S. Postal Service Zip Codes, a total distance of 9.10 miles in Cook County, Illinois (the "Line"). There are no agency stations on the Line.

**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.

The interest of railroad employees will be protected as required by 49 U.S.C. 10903(b)(2).

Any offer of financial assistance will be due no later than 10 days after service of a decision granting the petition for exemption.

All interested persons should be aware that following abandonment of rail service and salvage of the southern segment of the Line, such southern segment of the Line may be suitable for other public use, including interim trail use.

Any request for a public use condition and any request for trail use/rail banking will be due no later than 20 days after notice of the filing of the petition for exemption is published in the Federal Register.

Persons seeking further information concerning abandonment procedures may contact the Surface Transportation Board or refer to the full abandonment or discontinuance regulations at 49 CFR Part 1152. Questions concerning environmental issues may be directed to the Board's Section of Environmental Analysis, telephone (202) 565-1545.

An environmental assessment (EA) (or environmental impact statement (EIS), if necessary), prepared by the Section of Environmental Analysis will be served upon all parties of record and upon any agencies or other persons who commented during its preparation. Any other persons who would like to obtain a copy of the EA (or EIS) may contact the Section of Environmental Analysis. EAs in these abandonment proceedings normally will be made available within 60 days of the filing of the petition. The deadline for submission of comments on the EA will generally be within 30 days of its service.

Before the  
SURFACE TRANSPORTATION BOARD

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Docket No. AB-33 (Sub-No. 167X)

UNION PACIFIC RAILROAD COMPANY  
-- ABANDONMENT AND DISCONTINUANCE EXEMPTION --  
IN COOK COUNTY, IL  
(SKOKIE INDUSTRIAL LEAD BETWEEN SKOKIE, IL AND NORTHFIELD, IL)

---

PETITION FOR EXEMPTION

UNION PACIFIC RAILROAD COMPANY

Mack H. Shumate, Jr., Senior General Attorney  
101 North Wacker Drive, Suite 1920  
Chicago, IL 60606  
312/777-2055  
312/777-2065(FAX)

Robert T. Opal, General Commerce Counsel  
1416 Dodge Street, Room 830  
Omaha, NE 68179  
402/271-3072  
402/271-5610(FAX)

Dated: May 6, 2002  
Filed: May 7, 2002



Before the  
SURFACE TRANSPORTATION BOARD

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Docket No. AB-33 (Sub-No. 167X)

UNION PACIFIC RAILROAD COMPANY  
-- ABANDONMENT AND DISCONTINUANCE EXEMPTION --  
IN COOK COUNTY, IL  
(SKOKIE INDUSTRIAL LEAD BETWEEN SKOKIE, IL AND NORTHFIELD, IL)

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PETITION FOR EXEMPTION

I.

INTRODUCTION

Union Pacific Railroad Company ("UP") hereby petitions the Board, pursuant to 49 U.S.C. §10502, to grant an exemption from 49 U.S.C. §§10903, 10904, and 10905 in order to permit abandonment from milepost 12.60 to milepost 13.64 ("South Segment") and discontinuance of service from milepost 13.64 to milepost 21.70 ("North Segment") over the Skokie Industrial Lead, a distance of 9.10 miles in Cook County, Illinois. By petition filed on March 7, 2001, the UP sought a waiver from certain regulations requiring the filing of specific information in that the proposal at the time was not to abandon the Line

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but merely to discontinue service thereon. The Board granted the requested waiver by decision dated March 26, 2001. In that abandonment of that portion of the Line from milepost 12.60 to milepost 13.64, the South Segment, is now being sought, UP seeks only to use the waiver granted for that portion of the Line from milepost 13.64 to milepost 21.70, the North Segment.

Pursuant to 49 U.S.C. 10502, UP seeks exemption of this proposed abandonment and discontinuance from regulation under 49 U.S.C. §§ 10903, 10904, and 10905. During the Base Year from November 1, 2000 through October 31, 2001, which is the last month UP directly serviced the Line, UP hauled an annual total of thirty-three (33) carloads on the Line. All of the carloads were delivered to the only customer on the Line, Crafty Beaver. The thirty-three (33) carloads consisted of lumber and plywood. In the past two years there has been no overhead or bridge traffic on this Line nor any other revenue generated on this Line. In the future, any potential overhead traffic, if any, can easily be diverted through another junction of the system.

ii.

PETITIONER'S BACKGROUND AND REPRESENTATIVE

UP has rail operations in the States of Arizona, Arkansas, California, Colorado, Idaho, Illinois, Indiana, Iowa, Kansas, Louisiana, Minnesota, Missouri, Montana, Nebraska, Nevada, New Mexico, Oklahoma, Oregon, Tennessee, Texas, Utah, Washington, Wisconsin and Wyoming. UP owns and operates the Line proposed for abandonment and discontinuance which is located in the State of Illinois, near the towns of Skokie and Northbrook.

The name, address and telephone number of UP's representative is listed below:

Mack H. Shumate, Jr.,  
Senior General Attorney  
101 North Wacker Drive, Suite 1920  
Chicago, IL 60606  
312/777-2055  
312/777-2065 (FAX)

Robert T. Opal,  
General Commerce Counsel  
1416 Dodge Street, Room 830  
Omaha, NE 68179  
402/271-3072  
402/271-5610(FAX)

III.

LINE DESCRIPTIONS, ZIP CODE INFORMATION AND MAP

The proposed action involves the abandonment of a portion and discontinuance of a portion of the Skokie Industrial Lead (the "Line"). Abandonment from milepost 12.60 south of Oakton Street to the north side of Dempster Street at milepost 13.64 ("South Segment") and the discontinuance of service from milepost 13.64 to milepost 21.70 near Northfield ("North Segment"), a total distance of 9.10 miles in Skokie, Cook County, Illinois.

The South Segment of the Line was originally constructed by the Chicago Northern Railway (an affiliate of the Chicago and North Western Railway) as part of a longer freight bypass route between Mayfair in Chicago, where it connected with C&NW's lines to Milwaukee, WI. The bypass placed in service in 1903, and the Chicago Northern was merged into the C&NW the same year.

The North Segment of the Line was constructed by the Chicago North Shore and Milwaukee Railway ("CNS&M") and placed in service in 1926. It was originally a double track line and was part of an electric interurban route from Chicago, IL to Milwaukee, WI. CNS&M was abandoned in 1963, see Chicago North Shore & Milwaukee

Railway Abandonment of Entire Operation, 317 I.C.C. 191 and 363 (1962). Following abandonment, the North Segment was acquired by C&NW, which used it to relocate operations from its parallel freight line (the 1903 Chicago Northern route north of Dempster Street). C&NW subsequently removed one of the CNS&M double tracks.

The Line was used for both local and through train service until 1988, when the through trains were rerouted. Afterwards, the Line was used solely for local service to on-line industries. The portion of the freight bypass route running south from Oakton Street was abandoned in 1989, see Docket AB-1(Sub-No. 193X), Chicago and North Western Transp. Co. – Abandonment Exemption – In Cook County, IL, decisions served October 11, 1989 and decided March 1, 1990.

Most of the Line is laid with 112-pound continuous welded rail, which was installed by C&NW in 1977-1980. Approximately two miles of the Line at the far north end is laid with 100-pound jointed rail which was installed by CNS&M in 1926 and 1943.

The changes contemplated by UP as a result of the proposed action are as follows: UP intends to salvage the track structure on the South Segment and dispose of the underlying real estate. Changes on the North Segment will be minimal. UP intends to "rail bank" this segment, leaving the tracks and bridges in place, and retaining its interest in the underlying right-of-way. The only salvage activity contemplated for the North Segment is that grade crossings may be removed or paved over as they require replacement or repair.

The Line traverses U.S. Postal Services Zip Codes 60076 and 60077. There are no agency stations on the Line.

Attached as **Exhibit A** is a map prepared in accordance with 49 C.F.R. § 1152. 22(a)(4) which identifies that portion of the Line proposed for abandonment, the South Segment, in solid red (black on the 10 copies) and that portion of the Line proposed for discontinuance, the North Segment, in black hatch marks. Other rail lines in the area, principal highways and other roads and any walkways are shown on the map. There are no railroad structures or bridges on the South Segment fifty (50) years old or older.

IV.

SHIPPER INFORMATION

Crafty Beaver Home Centers ("Crafty Beaver") , P.O. Box 204, Skokie, Illinois, 60070-0204 is the only shipper on the Line. Crafty Beaver operates a hardware and lumber store ("Facility") located on the southern end of the South Segment of the Line at Oakton Street. During the Base Year Crafty Beaver received rail shipments of lumber, plywood and gypsum wall board with no rail shipments from the Facility. Crafty Beaver also receives products by truck. Since the last delivery by rail to the Facility in October of 2001, Crafty Beaver has been receiving all its products through a transload operation utilizing trucks.

Crafty Beaver does not oppose this abandonment, as evidenced by its letter dated May 6, 2002, attached hereto as **Exhibit B**, and hereby incorporated herein by this reference.

V.

REASONS FOR THE ABANDONMENT AND DISCONTINUANCE

As summarized at page 5 of the Verified Statement of Hans Matthiessen, Senior Project Manager - Economic Research and Analysis for the UP, continued operation of the Line will result in a substantial operating loss of \$54,585 during the Base Year and \$51,305 for the Forecast Year. (See Verified Statement of Hans Matthiessen attached hereto as **Exhibit C** and by this reference hereby made a part hereof.)

The only alternative to the proposed action is continued operation of the Line. This is not a viable alternative because virtually all of the customers once served by the Line have either closed their facilities or have ceased using rail. The one remaining shipper, Crafty Beaver, does not furnish sufficient business to warrant continued operation. Crafty Beaver receives rail shipments of lumber, plywood, and gypsum wallboard. Using a Base Year volume of thirty-three (33) cars and assuming a maximum rail car-to-truck ratio of four to one, the abandonment would result in a maximum of 264 loaded or empty truck moves, or about one per work day. (See Verified Statement of Hans Matthiessen at p.2)

VI.

REASONABLE ALTERNATIVE: VIABILITY

There appears to be no reasonable alternative to this abandonment and discontinuance. The Line is used exclusively to deliver railcars to Crafty Beaver at Skokie. There is no possibility that the subject Line could ever be viably operated for local traffic based on historical and current local volume. Crafty Beaver is the only shipper on the Line,

and Petitioner is not aware of any prospects that other rail shippers will locate on this Line.

VII.

THE EXEMPTION STANDARDS HAVE BEEN MET

A. The abandonment requires an exemption from 49 U.S.C. §10903.

Abandonment of rail lines requires authorization and approval of the Board pursuant to 49 U.S.C. § 10903. However, 49 U.S.C. § 10502 requires the Board to exempt a transaction when it finds: (1) continued regulation is not necessary to carry out the Rail Transportation Policy of 49 U.S.C. § 10101; and (2) either the transaction is of limited scope or Board regulation is not necessary to protect shippers from an abuse of market power. UP's proposal for abandonment and discontinuance of operations clearly satisfies the standards for exemption under 49 U.S.C. § 10502.

Detailed scrutiny by the Board under 49 U.S.C. § 10903 is not necessary to carry out the Rail Transportation Policy of 49 U.S.C. § 10101. An exemption will minimize UP's administrative expense and the cost, preparation and review associated with progressing the proposed abandonment in a full application proceeding. An exemption will expedite regulatory action and will reduce regulatory barriers to exit from the Line consistent with Sections 10101(2) and (7). An exemption will foster sound economic conditions in the transportation industry consistent with Section 10101(5), by permitting UP's abandonment of the Line and avoiding the need to retain and operate a rail line that will not be used by any shipper.

The proposed abandonment is clearly a transaction of "limited scope." The Line is only 9.10 miles long and will have no local traffic. In addition, regulation of this

abandonment is not needed to protect shippers from an abuse of market power, since the only local shipper does not oppose abandonment of the Line.

- B. An exemption from 49 U.S.C. §§10904 and 10905 will have no adverse effect on shippers and will insure that a portion of the underlying right-of-way will be available for conveyance to Crafty Beaver for its Facility operations.

The Board has authority under Section 10502 to exempt the proposed abandonment from the Offer of Financial Assistance ("OFA") provisions of 49 U.S.C. §10904. The Board should exercise that authority in this case. An exemption is typically granted when the right-of-way is needed for a valid public purpose and there is no overriding public need for continued rail service.<sup>1</sup>

#### VIII

#### LAND AREA, FEDERAL GRANT INFORMATION, AND PUBLIC USE

The right-of-way consists of approximately 36.2593 acres, of which approximately 7.0881 acres are reversionary and approximately 29.17 acres are non-reversionary. The right-of-way varies in width up to about 60 feet. The proposed abandonment starts on the south side of Oakton Street in Skokie, Illinois where the use of property is commercial (Crafty Beaver), and the Line then proceeds northerly into a

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<sup>1</sup>See Missouri Pacific Railroad Company - Abandonment and Discontinuance of Operations Exemption - In Houston, Harris County, TX, Docket No. AB-3 (Sub-No. 139X) et al., (STB Decision served Dec. 31, 1996. Proposed abandonment exempted from §§ 10904 and 10905); Southern Pacific Transportation Company - Discontinuance of Service Exemption - In Los Angeles County, CA, Docket No. AB-12 (Sub-No. 172X), et al. (ICC served Dec. 23, 1994); Missouri Pacific Railroad Company - Abandonment - In Harris County, TX, Docket No. AB-3 (Sub-No. 105X) (ICC served Dec. 22, 1992); Chicago & North Western Transportation Company - Abandonment Exemption - In Blackhawk County, IA, Docket No. AB-1 (Sub-No. 226X) (ICC served July 14, 1989); and Iowa Northern Railway Company - Abandonment - In Blackhawk County, IA, Docket No. AB-284 (Sub-No. 1X) (ICC served Apr. 1, 1988).

predominantly residential area. The topography is generally level and the adjacent use is either a utility corridor, light industrial, commercial or residential use. The segment of the Line north of Crafty Beaver may be suitable for trail use. Otherwise, sale of the non-reversionary property on the Southern Segment will be to the adjoining landowners. The Northern Segment is only being discontinued and will not be salvaged nor become available for sale or other disposition without additional abandonment authority from the Board.

**Based on information in UP's possession, the Line does not contain federally granted right-of-way. Any documentation in Petitioner's possession will be made available promptly to those requesting it.**

IX.

**LABOR**

UP is agreeable to the labor protection conditions imposed in abandonment and discontinuance proceedings as prescribed in Oregon Short Line R. Co. - Abandonment - Goshen, 360 ICC 91 (1979).

X.

**ENVIRONMENTAL AND HISTORIC REPORT.**

The required environmental and historic information is contained in the Combined Environmental and Historic Report which was filed on March 11, 2002. A copy of the Report is attached hereto as **Exhibit D**. The original and ten (10) copies were sent to Ms. Victoria Rutson, Section of Environmental Analysis, on March 8, 2002, for filing.

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WHEREFORE, Union Pacific Railroad Company respectfully requests that the Board issue a decision exempting the proposed abandonment from the provisions of 49 U.S.C. §§10903, 10904, and 10905 and direct that the exemptions be effective on the date of the Board's decision.

Dated this 6th day of May, 2002.

Respectfully submitted,



UNION PACIFIC RAILROAD COMPANY  
Mack H. Shumate, Jr., Senior General Attorney  
101 North Wacker Drive, Suite 1920  
Chicago, IL 60606  
312/777-2055  
312/777-2065 (FAX)

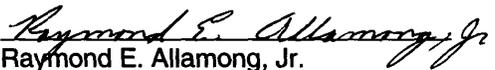
Robert T. Opal, General Commerce Counsel  
1416 Dodge Street, Room 830  
Omaha, NE 68179  
402/271-3072  
402/271-5610(FAX)

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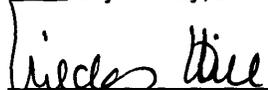
STATE OF NEBRASKA )  
 )ss.  
CITY OF DOUGLAS )

VERIFICATION

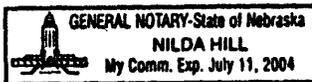
Raymond E. Allamong, Jr. of Union Pacific Railroad Company, being first duly sworn, deposes and states that he has read the foregoing Petition for Exemption in Docket No. AB-33 (Sub-No. 167X), knows the contents thereof, and that the same are true as stated to the best of his knowledge, information and belief.

  
Raymond E. Allamong, Jr.

Subscribed and Sworn to before me this 1<sup>st</sup> day of May, 2002.

  
\_\_\_\_\_  
Notary Public

My Commission Expires:



O:\ABANDON\AB33-167X\33sub-no.167X\rv

**CERTIFICATE OF SERVICE AND PUBLICATION**

The undersigned hereby certifies that a copy of the foregoing Petition for Exemption in Docket No. AB-33 (Sub-No. 167X) by Union Pacific Railroad Company was served on the date indicated below by mailing a copy, first class mail postage prepaid to the following:

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

U. S. Department of the Interior  
National Park Service  
Recreation Resources Assistance Div.  
P.O. Box 37127  
Washington, D.C. 20013-7127

U.S. Department of Agriculture  
Chief of the Forest Service  
4th Floor NW, Auditors Building  
14th Street & Independence Ave., S.W.  
Washington, D.C. 20250

Illinois Commerce Commission  
527 East Capitol Avenue  
Springfield, IL 62701

Cook County Commissioners  
Cook County Building  
118 North Clark, 5th Floor  
Chicago, IL 60602

Barbara A. Mangler, Esq.  
Assistant Corporation Counsel  
Village of Skokie  
Village Hall  
P. O. Box 309  
5127 Oakton Street  
Skokie, IL 60077

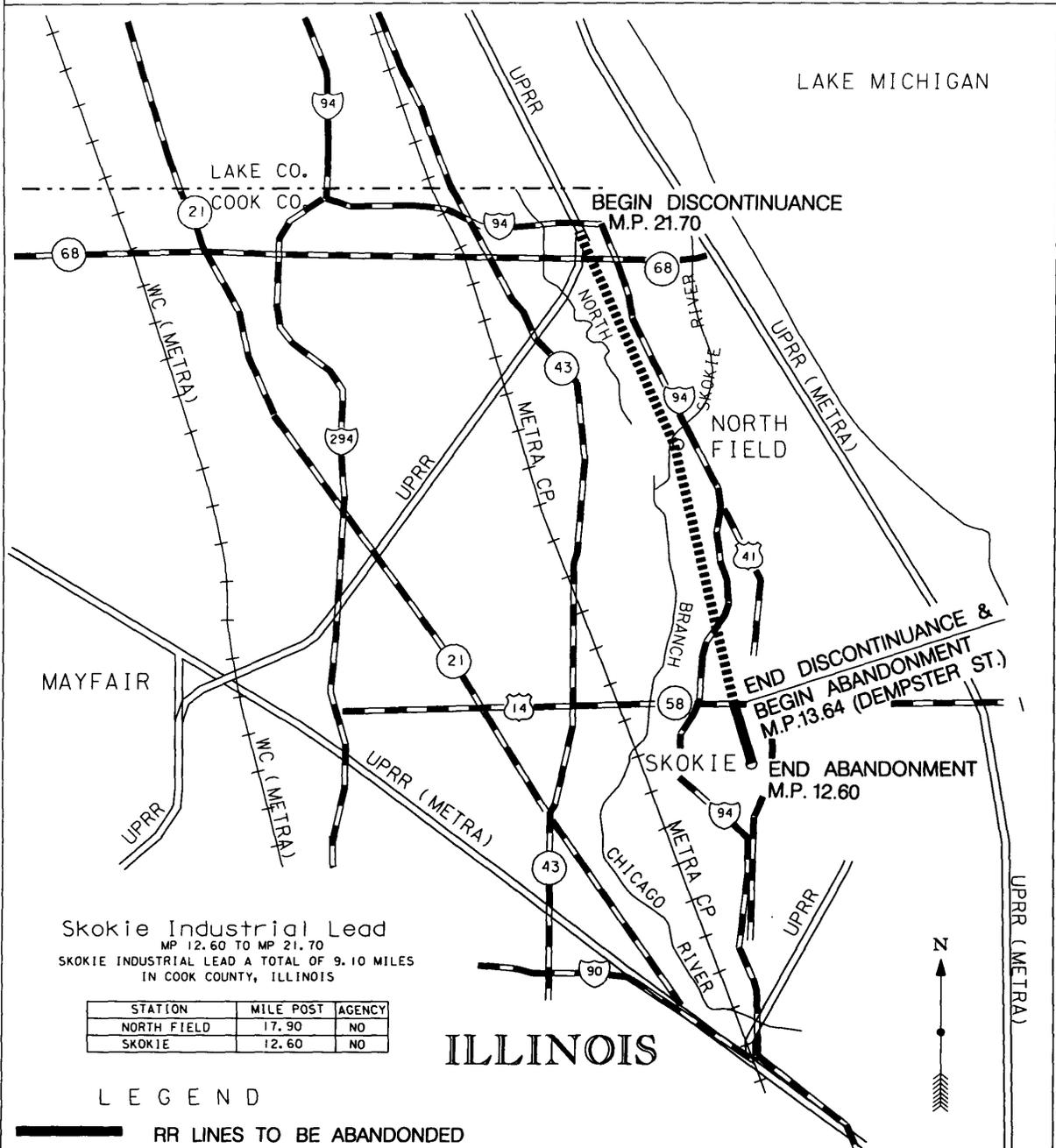
The undersigned further certifies that a notice of the abandonment was published one time in the County where the rail line is located as follows:

<u>County</u>	<u>Newspaper</u>	<u>Date</u>
Cook	<i>Skokie Review</i>	March 21, 2002

The above newspaper is generally circulated in the county where the rail line is located. The Notice as published was in the form prescribed by the Board for a Petition for Exemption at 49 CFR 1105.12.

Dated this 2nd day of May, 2002

  
Charles W. Saylor



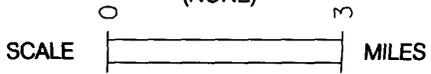
Skokie Industrial Lead  
 MP 12.60 TO MP 21.70  
 SKOKIE INDUSTRIAL LEAD A TOTAL OF 9.10 MILES  
 IN COOK COUNTY, ILLINOIS

STATION	MILE POST	AGENCY
NORTH FIELD	17.90	NO
SKOKIE	12.60	NO

LEGEND

- RR LINES TO BE ABANDONDED
- RR LINES TO BE DISCONTINUED
- OTHER UPRR LINES
- OTHER RAILROADS
- 50+ YEAR OLD STRUCTURES
- PRINCIPAL HIGHWAYS
- OTHER ROADS

UNION PACIFIC RAILROAD CO.  
 SKOKIE INDUSTRIAL LEAD  
 INCL. 50+ YEAR OLD STRUCTURES  
 (NONE)



Revised: December 3, 2001 Q:\ABANDONMENTS\ABO209\_SKOKIE.DGN



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•3860 W. MONTROSE  
CHICAGO, IL 60618  
Phone: 778-478-5610

•4308 N. CENTRAL  
CHICAGO, IL 60634  
Phone: 773-725-4432

— Visit Our Web Site: [www.craftybeaver.com](http://www.craftybeaver.com) —

The Surface Transportation Board  
Regarding Docket NO. AB-33 (SUB-NO. 167)

May 6, 2002

To whom it may concern,

I have been asked to write this letter to inform you that our Company will not oppose any attempt by the Union Pacific Railroad Company to discontinue service to our rail site.

Sincerely,

A handwritten signature in cursive script that reads "Gary S. Beres".

Gary S Beres  
Chief Executive Officer  
Crafty Beaver Home Center #1 Inc.

VERIFIED STATEMENT

OF

HANS MATTHIESSEN

My name is Hans Matthiessen. I am a Senior Project Manager-Economic Research and Analysis for Union Pacific Railroad Company ("UP") with an office address of 1416 Dodge Street, Omaha, Nebraska 68179. I hold a Bachelor of Science degree in Business Administration from Iowa State University. I was employed by Chicago North Western Transportation Company ("CNW") from 1969 to 1995. I began my employment with UP in 1995, after merger of CNW into UP. My present responsibilities include regulatory planning and analysis. I held a similar position at CNW during the period 1989-1995.

The purpose of this statement is to provide information regarding the financial results of UP's operation over the Skokie Industrial Lead between M.P. 21.7 near Northfield to M.P. 12.6 near Skokie in Cook County, Illinois and to explain how revenues and on-branch and off-branch cost components included in the financial exhibit were developed.

EXHIBIT 1 - SUMMARY - REVENUE AND COST DATA

Exhibit 1 is an exhibit reflecting the revenue and cost for this line for a Base Year from November 1, 2000 through October 31, 2001, which is the last month UP has directly serviced the line. The shipper, Crafty Beaver, has been receiving lumber through a transload. The Forecast Year is from April 1, 2002 to March 31, 2003. Exh 1 is prepared in accordance with 49 C.F.R. § 1152.31 -.34. I utilized 2000 STB Annual Report (R1) as well as the 1999 Uniform Railroad Costing System (URCS).

A. Revenues - Exhibit 1

Line 1 represents the total system revenues earned by UP for hauling Crafty Beaver's traffic that terminated on this line. In the Base Year, UP earned \$40,654, for thirty-three carloads of lumber and plywood and \$41,874, an overall 3% increase for thirty-three carloads in the Forecast Year. Line 2 represents revenue earned from bridge traffic on the line. Since there is no bridge traffic, it is blank. Line 3 represents all other revenue earned by UP on this line. Since there is no other revenue associated with the line, it is blank. Line 4 is the total revenue attributable to this line and is the sum of lines 1 through 3.

B. Avoidable Costs (Operations) - Exhibit 1

Lines 5(a) through 5(k) represent the on-branch costs for operating this line. The line was served by a 3 person local operating out of Waukegan, IL using two low horsepower locomotives. Less than halfway into the base year the train crew was changed to a two person crew. In Base Year, the local had 36 round trips on the branch line at a two and half hours and eighteen train miles per trip to handle the 33 carloads of traffic. In Base Year, the local had 13 round trips with a three person crew and 23 round trips with a two person crew. The Forecast Year has all 36 round trips using a two person crew. Both the Base and Forecast Years used 36 round trips with 1,296 locomotive miles and 180 locomotive hours.

If Maintenance of Way and Structures costs, for the Base Year and Forecast Year, were based on the \$5,000 a mile level, which the Board has recognized as reasonable to keep the track at Class I level for the long term. Normalized maintenance of way would amount to \$45,500 for the 9.1 miles to be abandoned or discontinued. This amount alone turns this line into a financial loss for the UP. Urban areas which the Skokie Industrial Lead runs through have more signalized grade crossings per mile which would increase the normalized maintenance of way cost into the \$10,000 to \$15,000 per mile range.

Maintenance of Equipment costs, for the Base and Forecast

Years, include locomotive repair and maintenance and depreciation costs allocated to the line by on-branch locomotive hours of 90 hours per locomotive and locomotive miles of 648 miles per locomotive. For the Forecast Year, locomotive repair and maintenance costs are \$419 and locomotive depreciation is \$237. Transportation costs are crew wages, locomotive fuel, train inspection and supplies, and locomotive servicing. These costs are allocated to the line based on on-branch avoidable crew wages, locomotive hours and miles. There are avoidable crew wages savings of up to two and half hours per trip for a two person crew. Following is a breakdown of the on-branch transportation costs of \$13,995 for Forecast Year.

	Forecast Year
Avoidable Crew Wages	\$ 8,178
Train Inspection Lubrication	1,661
Train Fuel	4,033
Locomotive Servicing	<u>123</u>
On-Branch Transportation Costs	<u>\$ 13,995</u>

Freight Car expenses are calculated using unit costs developed in accordance with Surface Transportation Board regulations and URCS costing methodology. Return on Value - Locomotives is based on the replacement cost of a rebuilt low horsepower locomotive. Return on Value - Freight Cars is based on the rebuilt cost for plain and equipped box cars and

replacement cost for the bulkhead flat cars.

Lines 6(a) and 6(b) represent the off-branch costs of the line haul traffic which terminate on this line and was computed using the URCS. Line 6(c) represents the Make-Whole add-on costs calculated using 1999 UP Manual Make-Whole data sheet and Appendix A work sheet. This cost represents only the off-branch portion. Industry switch event - local used 1 switch event instead of 2 switch events and car miles are only off-branch miles.

Line 7 is the total avoidable cost incurred in operating this line and is the sum of line 5 and line 6.

C. Avoidable Gain (Loss) from Operations - Exhibit 1

The total appearing immediately below line 7 is the result from operation of the line, excluding return on value for road property. It is line 4 minus line 7. As shown on this line, UP's operation would result in a substantial operating loss of \$54,585 during the Base Year and \$51,305 for Forecast Year.

SUMMARY

As shown in Exhibit 1, operation of the Skokie Industrial

Lead between Mileposts 12.6 and 21.7 will result in a substantial operating loss. It is quite clear from the financial exhibit that continued operation is not justified.

UNION PACIFIC RAILROAD COMPANY -  
 COMPUTATION OF REVENUE ATTRIBUTABLE TO THE LINE, AVOIDABLE COSTS,  
 AND REASONABLE RETURN ON THE VALUE OF THE LINE TO BE ABANDONED FOR:  
 Branch Name: Skokie Industrial Lead

EXHIBIT-1  
 PAGE 1  
 AB-33 (SUB-No.167X)

Base Year: November 2000 - October 2001

	Base Year	Forecast Year
Revenue for:		
1. Freight Originated and/or Terminated On-Branch	\$40,654	\$ 41,874
2. Bridge Traffic	-	-
3. All Other Revenue and Income	-	-
4. Total Revenue Attributable (L.1+L.2+L.3)	<u>\$40,654</u>	<u>\$ 41,874</u>
Avoidable Costs for :		
5. On-Branch Costs (Lines 5a-5k)		
a. Maintenance of Way & Structures Costs	\$ 45,500	\$ 45,500
b. Maintenance of Equipment	651	656
c. Transportation	15,370	13,995
d. General Administrative	-	-
e. Deadheading, Taxi and Hotel	-	-
f. Overhead Movement/Other	-	-
g. Freight Car Cost - Non ROI	1,650	1,677
h. ROI Expense Freight Cars	908	704
i. ROI Expense Locomotives	627	486
j. Revenue Taxes	-	-
k. Property Taxes	-	-
	<u>\$ 64,706</u>	<u>\$ 63,018</u>
6. a. Off-Branch Costs Excluding Freight Car ROI	\$ 22,946	\$ 22,973
b. Off-Branch Freight Car ROI Costs	4,969	4,570
c. Make Whole Adjustment Off Branch	2,618	2,618
Total Off-Branch Costs (L.6a+6b)	<u>\$ 30,533</u>	<u>\$ 30,161</u>
7. Total On & Off-Branch Avoidable Costs (L.5+L.6)	<u>\$ 95,239</u>	<u>\$ 93,179</u>
Avoidable Gain or (Loss) from Operations (L.4-L.7)	<u>\$ (54,585)</u>	<u>\$ (51,305)</u>

Verification

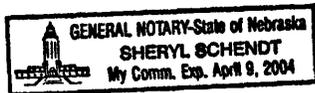
State of Nebraska        )  
                                  )  
County of Douglas        )        ss.

HANS MATTHIESSEN, makes oath and says that he is the Senior Project Manager of Union Pacific Railroad Company, applicant herein; that he has been authorized by the applicant to verify and file with the Surface Transportation Board the foregoing application in STB AB-33 (Sub-No. 167X); that he has carefully examined all of the statements in the application as well as the exhibits attached thereto and made a part hereof; that he has knowledge of the facts and matters relied upon the application; and that all representations set forth therein are true and correct to the best of his knowledge, information and belief.

Hans Matthiessen  
Hans Matthiessen

Subscribed and sworn to before me in and for the State and County above named, this  
2<sup>d</sup> day of May, 2002.

My commission expires 4/9/04.



Sheryl Schendt  
Notary Public

**UNION PACIFIC RAILROAD COMPANY**

LAW DEPARTMENT  
101 NORTH WACKER DRIVE, SUITE 1920  
CHICAGO, ILLINOIS 60606  
FAX NO. 312-777-2085

**FILE COPY**

RONALD J. CUCHNA  
GENERAL SOLICITOR  
312-777-2040



GEORGE H. BRANT  
312-777-2051  
THOMAS W. CUSHING  
312-777-2053  
FREDERICK P. JOHNSTON, JR.  
312-777-2047  
DANIEL R. LA FAVE  
312-777-2048  
LINDA J. COYLE  
312-777-2056  
MACK H. SHUMATE, JR.  
312-777-2055

March 8, 2001

**VIA UPS OVERNIGHT DELIVERY**

Surface Transportation Board  
Section of Environmental Analysis  
1925 "K" Street, N.W. Room 504  
Washington, DC 20423-0001

Attention: Victoria Rutson

RE: Docket No. AB-33 (Sub-No. 167X), Union Pacific Railroad Company -  
Abandonment Exemption - In Cook County, MN  
(Skokie Industrial Lead in Skokie, IL)

Dear Ms. Rutson:

Enclosed for filing in the above-referenced docket is the original and ten (10) copies of a Combined Environmental and Historic Report prepared pursuant to 49 C.F.R. §1105.7 and §1105.8, with a Certificate of Service, and a transmittal letter pursuant to 49 C.F.R. §1105.11.

Union Pacific anticipates filing a Petition for Exemption in this matter on or after March 28, 2002.

Sincerely yours,

A handwritten signature in black ink, appearing to read "Mack H. Shumate, Jr.", written over a horizontal line.

Mack H. Shumate, Jr.  
Senior General Attorney

MHS/taf  
Enclosures

cc: w/enclosures

**State Clearinghouse (or alternate):**

Mr. Steve Klokenga  
State Single Point of Contact  
Office of the Governor  
State of Illinois  
107 Stratton  
Springfield, IL 62706

**State Environmental Protection Agency:**

Illinois Environmental Protection Agency  
P. O. Box 19276  
Springfield, IL 62794

**State Coastal Zone Management Agency  
(if applicable):**

Mr. Don Vonnahme, Director  
Department of Transportation  
Room 401 - Annex Building  
2300 South Dirksen Parkway  
Springfield, IL 62764

**Head of each County:**

Cook County Commissioners  
Cook County Building  
118 North Clark, 5th Floor  
Chicago, IL 68602

**Environmental Protection Agency  
(regional office):**

U.S. Environmental Protection Agency  
Region V  
77 West Jackson Boulevard  
Chicago, IL 60604

**U.S. Fish and Wildlife:**

U.S. Fish & Wildlife Service, Region 3  
One Federal Drive  
Federal Building  
Fort Snelling, MN 55111

**U.S. Army Corps of Engineers:**

U.S. Army Engineer District  
North Central  
111 North Canal Street  
Chicago, IL 60606-7206

**National Park Service:**

William D. Shaddox  
Chief, Land Resources Division  
National Park Service  
800 North Capitol Street, NE., Room 500  
Washington, D.C. 20002

**U.S. Natural Resources Conservation  
Service:**

Natural Resource Conservation Service  
1902 Fox Drive  
Champaign, IL 61820

**National Geodetic Survey:**

National Geodetic Survey  
Edward J. McKay, Chief  
Spatial Reference System Division  
NOAA N/NGS2  
1315 E-W Highway  
Silver Spring, MD 20910-3282

**UNION PACIFIC RAILROAD COMPANY**

LAW DEPARTMENT  
101 NORTH WACKER DRIVE, SUITE 1920  
CHICAGO, ILLINOIS 60606  
FAX NO. 312-777-2065

**FILE COPY**

RONALD J. CUCHNA  
GENERAL SOLICITOR  
312-777-2040



March 8, 2001

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U.S. Army Engineer District  
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111 North Canal Street  
Chicago, IL 60606-7206

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William D. Shaddox  
Chief, Land Resources Division  
National Park Service  
800 North Capitol Street, NE., Room 500  
Washington, D.C. 20002

**U.S. Natural Resources Conservation Service:**

Natural Resource Conservation Service  
1902 Fox Drive  
Champaign, IL 61820

**National Geodetic Survey:**

National Geodetic Survey  
Edward J. McKay, Chief  
Spatial Reference System Division  
NOAA N/NGS2  
1315 E-W Highway  
Silver Spring, MD 20910-3282

Re: Docket No. AB-33 (Sub-No. 167X), Union Pacific Railroad Company -  
Abandonment Exemption in Cook County, IL

Dear Sirs:

On or after March 28, 2002, we expect to be filing with the Surface Transportation Board (STB or Board) a Petition for Exemption seeking authority for an exempt abandonment from milepost 12.60 to milepost 13.64 (Dempster Street) and a discontinuance of service from milepost 13.64 to milepost 21.70 near Northfield, a total distance of 9.10 miles, over the Skokie Industrial Lead in Cook County, Illinois (the "Line"). The Line is located in Cook County, Illinois. The Line traverses U. S. Postal Service Zip Codes 60076 and 60077. Attached is a Combined Environmental and Historic Report which describes the proposed action and any expected environmental and historic effects, as well as a map of the affected area.

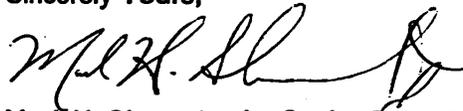
We are providing this report so that you may review the information that will form the basis for the STB's independent environmental analysis of this proceeding. If any of the information is misleading or incorrect, if you believe that pertinent information is missing, or if you have any questions about the Board's environmental review process, please contact the Section of Environmental Analysis (SEA) at the following address, and refer to the above-referenced Docket Number:

Surface Transportation Board  
Section of Environmental Analysis (SEA)  
1925 K Street, NW, Room 504  
Washington, D.C. 20423-0001  
Telephone (202) 565-1545

Because the applicable statutes and regulations impose stringent deadlines for processing this action, your written comments to SEA (with a copy to our representative) would be appreciated within three 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. UP's representative in this matter is the undersigned and may be contacted at the address and telephone number indicated below.

Sincerely Yours,



Mack H. Shumate, Jr., Senior General Attorney  
101 North Wacker Drive, Room 1920  
Chicago, Illinois 60606  
312/777-2055  
312/ 777-2065 FAX

MHS/taf

Attachments

Before the  
SURFACE TRANSPORTATION BOARD

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Docket No. AB-33 (Sub-No. 167X)

UNION PACIFIC RAILROAD COMPANY  
-- ABANDONMENT AND DISCONTINUANCE EXEMPTION --  
IN COOK COUNTY, ILLINOIS  
(SKOKIE INDUSTRIAL LEAD)

---

Combined Environmental and Historic Report

UNION PACIFIC RAILROAD COMPANY

Mack H. Shumate, Jr., Senior General Attorney  
101 North Wacker Drive, Room 1920  
Chicago, Illinois 60606  
312/ 777-2055  
312/ 777-2065 FAX

Robert T. Opal, General Commerce Counsel  
1416 Dodge Street, Room 830  
Omaha, NE 68179  
402/ 271-3072  
402/ 271-5610 FAX

Dated: March 8, 2002  
Filed: March 11, 2002

Before the  
SURFACE TRANSPORTATION BOARD

---

Docket No. AB-33 (Sub-No. 167X)

UNION PACIFIC RAILROAD COMPANY  
-- ABANDONMENT AND DISCONTINUANCE EXEMPTION --  
IN COOK COUNTY, ILLINOIS  
(SKOKIE INDUSTRIAL LEAD)

---

**Combined Environmental and Historic Report**

Union Pacific Railroad Company ("UP") submits this Combined Environmental and Historic Report pursuant to 49 C.F.R. § 1105.7(e) and 49 C.F.R. § 1105.8(d), respectively, for an exempt abandonment from milepost 12.60 to milepost 13.64 (Dempster Street) and a discontinuance of service from milepost 13.64 to milepost 21.70 near Northfield, a total distance of 9.10 miles, over the Skokie Industrial Lead in Cook County, Illinois (the "Line").

The Line traverses U. S. Postal Service Zip Codes 60076 and 60077.

The applicant anticipates that a Petition For Exemption to discontinue service on the Line will be filed at the STB on or after March 28, 2002.

A map of the Line is attached as **Attachment No. 1**. UP's original letter to federal, state and local government agencies is marked **Attachment No. 2**, and UP's second letter to federal, state and local government agencies is marked **Attachment No. 3**. Responses received to the letter to date are attached and sequentially numbered as indicated below.

**ENVIRONMENTAL REPORT**  
**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.*

**Response:** The proposed action involves the abandonment of the Skokie Industrial Lead (the "Line") from milepost 12.60 south of Oakton Street to the north side of Dempster Street at milepost 13.64 ("South Segment") and the discontinuance of service from milepost 13.64 to milepost 21.70 near Northfield ("North Segment"), a total distance of 9.10 miles in Skokie, Cook County, Illinois.

UP intends to salvage the track structure on the South Segment and dispose of the underlying real estate. However, UP intends to "rail bank" the North Segment, leaving the tracks and bridges in place, and retaining its interest in the underlying right-of-way. The only salvage activity contemplated for the North Segment is that grade crossings may be removed or paved over as they require replacement or repair. In the event UP desires to abandon the North Segment at a later date, UP will seek further authority from the Board at that time.

The only alternative to the proposed action is continued operation of the Line. This is not a viable alternative because virtually all of the customers once served by this line have either closed their facilities or have ceased using rail. The one remaining shipper (Crafty Beaver Home Center in Skokie near the south end of the Line) does not furnish sufficient business to warrant continued operation.

A map of the Line is attached as **Attachment No. 1**.

*(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.*

**Response:** Crafty Beaver Home Centers, P.O. Box 204, Skokie, IL, 60070-0204 was the only customer on the Line in the base year of 11/01/00 through 10/31/01. It receives rail shipments of lumber, plywood, and gypsum wallboard. Using a base year volume of 33 cars and assuming a maximum rail car-to-truck ratio of four to one, the abandonment would result in a maximum of 264 loaded or empty truck moves, or about one per work day. This is an insignificant addition to the street network around Skokie, which lies well within the Chicago metropolitan area.

*(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.*

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

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

*(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. § 10905 and explain why.*

**Response:** (i) Applicant is unaware of any adverse effects on local and existing land use plans. The Cook County Commissioners have been contacted. To date no response has been received.

(ii) The United States Natural Resources Conservation Service has been contacted. To date the applicant has received no response. UP believes that there is no prime agricultural land that would be effected by the proposed action as it has no knowledge of

any such land in the vicinity of the Line. The Line is located in a built-up suburban portion of the Chicago metropolitan area.

(iii) The Illinois Department of Transportation has been contacted. To date UP has received no response. UP does not believe that any portion of the Line is located in a Designated Coastal Zone.

(iv) Portions of the South Segment property could be suitable for a trail or overhead utility corridor. UP is not proposing to abandon the North Segment.

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

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

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

(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.

**Response:** (i) There will be no effect on the transportation of energy resources.

(ii) No recyclable materials are handled on the Line.

(iii) Because there is little if any change in rail activity that could be attributed to the proposed action, there should be no discernible effect on energy efficiency.

(iv)(A)(B) There will be no rail-to-motor diversion of these magnitudes.

**(5) Air.** (i) If the proposed action will result in either:

(A) an increase in rail traffic of at least 100% (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% (measured by carload activity),  
or

(C) an average increase in truck traffic of more than 10% 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 § 10505) to construct a new line or reinstitute service over a previously abandoned line, only the eight train a day provision in §§ (5)(1)(A) will apply.

**Response:** There is no such effect anticipated.

(5) *Air.* (ii) If the proposed action affects a class 1 or nonattainment area under the Clean Air Act, and will result in either:

(A) an increase in rail traffic of at least 50% (measured in gross ton miles annually) or an increase of at least three trains a day on any segment of rail line, or

(B) an increase in rail yard activity of at least 20% (measured by carload activity),  
or

(C) an average increase in truck traffic of more than 10% 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. § 10505), 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.

**Response:** There will be no increase in rail traffic, rail yard activity, or truck traffic of such magnitude as a result of the proposed action.

(5) *Air.* (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.

**Response:** The proposed action will not affect the transportation of ozone depleting materials.

**(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.*

**Response:** Not applicable.

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

*(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.*

*(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.*

**Response:** i) The proposed action will have no detrimental effects on public health and safety.

(ii) The proposed action will not affect the transportation of hazardous materials.

(iii) There are no known hazardous material waste sites or sites where known hazardous material spills have occurred on or along the subject right-of-way.

**(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.*

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

**Response:** (i) The U. S. Fish and Wildlife Service has determined they do not own any lands, interests in land, or have any concerns regarding real estate in the vicinity of the proposed action. Their response is attached as **Attachment No. 4.**

(ii) Applicant is not aware of any wildlife sanctuaries or refuges, or of any National or State parks or forests, that will be affected by the proposed abandonment of the South Segment, as the segment does not pass through any such areas. A portion of the North Segment passes near a Cook County Forest Preserve. However, the discontinuance of train service over the North Segment should have no effect on this property.

**(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.*

(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.*

(iii) *State whether permits under section 402 of the Clean Water Act (33 U.S.C. § 1342) are required for the proposed action. (Applicant 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.)*

**Response:** (i) The Natural Resource Conservation Service has been contacted. To date the applicant has received no response. Given the location of the Line in a built-up area and the nature of the proposed action, UP does not believe the proposed action will have any effect on water quality.

(ii) The U.S. Army Corps of Engineers has been contacted. To date no response has been received.

(iii) It is not anticipated there will be any requirements for Section 402 permits.

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

**Response:** There are no known adverse environmental impacts.

**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:** See Attachment No. 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 land area of the proposed abandonment/discontinuance is 36.2593 acres of which approximately 29.17 acres are non-reversionary and 7.0881 acres are reversionary. The right-of-way considered in the proposed transaction varies in width up to about 60 feet. The topography is generally level and the adjoining use is either a utility corridor, industrial, commercial or residential use.

(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 no railroad structures on the South Segment that are 50 years old or older. By decision served March 26, 2001, the Board waived this information for the proposed discontinuance of service<sup>1</sup>

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<sup>1</sup> At the time the waiver was granted, UP was contemplating a discontinuance of service for the entire Line. Since then, UP has decided to fully abandon the South Segment. As such, we are relying on the

(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:*

**Response:** Not Applicable as to the South Segment. Waived as to the North Segment by decision served March 26, 2001

(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 South Segment of the Line was originally constructed by the Chicago Northern Railway (an affiliate of the Chicago and North Western Railway) as part of a longer freight bypass route between Mayfair in Chicago, where it connected with C&NW's Chicago - Harvard, IL line, and Valley, where it connected with one of C&NW's lines to Milwaukee, WI. The bypass placed in service in 1903, and the Chicago Northern was merged into C&NW the same year.

The North Segment of the Line was constructed by the Chicago North Shore and Milwaukee Railway ("CNS&M") and placed in service in 1926. It was originally a double track line and was part of an electric interurban route from Chicago, IL to Milwaukee, WI. CNS&M was abandoned in 1963, see Chicago North Shore & Milwaukee Railway Abandonment of Entire Operation, 317 I.C.C. 191 and 363 (1962). Following abandonment, the North Segment was acquired by C&NW, which used it to relocate operations from its parallel freight line (the 1903 Chicago Northern route north of Dempster Street). C&NW subsequently removed one of the CNS&M double tracks.

The Line was used for both local and through train service until 1988, when the through trains were rerouted. Afterwards, the Line was used solely for local service to

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March 3, 2001 waiver only as to the North Segment.

on-line industries. The portion of the freight bypass route running south from Oakton Street was abandoned in 1989, see Docket No. AB-1(Sub-No. 193X), Chicago and North Western Transp. Co. – Abandonment Exemption - In Cook County, IL, decisions served October 11, 1989 and decided March 1, 1990.

Most of the Line is laid with 112-pound continuous welded rail, which was installed by C&NW in 1977-1980. Approximately two miles of the Line at the far north end is laid with 100-pound jointed rail which was installed by CNS&M in 1926 and 1943.

The changes contemplated by UP as a result of the proposed action are as follows: UP intends to salvage the track structure on the South Segment and dispose of the underlying real estate. Changes on the North Segment will be minimal. UP intends to "rail bank" this segment, leaving the tracks and bridges in place, and retaining its interest in the underlying right-of-way. The only salvage activity contemplated for the North Segment is that grade crossings may be removed or paved over as they require replacement or repair.

*(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:** UP believes bridge drawings are 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:** UP knows of no historic sites or structures or archeological resources on the Line or in the project area. Donald D. Snoddy, Manager-Museum Services for the UP, has reviewed the proposed transaction and concluded that there is

nothing in the scope of the project that merits historical comment. No bridges or buildings that are of significant architectural design nor any other structures or features that need to be considered. Mr. Snoddy also indicates that any archeological sites within the scope of the right-of-way would have previously been disturbed during the construction of the 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:*

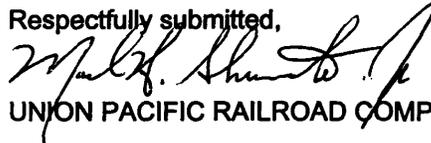
**Response:** Applicant does not have any such readily available information.

*(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 group 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 rights-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.

Dated this 8th day of March, 2002.

Respectfully submitted,



UNION PACIFIC RAILROAD COMPANY

Mack H. Shumate, Senior General Attorney  
Room 1920, 101 North Wacker Drive  
Chicago, IL 60606  
312/777-2055  
312/ 777-2065 FAX

Robert T. Opal, General Commerce Counsel  
1416 Dodge Street, Room 830  
Omaha, NE 68179  
402/ 271-3072  
402/ 271-5610

**CERTIFICATE OF SERVICE**  
**OF THE**  
**COMBINED ENVIRONMENTAL AND HISTORIC REPORT**

The undersigned hereby certifies that a copy of the foregoing Combined Environmental and Historic Report in Docket No. AB-33 (Sub-No. 167X) for the Skokie Industrial Lead in Cook County, Illinois was served by first class mail on the 8th day of March, 2002 on the following:

**State Clearinghouse (or alternate):**

Mr. Steve Klokenga  
State Single Point of Contact  
Office of the Governor  
State of Illinois  
107 Stratton  
Springfield, IL 62706

**State Environmental Protection Agency:**

Illinois Environmental Protection Agency  
P. O. Box 19276  
Springfield, IL 62794

**State Coastal Zone Management Agency**  
**(if applicable):**

Mr. Don Vonnahme, Director  
Department of Transportation  
Room 401 - Annex Building  
2300 South Dirksen Parkway  
Springfield, IL 62764

**Head of each County:**

Cook County Commissioners  
Cook County Building  
118 North Clark, 5th Floor  
Chicago, IL 68602

**Environmental Protection Agency**  
**(regional office):**

U.S. Environmental Protection Agency  
Region V  
77 West Jackson Boulevard  
Chicago, IL 60604

**U.S. Fish and Wildlife:**

U.S. Fish & Wildlife Service, Region 3  
One Federal Drive  
Federal Building  
Fort Snelling, MN 55111

**U.S. Army Corps of Engineers:**

U.S. Army Engineer District  
North Central  
111 North Canal Street  
Chicago, IL 60606-7206

**National Park Service:**

William D. Shaddox  
Chief, Land Resources Division  
National Park Service  
800 North Capitol Street, NE., Room 500  
Washington, D.C. 20002

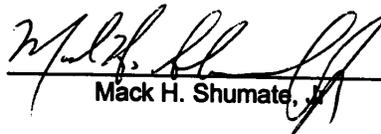
**U.S. Natural Resources Conservation Service:**

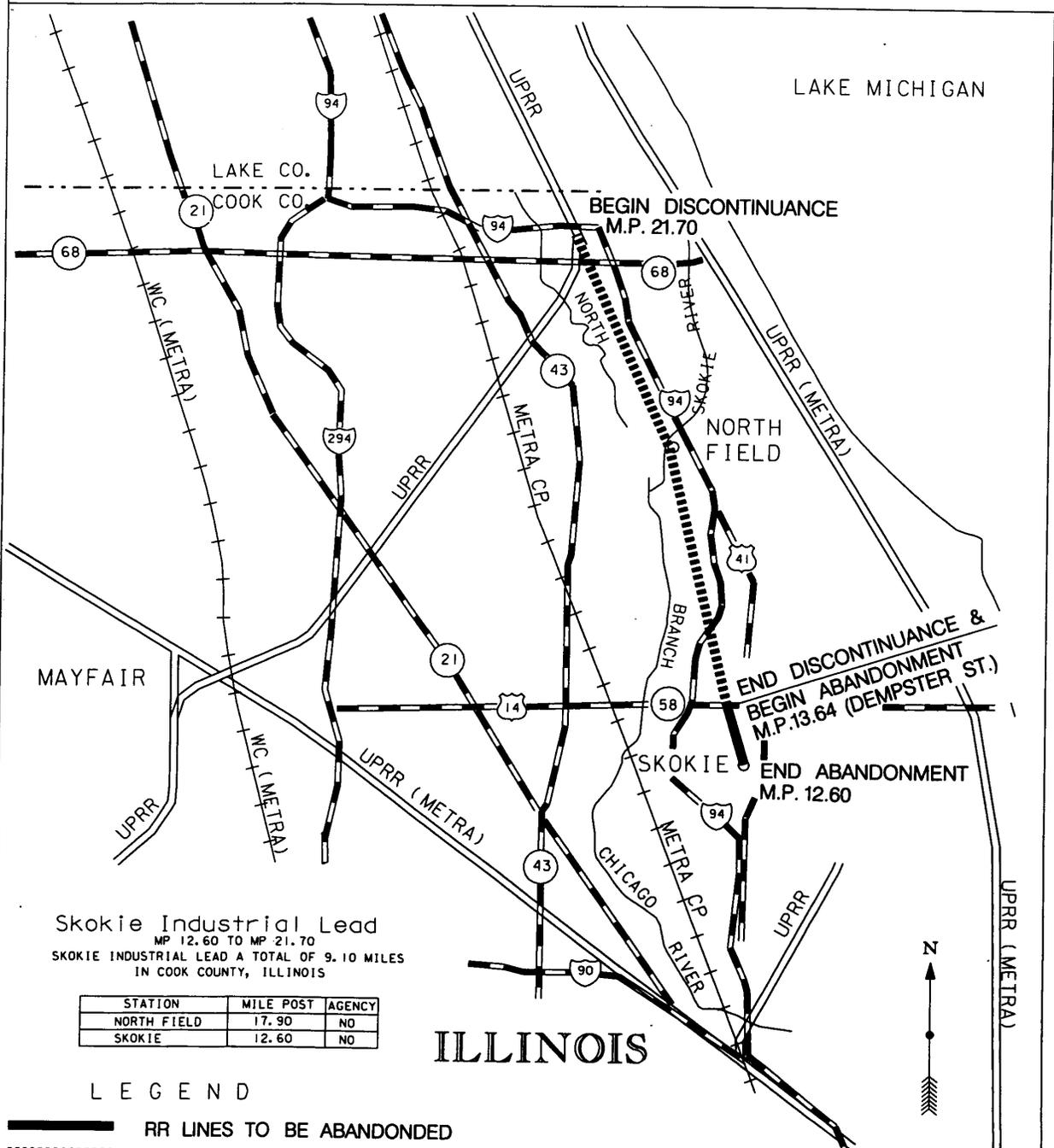
Natural Resource Conservation Service  
1902 Fox Drive  
Champaign, IL 61820

**National Geodetic Survey:**

National Geodetic Survey  
Edward J. McKay, Chief  
Spatial Reference System Division  
NOAA N/NGS2  
1315 E-W Highway  
Silver Spring, MD 20910-3282

Dated this 8th day of March, 2002.

  
Mack H. Shumate, Jr.



Skokie Industrial Lead  
 MP 12.60 TO MP 21.70  
 SKOKIE INDUSTRIAL LEAD A TOTAL OF 9.10 MILES  
 IN COOK COUNTY, ILLINOIS

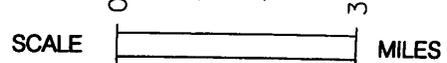
STATION	MILE POST	AGENCY
NORTH FIELD	17.90	NO
SKOKIE	12.60	NO

# ILLINOIS

## LEGEND

- RR LINES TO BE ABANDONED
- RR LINES TO BE DISCONTINUED
- OTHER UPRR LINES
- OTHER RAILROADS
- 50+ YEAR OLD STRUCTURES
- PRINCIPAL HIGHWAYS
- OTHER ROADS

UNION PACIFIC RAILROAD CO.  
 SKOKIE INDUSTRIAL LEAD  
 INCL. 50+ YEAR OLD STRUCTURES  
 (NONE)



**UNION PACIFIC RAILROAD COMPANY**  
ENVIRONMENTAL MANAGEMENT

R. M. (Bob) Grimalia  
Assistant Vice President-Environmental  
(402) 271-4344

L. A. (Lanny) Schmid  
Director Environmental Field Operations  
(402) 271-2282

J. R. (Joel) Strafelda  
Program Manager-Site Remediation  
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Mailing Address:  
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1416 Dodge Street  
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R. L. (Rick) Eades  
Director Environmental Field Ops-North  
(402) 661-6825

G. (Glenn) Thomas  
Director Environmental Field Ops-South  
(281) 350-7642

B. A. (Brock) Nelson  
Director Environmental Field Ops-West  
(916) 789-6370

December 21, 2000

File: Track Abandonment  
Skokie Industrial Lead  
Illinois

State Clearinghouse:

Mr. Steve Klokkenga  
State Single Point of Contact  
Office of the Governor  
State of Illinois  
107 Stratton  
Springfield, IL 62706

State Environmental Protection Agency

Illinois Environmental Protection  
Agency  
P.O. Box 19276  
Springfield, IL 62794

State Coastal Zone Management Agency

Mr. Don Vonnahme, Director  
Department of Transportation  
Room 401- Annex Building  
2300 South Dirksen Parkway  
Springfield, IL 62764

Head of each County

Cook County Commissioners  
Cook County Building  
118 North Clark, 5<sup>th</sup> Floor  
Chicago, IL 68602

Environmental Protection Agency

(Regional Office)  
U. S. EPA, Region V  
77 West Jackson Boulevard  
Chicago, IL 60604

U.S. Fish and Wildlife

U.S. Fish and Wildlife Service  
Region 3,  
One Federal Drive  
Federal Building  
Fort Snelling, MN 55111

U.S. Army Corps of Engineers:

U.S. Army Engineer District, North  
Central  
111 North Canal Street  
Chicago, IL 60606-7206

National Park Service

William D. Shaddox, Chief  
Land Resources Division  
National Park Service  
800 Capitol Street, NE, Room 500  
Washington, D.C. 20002

U.S. Natural Resources Conservation Service:

Natural Resource Conservation Service  
1902 Fox Drive  
Champaign, IL 61820

National Geodetic Survey

Edward J. McKay, Chief  
Spatial Reference System Division  
National Geodetic Survey  
NOAA N/NGS  
1315 East-West Highway  
Silver Springs, MD 20910-3282

RE: Proposed Discontinuance of the Skokie Industrial Lead in Cook County, Illinois

Dear Sirs:

Union Pacific Railroad Company plans to request authority from the Surface Transportation Board (STB) to discontinue operations on its Skokie Industrial Lead in Cook County, Illinois, from M.P. 21.69 near Valley to M.P. 12.60 at Skokie, Illinois. A map of the proposed track abandonment shown in black is attached. Please note that this discontinuance will have no environmental or historical impact as the track and structures will remain in place, with the possible exception of at grade street crossings.

Pursuant to the STB's regulations at 49 C.F.R. Part 1152, and the environmental regulations at 49 C.F.R. Part 1105.7, this is to request your assistance in identifying any potential effects of this action as indicated in the paragraphs below. If any adverse environmental impacts are identified, describe any actions that are proposed in order to mitigate the environmental impacts. Please provide us with a written response that can be included in an Environmental Report, which will be sent to the STB.

LOCAL AND/OR REGIONAL PLANNING AGENCIES. State whether the proposed action is consistent with existing land use plans. Describe any inconsistencies.

U.S. SOIL CONSERVATION SERVICE. State the effect of the proposed action on any prime agricultural land.

U.S. FISH AND WILDLIFE SERVICE (And State Game And Parks Commission, If Addressed). State (1) 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, and, (2) whether wildlife sanctuaries or refuges, National or State parks or forests will be affected, and describe any effects.

STATE WATER QUALITY OFFICIALS. State whether the proposed action is consistent with applicable Federal, State or Local water quality standards. Describe any inconsistencies.

U.S. ARMY CORPS OF ENGINEERS. State (1) whether permits under Section 404 of the Clean Water Act (33 U.S.C. § 1344) are required for the proposed action and (2) whether any designated wetlands or 100-year flood plains will be affected. Describe the effects.

U.S. ENVIRONMENTAL PROTECTION AGENCY AND STATE ENVIRONMENTAL PROTECTION (OR EQUIVALENT AGENCY). (1) Identify any potential effects on the surrounding area, (2) identify the location of hazardous waste sites and known hazardous material spills on the right-of-way 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 action.

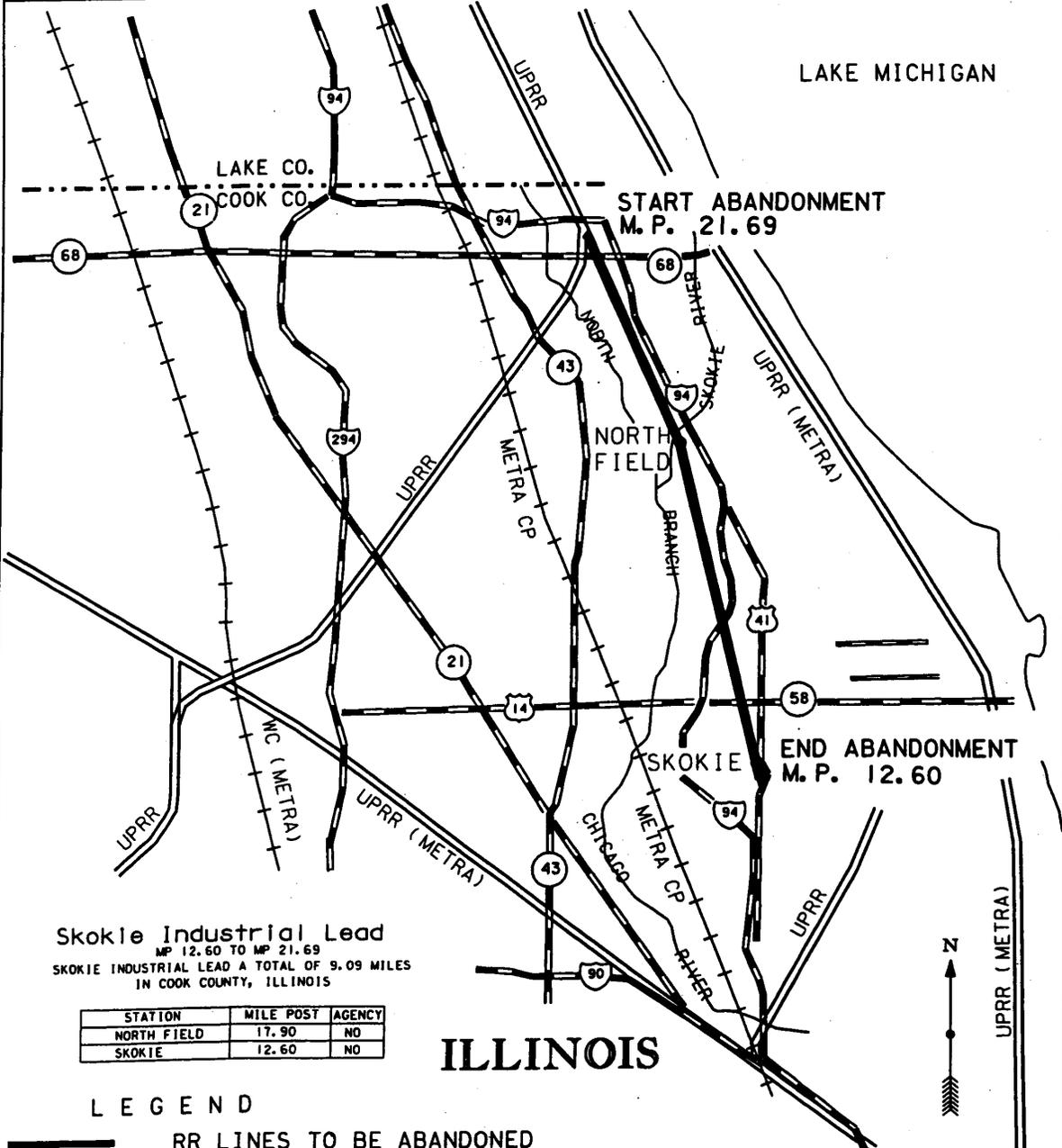
Thank you for your assistance. Please send your reply to Union Pacific Railroad, Mr. Chuck Saylor, 1416 Dodge Street, Room 830, Omaha, NE, 68179. If you need further information, please contact me at (402) 271-4078.

Yours truly,



Harry P. Patterson, P. E.  
Manager Environmental Field Operations

Attachment



Skokie Industrial Lead  
 MP 12.60 TO MP 21.69  
 SKOKIE INDUSTRIAL LEAD A TOTAL OF 9.09 MILES  
 IN COOK COUNTY, ILLINOIS

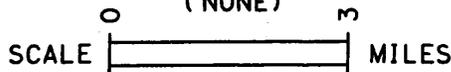
STATION	MILE POST	AGENCY
NORTH FIELD	17.90	NO
SKOKIE	12.60	NO

# ILLINOIS

## LEGEND

- RR LINES TO BE ABANDONED
- OTHER UPRR LINES
- OTHER RAILROADS
- 50+ YEAR OLD STRUCTURES
- PRINCIPAL HIGHWAYS
- OTHER ROADS

**UNION PACIFIC RAILROAD CO.  
 SKOKIE INDUSTRIAL LEAD**  
 INCL. 50+ YEAR OLD STRUCTURES  
 (NONE)



ab0209  
 December 19, 2000

CHARLES W. SAYLORS  
DIRECTOR-LEGAL SUPPORT SERVICES

UNION PACIFIC RAILROAD COMPANY

1416 DODGE STREET  
OMAHA, NEBRASKA 68179  
(402) 271-4861



(402) 271-5625 (FAX)

December 12, 2001

**State Clearinghouse (or alternate):**

Mr. Steve Klokkenga  
State Single Point of Contact  
Office of the Governor  
State of Illinois  
107 Stratton  
Springfield, IL 62706

**State Environmental Protection Agency:**

Illinois Environmental Protection Agency  
P. O. Box 19276  
Springfield, IL 62794

**State Coastal Zone Management Agency  
(if applicable):**

Mr. Don Vonnahme, Director  
Department of Transportation  
Room 401 - Annex Building  
2300 South Dirksen Parkway  
Springfield, IL 62764

**Head of each County:**

Cook County Commissioners  
Cook County Building  
118 North Clark, 5th Floor  
Chicago, IL 68602

**Environmental Protection Agency  
(regional office):**

U.S. Environmental Protection Agency  
Region V  
77 West Jackson Boulevard  
Chicago, IL 60604

**U.S. Fish and Wildlife:**

U.S. Fish & Wildlife Service, Region 3  
One Federal Drive  
Federal Building  
Fort Snelling, MN 55111

**U.S. Army Corps of Engineers:**

U.S. Army Engineer District  
North Central  
111 North Canal Street  
Chicago, IL 60606-7206

**National Park Service:**

William D. Shaddox  
Chief, Land Resources Division  
National Park Service  
800 North Capitol Street, NE., Room 500  
Washington, D.C. 20002

**U.S. Natural Resources Conservation Service:**

Natural Resource Conservation Service  
1902 Fox Drive  
Champaign, IL 61820

**National Geodetic Survey:**

National Geodetic Survey  
Edward J. McKay, Chief  
Spatial Reference System Division  
NOAA N/NGS2  
1315 E-W Highway  
Silver Spring, MD 20910-3282

Re: Proposed Discontinuance of the Skokie Industrial Lead from M. P. 21.70 near Valley and M. P. 13.64 at Dempster Street and Abandonment of the Skokie Industrial Lead from M. P. 13.64 to M. P. 12.60 in Cook County, Illinois; STB Docket No. AB-33 (Sub-No. 167X)

Dear Sirs:

On December 21, 2000, you were sent a letter indicating that Union Pacific Railroad company intended to discontinue service over the Skokie Industrial Lead from M.P.

21.69 near Valley to M.P. 12.60 in Skokie, Cook County, Illinois. The letter also indicated that a map, with the proposed discontinuance shown in black, was attached.

Since the December 21, 2000 letter, we have decided to abandon the segment from M. P. 13.64 at Dempster Street to M. P. 13.64. A revised map is attached for your reference. The STB Docket No. AB-33 (Sub-No. 167X) remains the same.

As before, Union Pacific Railroad Company plans to request authority from the Surface Transportation Board (STB) to abandon and discontinue service on the Skokie Industrial Lead. There will be no environmental or historical impacts as the track and structures will remain in place, with the possible exception of at grade street crossings.

Pursuant to the STB's regulations at 49 C.F.R. Part 1152, and the environmental regulations at 40 C.F. R. Part 1105.7, this is to request your assistance in identifying any potential effects of this action as indicated in the paragraphs below. We do not anticipate any adverse environmental impacts, since there will be only limited salvage activities, as described in the preceding paragraph. However, if you identify any adverse environmental impacts, describe any actions that are proposed in order to mitigate the environmental impacts. Please provide us with a written response that can be included in an Environmental Report, which will be sent to the STB. Many of you responded to this request in our December 21, 2000 letter and we will forward your response in our Environmental Report; however, if you care to amend your earlier response, feel free to do so.

LOCAL AND/OR REGIONAL PLANNING AGENCIES. State whether the proposed action is consistent with existing land use plans. Describe any inconsistencies.

U. S. SOIL CONSERVATION SERVICE. State the effect of the proposed action on any prime agricultural land.

U. S. FISH AND WILDLIFE SERVICE (And State Game And Parks Commission. If Addressed). State (1) 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, and, (2) whether wildlife sanctuaries or refuges, National or State parks or forests will be affected, and describe any effects.

STATE WATER QUALITY OFFICIALS. State whether the proposed action is consistent with applicable Federal, State or Local water quality standards. Describe any inconsistencies.

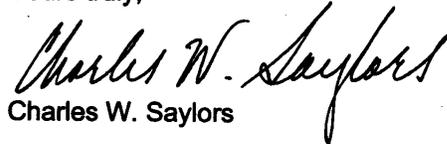
U. S. ARMY CORPS OF ENGINEERS. State (1) whether permits under Section 404 of the Clean Water Act (33 U.S. C. § 1344) are required for the proposed action and (2) whether any designated wetlands or 100-year flood plains will be affected. Describe the effects.

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effects on the surrounding area, (2) identify the location of hazardous waste sites and known hazardous material spills on the right-of-way 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 action.

Thank you for your assistance. Please send your reply to Union Pacific Railroad, Mr. Chuck Saylor, 1416 Dodge Street, Room 830, Omaha, NE, 68179. If you need further information, please contact me at (402) 271-4861.

Yours truly,

  
Charles W. Saylor

Attachment



## 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

January 3, 2001

Mr. Chuck Saylor  
Union Pacific Railroad  
1416 Dodge Street  
Room 830  
Omaha, Nebraska 68179

Dear Mr. Saylor:

Thank you for the opportunity to comment on the proposed discontinuance of operations on the Skokie Industrial Lead rail line within Skokie, Cook County, Illinois.

We have researched our ownership in the vicinity and have determined we do not own any lands, interests in land, or have any concerns regarding real estate in the vicinity of the proposed rail line discontinuance of operations.

Sincerely,

Patrick G. Carroll  
Senior Realty Officer  
Division of Realty

bcc w/ enclosure:

Dennis Duffy - Room 1206  
Ray Allamong - Room 1110  
Denny Brown-WP001  
Joe Bateman - Room 810  
Paul Bendon - MC 9045  
Sylvester Bobo - MC3300  
John Bromley - Room 605  
Jim Farrell - Room 430  
Bob Fredericks - WT10S  
Dan Hanna - MC9091  
Dave Hatfield - Room 1200  
Hans Matthiessen - Room 700  
Norm Siler - Room 930  
Chuck Saylor - Room 830  
Bill Wimmer - Room 1030  
Lynda L. Prucha - Room 819  
Bill Loomis - Room 330