

208358



July 11, 2003

RECEIVED  
MANAGEMENT  
STB

VIA U.P.S. OVERNIGHT

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

**Attention:** Victoria Rutson

**RE: Proposed Abandonment and Discontinuance of service over Pea Ridge Subdivision from Milepost 59.0 near New Fountain Farm to Milepost 84.42 near Pea Ridge Subdivision, a distance of 25.42 miles in Washington County, Missouri Docket No. AB-33 (Sub-No. 204X)**

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 July 31, 2003.

Sincerely,

Enclosures

O:\ABANDONMENTS\33-204X\STB-Letter.wpd

**ENTERED  
Office of Proceedings**

**JUL 17 2003**

**Part of  
Public Record**

Mack H. Shumate, Jr.  
Senior General Attorney, Law Department

UNION PACIFIC RAILROAD  
101 N. Wacker Dr., Rm. 1920, Chicago, IL 60606-1718  
ph. (312) 777-2055 fx. (312) 777-2065

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208358

BEFORE THE  
SURFACE TRANSPORTATION BOARD

RECEIVED  
WASHINGTON  
D.C.

Docket No. AB-33 (Sub-No. 204X)

UNION PACIFIC RAILROAD COMPANY  
-- ABANDONMENT EXEMPTION --  
IN WASHINGTON COUNTY, MISSOURI  
(PEA RIDGE SUBDIVISION)

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

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Dated: July 11, 2003

BEFORE THE  
SURFACE TRANSPORTATION BOARD

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Docket No. AB-33 (Sub-No. 204X)

UNION PACIFIC RAILROAD COMPANY  
-- ABANDONMENT EXEMPTION --  
IN WASHINGTON COUNTY, MISSOURI  
(PEA RIDGE SUBDIVISION)

---

RECEIVED  
MAIL  
MANAGEMENT  
S/E

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 and discontinuance of service over the Pea Ridge Subdivision from milepost 59.0 near New Fountain Farm to milepost 84.42 near Pea Ridge, a distance of 25.42 miles in Washington County, Missouri (the "Line"). The Line traverses U. S. Postal Service Zip Code **93635**.

The UP anticipates that a Petition For Exemption to abandon the Line will be filed at the STB on or after July 31, 2003.

A map of the Line is attached as **Attachment No. 1**. UP's letter to federal, state and local government agencies is marked **Attachment No. 2**. 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 and discontinuance of service over the Pea Ridge Subdivision from milepost 59.0 near New Fountain Farm to milepost 84.42 near Pea Ridge, as distance of 25.42 miles in Washington County, Missouri. Since the beginning of 2001, Pea Ridge Iron Ore Company ("PRIOC") at Pea Ridge has been the only shipper on the Line. PRIOC stopped making rail shipments in September 2001 when it went out of business, sold its real estate for recreational use and liquidated its equipment. Before it went out of business, PRIOC shipped 342 cars of crude iron ore, STCC 1011190, totaling 33,094 tons; 22 cars of iron ore pellets, STCC 1011320, totaling 2,060 tons; and 150 cars of ground iron ore, totaling 13,881 tons in 2001.

The proposed abandonment will have no practical effect on PRIOC since they have ceased doing business and sold their real estate for recreational use. The Line was built in 1961 by Missouri Pacific Railroad Company to serve two mining facilities, both of which are now closed permanently. UP will continue to serve a station called New Fountain Farm just beyond the southern end of the abandonment. The principal road in the area is state highway 185, which parallels the Line and connects to Interstate 44 approximately 15 miles northwest of Pea Ridge.

It is unlikely that major new industries with a need for rail service would locate along the Line. Former mining properties are now being used for recreational purposes. The only traffic inquires UP received after the plant closed were for the movement of scrap from tearing down the mine structures and machinery. The Line has not been used for overhead traffic. It has been used on occasion by UP for car storage.

The Pea Ridge Subdivision was constructed by the Missouri Pacific Railroad Company in 1961. The Line is primarily constructed with 112-pound jointed rail. The property involved does not include any federally granted right-of-way. Approximately 40% of the right-of-way has reversionary title.

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:** There will be no effect on regional or local transportation systems or patterns.

(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) UP is unaware of any adverse effects on local and existing land use plans. The Washington County Commissioners Office has been contacted. To date no response has been received.

(ii) The United States Natural Resources Conservation Service has been contacted and to date no response has been received.

(iii) Not Applicable.

(iv) It is not likely that any of the right-of-way is suitable for other public purposes since it is located in a very rural area of Washington County.

(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 effects on the transportation of energy resources.

(ii) There are no recyclable commodities moved over the Line.

(iii) There will be no increase in energy consumption from the abandonment.

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

(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)(i)(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 reinstitution 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 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 been contacted. To date UP has received no response.

(ii) UP 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.

(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. (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.)

**Response:** (i) The Missouri Water Pollution Control Office has been contacted. To date the UP has received no response.

(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 right-of-way for the 25 mile Line proposed for abandonment is best described in seven segments.

In Segment 1, milepost 59.0 to milepost 61.5, the right-of-way is 100 feet in width from milepost 59.0 to milepost 60.5 and 200 feet in width from milepost 60.5 to milepost 61.5. The track starts on a light to moderate fill at milepost 59.0 and is on a fill with a steep slope near milepost 61.5. The topography ranges from moderate to steep sloping land. Adjacent land is used for rural acreages and is covered with cedar trees and scrub brush. Highway "E" and Highway 21 overhead is located along the segment. There are a number of farm road crossings along the tracks.

In Segment 2, milepost 61.5 to milepost 65.5, the right-of-way varies from 150 to 200 feet in width and slopes steeply from the track on the south side of the Line. The track is located on a light to moderate fill but is also along "cut" areas throughout the segment. The terrain is very rural and has light to moderate cedar and scrub trees. There are a number of farm road crossings. Adjacent land uses include rural acreages, farms and stands of cedar and scrub trees. There is a County highway crossing and one bridge across a creek.

In Segment 3, milepost 65.6 to milepost 69.25, the right-of-way varies from 150 to 200 feet in width and slopes moderately from the tracks. The track is located on a light to moderate fill. The topography is very rural and cedar and scrub trees along the entire segment. There are a number of farm road crossings along the tracks. Adjacent land uses include rural acreages, farms and woods. There are approximately six bridge crossings of creeks along the segment.

In Segment 4, milepost 69.25 to milepost 73.0, the right-of-way varies from 150 to 175 feet in width and the topography is sloping moderately from the track. The track is located on a slight to moderate fill. Most of the adjacent land is covered with small/medium cedar trees and some pasture land. There are a number of farm road crossings. Adjacent land uses include rural acreages, pastureland and woods. There are two bridge crossings of creeks along the segment.

In Segment 5, milepost 73.0 to milepost 77.25, the right-of-way varies from 150 to 250 feet in width. The track is located on a fill with the southwesterly side of the right-of-way sloping steeply from the track. The topography is raised fill with moderate to steep sloping from the tracks. Adjacent land uses include woods and rural acreages. There is one public highway and one bridge and two culvery crossings of creeks along this segment.

In Segment 6, milepost 77.25 to milepost 81.25, most of the right-of-way is 150 feet in width with variance up to 200 feet in locations. The track is located on level ground to slight fill. Adjacent land uses include rural acreages, farms and cedar and scrub trees. A county road, at least two bridges across creeks, and a number of farm road crossings are in this segment.

small cut areas. Adjacent land uses include pastureland, woods, rural acreages and areas used for stockpiling rock aggregates. There are two bridges across creeks and a number of farm road crossings along the tracks. The segment ends at the iron ore mine.

(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 property that are 50 years old or older. However, the UP did receive a letter from the Department of Natural Resources for the State of Missouri ("DNRSM") dated May 1, 2003 indicating that the entire line is eligible for inclusion in the National Register of Historic Places as a component of the Iron Mountain Railroad. In that there are no railroad structures that are 50 years old or older on the Line and that the Line itself has been modified and reconstructed routinely as part of the normal railroad maintenance process, there is no creditable basis to consider the Line as an Historic structure. The letter from UP dated June 3, 2003 in response to the May 1, 2003 letter from DNRSM is attached hereto as **Attachment No. 4** and hereby made a part hereof.

(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.

(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:** See the preceding pages for a brief history and description of carrier operations.

(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:** Not applicable.

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

**Response:** There are no railroad structures or bridges that are 50 years old or older.

(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:

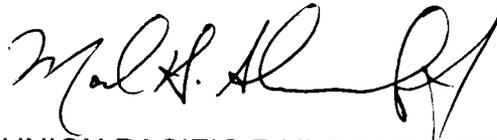
**Response:** UP does not have any such readily available information.

(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 11th day of July, 2003.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Mack H. Shumate, Jr.", with a stylized flourish at the end.

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

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. 204X) for the Pea Ridge Subdivision in Washington County, Missouri was served by first class mail on the 11th day of July, 2003 on the following:

**State Clearinghouse (or alternate):**

Missouri Federal Assistance Clearinghouse  
Office of Administration  
PO Box 809  
Truman Building, Room 840  
Jefferson City, MO 65102

**State Environmental Protection Agency:**

Missouri Water Pollution Control  
Department of Natural Resources  
Division of Environmental Quality  
210 Hoover Road, PO Box 176  
Jefferson City, MO 65102-0176

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

**Head of each County:**

Washington County Commissioners  
102 North Missouri Street  
County Courthouse  
Potosi, MO 63664-1774

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

U.S. Environmental Protection Agency  
Region 7  
901 North 5<sup>th</sup> Street  
Kansas City, KS 66101

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

U.S. Fish & Wildlife Service, Region 3  
Great Lakes - Big River Region  
1 Federal Drive - BWH Federal Building  
Fort Snelling, MN 55111

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

U.S. Army Engineer District  
St. Louis  
1222 Spruce Street  
St. Louis, MO 63103-2833

**National Park Service:**

William D. Shaddox  
Chief, Land Resources Division  
National Park Service  
1849 "C" St., N.W., #MS3540  
Washington, D.C. 20240

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

USDA Natural Resources Conservation Service  
State Conservationist  
Parkdale Center, Suite 250  
601 Business Loop 70 W  
Columbia, MO 65203-2546

**National Geodetic Survey:**

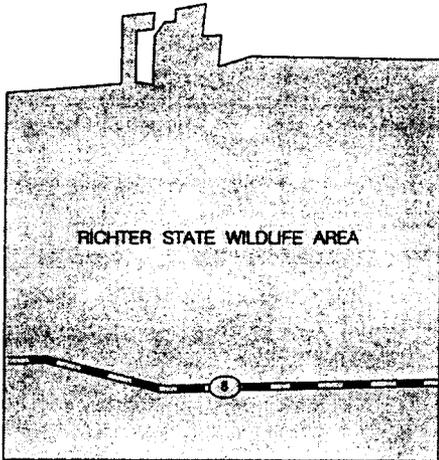
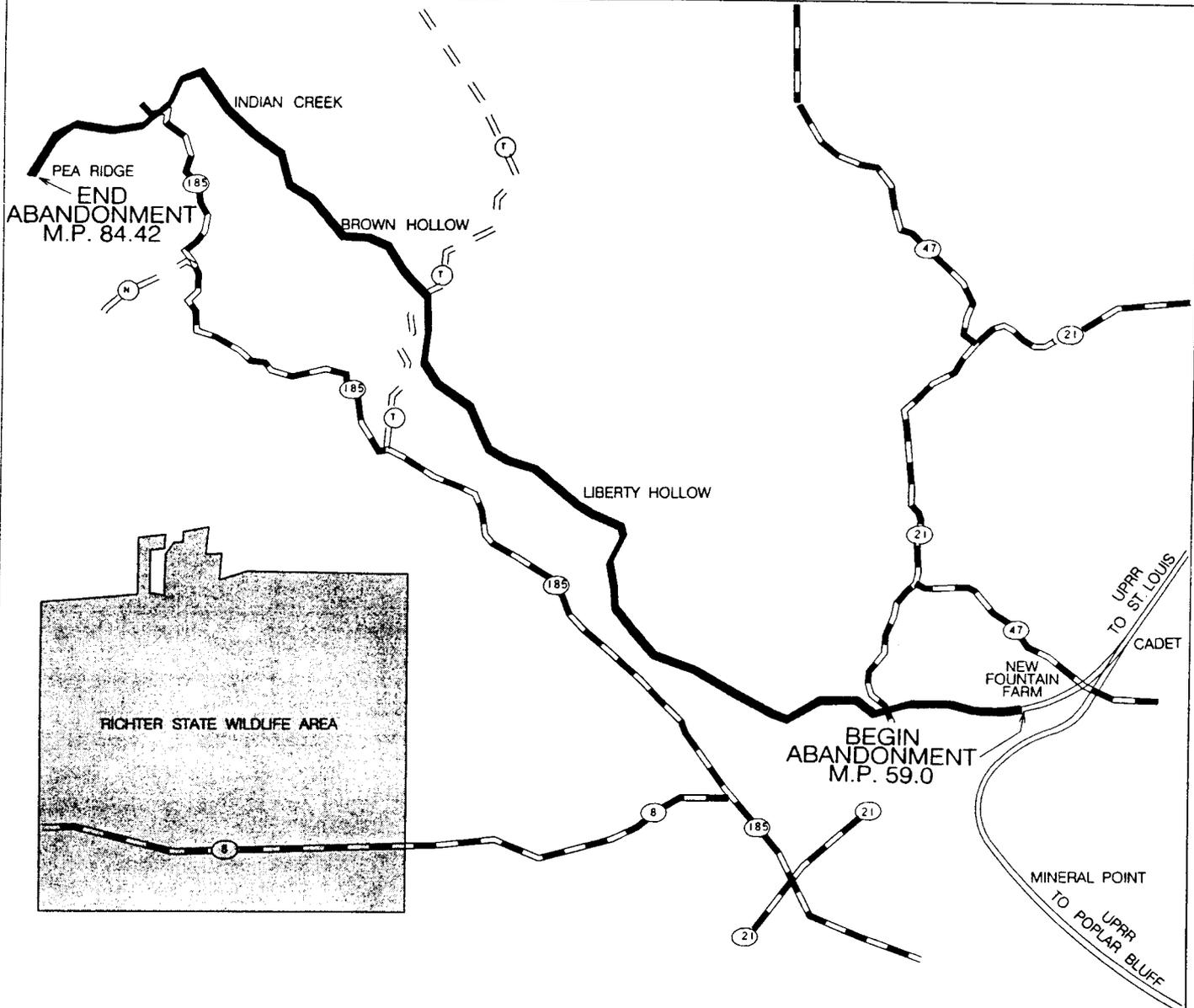
National Geodetic Survey  
Edward J. McKay, Chief  
Spatial Reference System Division  
NOAA N/NGS2  
1315 E-W Highway  
Silver Spring, MD 20910-3282

**State Historic Preservation Office:**

Deputy State Historic Preservation Officer  
Historic Preservation Program  
PO Box 176  
Jefferson City, MO 65102

Dated this 11<sup>th</sup> day of July, 2003

  
Mack H. Shumate Jr.



PEA RIDGE SUBDIVISION

MP 59.0 TO MP 84.42  
 A TOTAL OF 25.42 MILES  
 IN WASHINGTON COUNTY, MISSOURI

STATION	MILE POST	AGENCY
INDIAN CREEK	72.40	NO
PEA RIDGE	84.10	NO

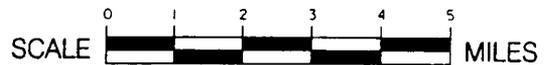
LEGEND

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

UNION PACIFIC RAILROAD CO.

PEA RIDGE SUBDIVISION

NOTE: NO 50+ YEAR OLD STRUCTURES  
 ON THIS LINE



CHARLES W. SAYLORS  
DIRECTOR-LEGAL SUPPORT SERVICES

# UNION PACIFIC RAILROAD COMPANY

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



April 21, 2003

**State Clearinghouse (or alternate):**

Missouri Federal Assistance Clearinghouse  
Office of Administration  
P. O. Box 809  
Truman Building, Room 840  
Jefferson City, MO 65102

**State Environmental Protection Agency:**

Missouri Water Pollution Control  
Department of Natural Resources  
Division of Environmental Quality  
210 Hoover Road, P. O. Box 176  
Jefferson City, MO 65102-0176

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

None

**Head of each County:**

Washington County Commissioners  
102 North Missouri Street  
County Courthouse  
Potosi, MO 63664-1774

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

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

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

U.S. Fish & Wildlife Service - Region 3  
Great Lakes - Big River Region  
1 Federal Drive  
BWH Federal Building  
Fort Snelling, MN 55111

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

U.S. Army Engineer District  
St Louis  
1222 Spruce Street  
St. Louis, MO 63103-2833

**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:**

USDA Natural Resource Conservation Service  
State Conservationist  
Parkdale Center, Suite 250  
601 Business Loop 70W  
Columbia, MO 65203-2546

**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

**State Historic Preservation Office:**

Deputy State Historic Preservation Officer  
Historic Preservation Program  
P. O. Box 176  
Jefferson City, MO 65102

Re: Proposed Abandonment of the Pea Ridge Subdivision from M. P. 59.0 near New Fountain Farm to M. P. 84.42 near Pea Ridge, a distance of 25.42 miles in Washington County, Missouri; STB Docket No. AB-33 (Sub-No. 204x)

Dear Sirs:

Union Pacific Railroad Company plans to request authority from the Surface Transportation Board (STB) to abandon and discontinue service on the Pea Ridge Subdivision from M. P. 59.0 near New Fountain Farm to M. P. 84.42 near Pea Ridge, a distance of 25.42 miles in Washington County, Missouri. A map of the proposed track abandonment shown in black is attached.

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; 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.

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.

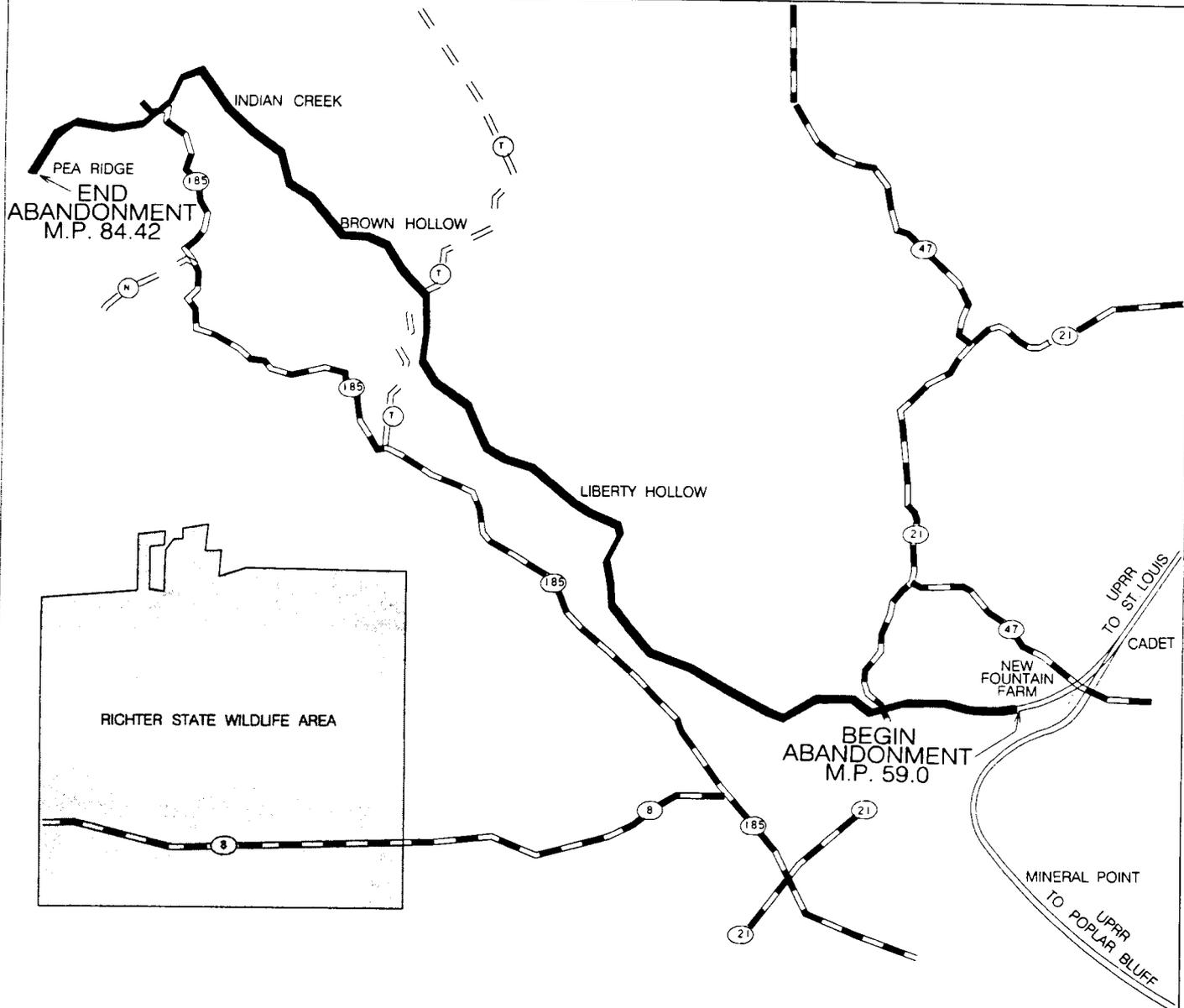
U. S. ENVIRONMENTAL PROTECTION AGENCY AND STATE ENVIRONMENTAL PROTECTION (OR EQUIVALENT AGENCY). (1) Identify any potential effects on the surrounding area, (2) identify the location of hazardous waste sites and known hazardous material spills on the right-of-way and list the types of hazardous materials 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) 271-4861.

Yours truly,

  
Charles W. Saylor

Attachment



PEA RIDGE SUBDIVISION

MP 59.0 TO MP 84.42  
 A TOTAL OF 25.42 MILES  
 IN WASHINGTON COUNTY, MISSOURI

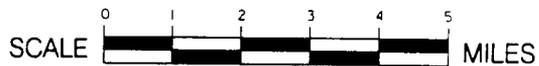
STATION	MILE POST	AGENCY
INDIAN CREEK	72.40	NO
PEA RIDGE	84.10	NO

LEGEND

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

UNION PACIFIC RAILROAD CO.  
 PEA RIDGE SUBDIVISION

NOTE: NO 50+ YEAR OLD STRUCTURES  
 ON THIS LINE





STATE OF MISSOURI  
 DEPARTMENT OF NATURAL RESOURCES

Bob Holden, Governor • Stephen M. Mahfood, Director

www.dnr.state.mo.us

May 1, 2003

Charles W. Saylors  
 Union Pacific Railroad  
 1416 Dodge Street, Room 830  
 Omaha, Nebraska 58179

Re: Pea Ridge Subdivision Abandonment (STB) Washington County, Missouri

Dear Mr. Saylors:

Thank you for submitting information on the above referenced project for our review pursuant to Section 106 of the National Historic Preservation Act (P.O. 89-665, as amended and the Advisory Council on Historic Preservation's regulation 36 CFR Part 800, which require identification and evaluation of cultural resources.

We have reviewed the additional information provided concerning the above referenced project. We have determined that the Pea Ridge Subdivision from M.P. 59.0 near New Fountain Farm to M.P. 84.42 near Pea Ridge, is eligible for inclusion in the National Register of Historic Places as a component of the Iron Mountain Railroad.

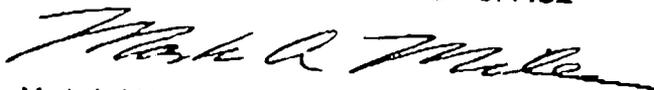
In accordance with the Advisory Council on Historic Preservation's regulation Protection of Historic Properties (36 CFR Part 800), Section 800.5, we have also reviewed the proposed project and has determined that the proposed abandonment will have an "adverse effect" on the historic fabric of the Pea Ridge Subdivision.

Therefore, in accordance with Section 800.6(a)(1), the Surface Transportation Board shall forward the necessary adequate documentation as described to the Executive Director, Advisory Council on Historic Preservation, The Old Post Office Building, 1100 Pennsylvania Avenue NW, #809, Washington, DC 20004. Pending receipt of the Council's decision on whether it will participate in consultation, no action shall be taken which would foreclose Council consideration of alternatives to avoid or satisfactorily mitigate any adverse effect on the property in question.

If you have any questions, please write Judith Deel at State Historic Preservation Office, P.O. Box 176, Jefferson City, Missouri 65102 or call 573/751-7862. Please be sure to include the SHPO Log Number (011-WA-03) on all future correspondence or inquiries relating to this project.

Sincerely,

STATE HISTORIC PRESERVATION OFFICE



Mark A. Miles  
 Interim Director and Deputy State  
 Historic Preservation Officer

c Tom McCulloch, ACHP  
 Charles McNulty, STB

*Integrity and excellence in all we do*



**UNION PACIFIC RAILROAD COMPANY**

CHARLES W. SAYLORS  
DIRECTOR-LEGAL SUPPORT SERVICES

1418 DODGE STREET  
OMAHA, NEBRASKA 68179  
(402) 271-4801



**June 3, 2003**

Judith Deel  
State Historic Preservation Office  
P. O. Box 176  
Jefferson City, MO 65102

**Re: Pea Ridge Subdivision Abandonment in Washington County, Missouri  
- SHPO Log Number (011-WA-03)**

Dear Ms. Deel:

Thank you for your May 1, 2003 letter responding to Union Pacific's proposed abandonment of the Pea Ridge Subdivision in Washington County, Missouri. Your letter indicated that the proposed abandonment has potential historic implications and is eligible for inclusion in the National Register of Historic Places as a component of the Iron Mountain Railroad.

Our records indicate that the Pea Ridge Subdivision from M.P. 59.0 near New Fountain Farm to M.P. 84.42 near Pea Ridge was constructed by the Missouri Pacific Railroad Company in 1961, and therefore, is neither part of the Iron Mountain Railroad nor 50 years old.

When we discussed this matter last week you asked for some evidence which supported our position. Enclosed is a copy of the track profile for the Pea Ridge Subdivision from M.P. 59.0 to M.P. 84.42. I have highlighted the notation stating when and by whom the subdivision was constructed for your reference. I asked that you review the material and reconsider the determination presented in your May 1st letter.

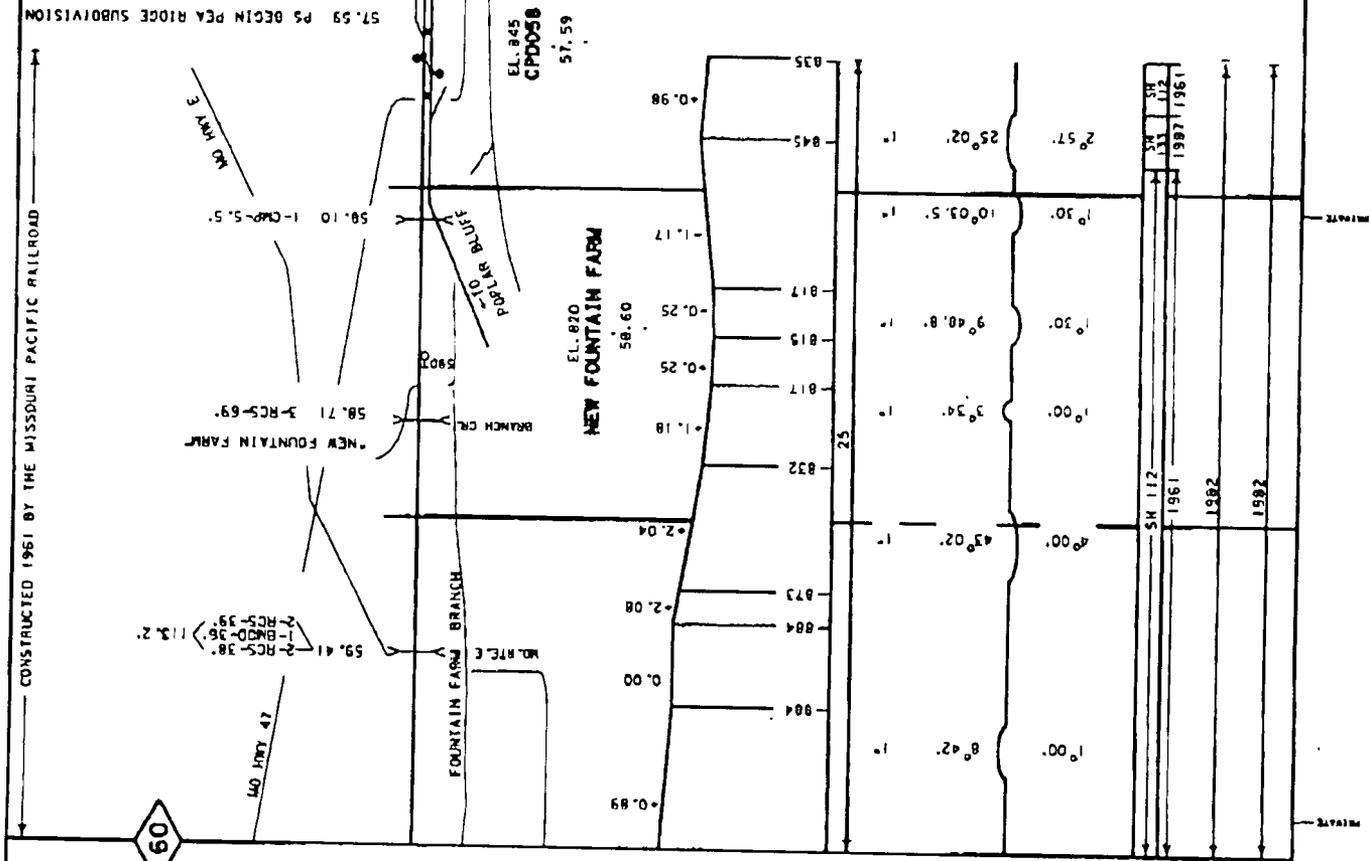
If you have any questions, please call me at (402) 271-4861. Thanks for your consideration.

Sincerely,

*Charles W. Saylor*  
Charles W. Saylor

ST. LOUIS DIVISIC  
PEA RIDGE SUBDIVISION

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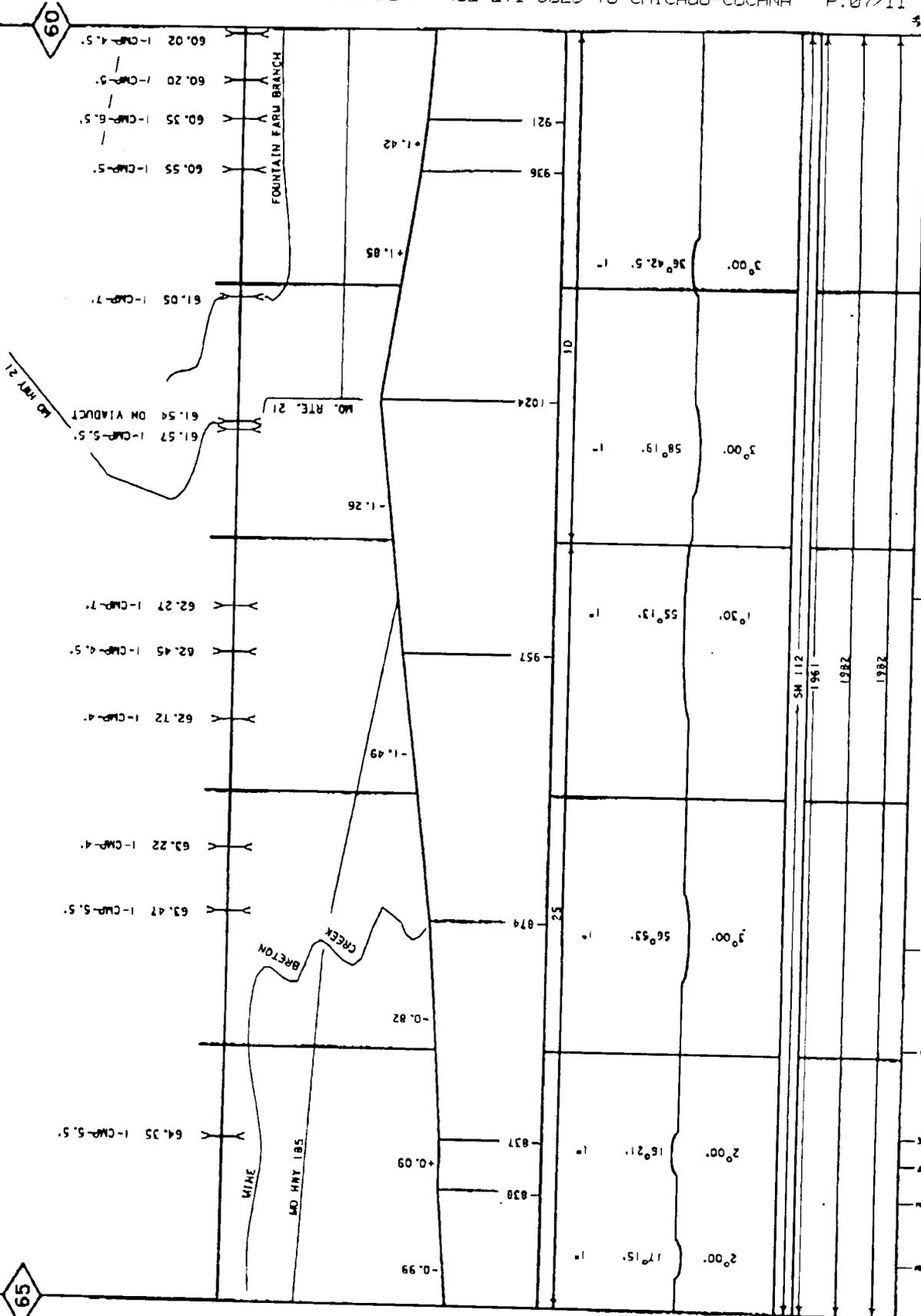


- 7 ALL PAGE
- LAST REVISED APRIL 21, 2003
- ARTICLES UPDATED APRIL 21, 2001
- RO XING UPDATED MAY 28, 2002
- YARD LIMIT
- ABSOLUTE SIG.
- RAI DETECTOR
- CHAINED WHEEL INDICATOR
- DRAG. EDT. DET.
- HOT BOX DET.
- HIGH WIDE
- SHIFTED LOAD DET.
- HIGH WATER DET.
- IMPACT DETECTOR
- INT. SIG. & NO.
- TEMP-WIND GAGE
- POWER SW.
- SPRING SW.
- DEPOT SYMBOL
- HISTORICAL MARKER
- TOPOGRAPHY
- ELEV. TOP OF RAIL AT STATION W.P.
- CONTROL POINTS & STATION NAMES
- CIRCULAR Y NUMBER
- MILE POST LOCATION
- LOW TOLERANCE OF SIDING
- MAX. GRADE PERCENT (SUB GRADE)
- SLIDE WARNING
- EL. ABOVE SEA LEVEL
- FIBER OPTICS
- C.T.C.
- SPEED ALLOWANCE
- AUTH. SUPER ELEV.
- TOTAL ANGLE
- ALIGNMENT B FLANGE LUBRICATORS
- DEGREE OF CURVE
- RAIL SIDING
- RAIL MAIN
- SURFACING & LINING
- SIDING
- MAIN
- TIE GANG
- SIDING
- MAIN
- CRANE XING DATA
- X-BLOCK
- FLASHER
- WHEEL
- TRAFFIC SIGNAL
- STOP SIGN
- CENTRELEVER

ST. LOUIS DIVISION  
PEA RIDGE SUBDIVISION

CONSTRUCTED 1961 BY THE MISSOURI PACIFIC RAILROAD

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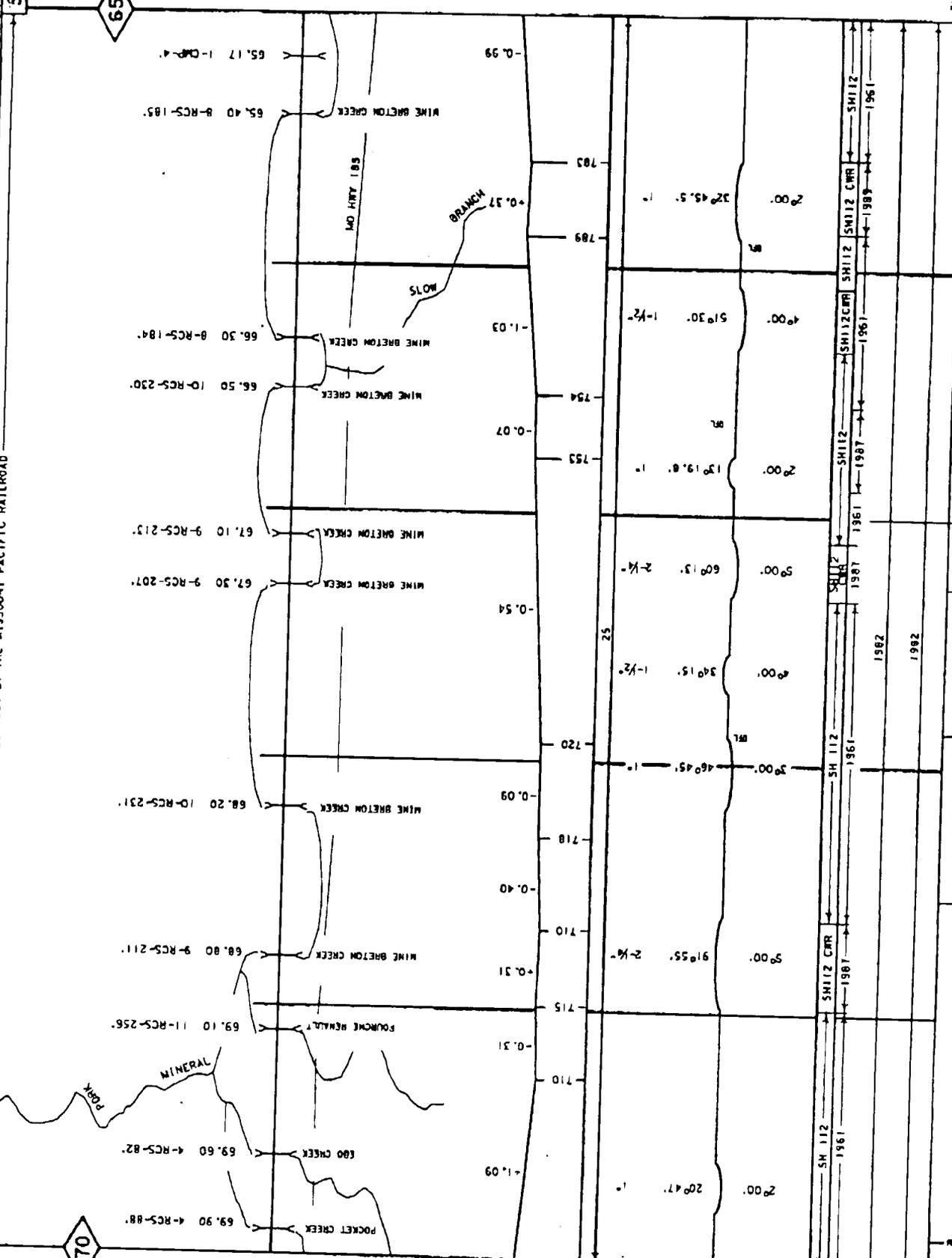
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- YARD LIMIT
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- CRACKED WHEEL INDICATOR
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- SIDING
- MAIN

TRAIN YING DATA  
X = BLOCK  
X = TRACK  
X = SIGNAL  
X = STOP SIGN  
X = CANTILEVER

ST. LOUIS DIVISION  
PEA RIDGE SUBDIVISION

CONSTRUCTED 1961 BY THE MISSOURI PACIFIC RAILROAD



**FILE PAGE**  
LAST REVISED  
MARCH 14, 2002  
BRIDGES UPDATED  
APRIL 2, 2001  
ROADS UPDATED  
MAY 29, 2002

**YARD LIMIT**  
ABSOLUTE SIG.   
AET DETECTOR   
CRASH WHEEL INDICATOR   
DRAG. EOPT. DET.   
HGT BOX DET.   
HICM. BIDE   
SHIFTED LOAD DET.   
HIGH WATER DET.   
IMPACT DETECTOR   
INT. SIG. B. IND.   
TEMP-WIND GAGE   
POWER SW.   
SPRING. SW.   
OCPOT SYMBOL   
HISTORICAL MARKER   
TOPOGRAPHY

ELEV. TOP OF RAIL  
AT STATION M.P.  
CONTROL POINTS B  
STATION NAMES  
CIRCULAR Y NUMBER  
MILE POST LOCATION  
LETH (CLEAR) OF SIDING

MAX. GRADE PERCENT  
(SUB GRADE)

SLIDE WARNING  
E.L. ABOVE SEA LEVEL  
FIBER OPTICS   
C. I. C.   
A. B. S.   
SPEED ALLOWANCE  
AUTH. SUPER ELEV.

TOTAL ANGLE  
ALIGNMENT B  
FLANGE LUBRICATORS

DEGREE OF CURVE  
RAIL SIDING  
RAIL MAIN  
SURFACING B LIMITING  
SIDING  
TIE GANG  
SIDING  
MAIN

**GRADE FIXING DATA**  
K-BUCK   
POLLER   
CANTER   
BIG WAVE SIGNAL   
STOPPING SIGNAL   
CANTILEVER



ST. LOUIS DIVISION  
PEA RIDGE SUBDIVISION

CONSTRUCTED BY THE MISSOURI PACIFIC RAILROAD-1961

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FILE PAGE  
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MARCH 14, 2002  
BRIDGES UPDATED  
APRIL 2, 2001  
ROADS UPDATED  
JUNE 5, 2001

- YARD LIMIT
- ABSOLUTE SIG.
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- CRAIRED WHEEL INDICATOR
- CRAG. EGPT. DET.
- MOT BOX DET.
- HIGH WIDE
- SHIFTED LOAD DET.
- HIGH WATER DET.
- IMPACT DETECTOR
- INT. SIG. & NO.
- TEMP. WIND GAGE
- POWER SW.
- SPRING SW.
- DEPOT SYMBOL
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TOPOGRAPHY  
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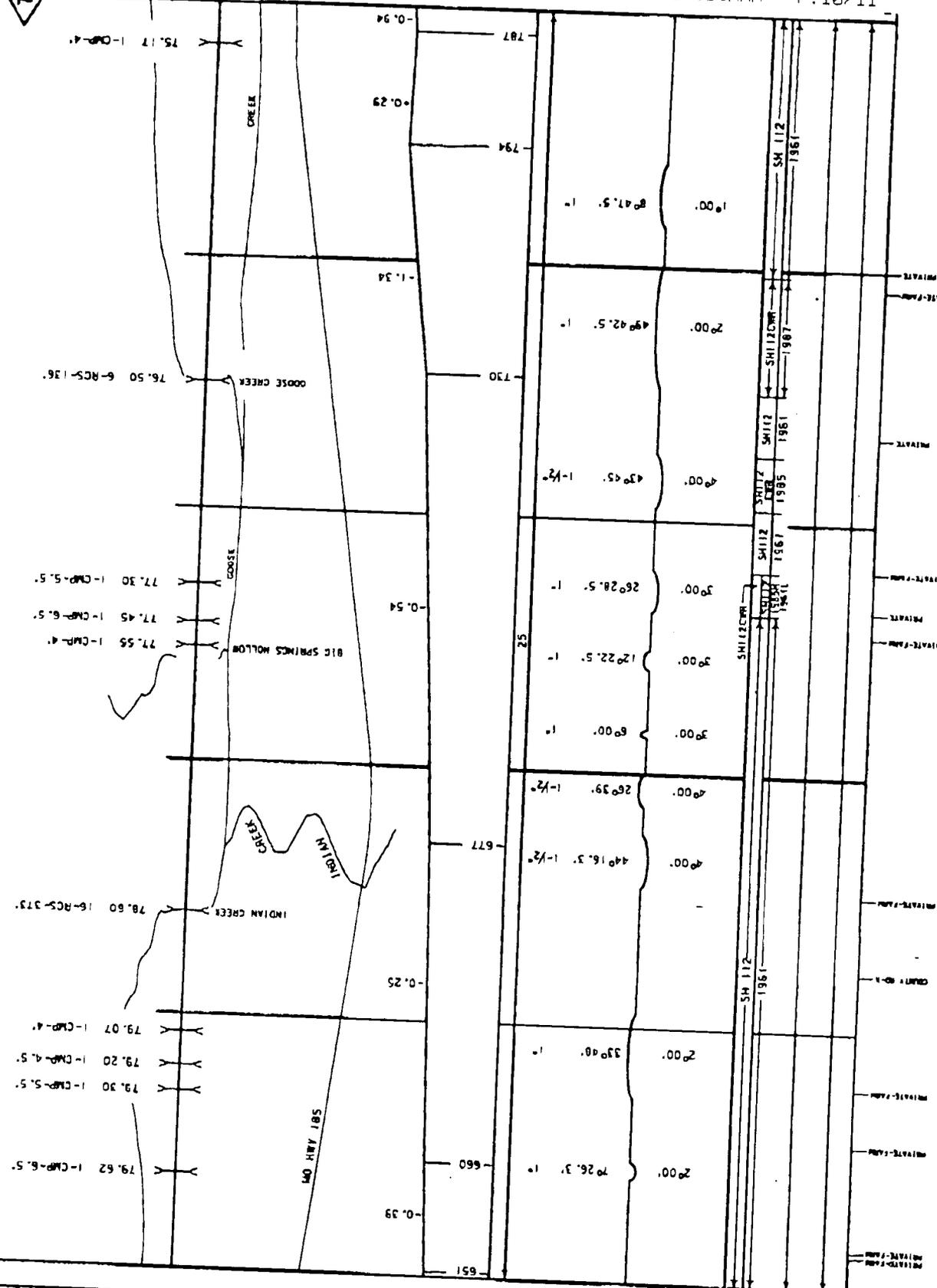
MAX. GRADE PERCENT  
(SUB GRADE)

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EL. ABOVE SEA LEVEL  
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SPEED ALLOWANCE  
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TOTAL ANGLE  
ALIGNMENT  
FLANGE INDICATORS

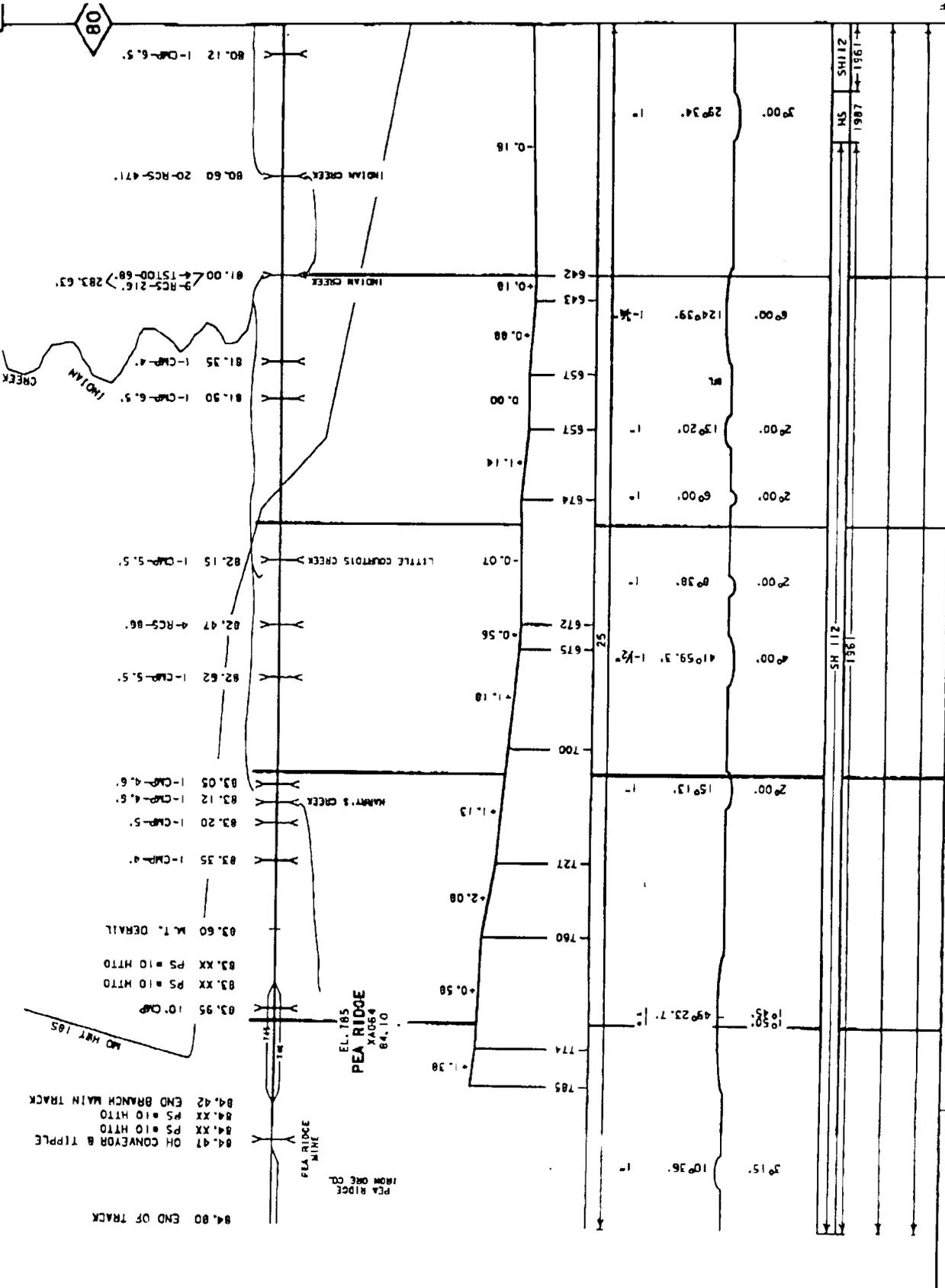
DEGREE OF CURVE  
RAIL SIDING  
RAIL MAIN  
SURFACING B LIMING  
SIDING  
MAIN  
TIE GANG  
SIDING  
MAIN

GRADE STING DATA  
K  
P  
S  
T  
U  
V  
W  
X  
Y  
Z



ST. LOUIS DIVISION  
PEA RIDGE SUBDIVISION

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Station	Structure	Notes
80.12	1-CMP-6.5	
80.60	20-RCS-471	
81.00	9-RCS-216	283.63
81.35	1-CMP-4	
81.50	1-CMP-6.5	
82.15	1-CMP-5.5	
82.47	4-RCS-86	
82.62	1-CMP-5.5	
83.05	1-CMP-4.6	
83.12	1-CMP-4.6	
83.20	1-CMP-5	
83.35	1-CMP-4	
83.60	M.T. DETAIL	
83.95	10' CMP	
84.42	END BRANCH MAIN TRACK	
84.80	END OF TRACK	

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MAY 28, 2002

**ABSOLUTE SIO.**  
▲1 DETECTOR  
⊙ CRACKED WHEEL INDICATOR  
⊙ DRAG, OPT. DET.  
⊙ HOT BOX DET.  
⊙ HIGH WIDE  
⊙ SHIFTED LOAD DET.  
⊙ HIGH WATER DET.  
⊙ IMPACT DETECTOR  
△ INT. SIO. NO.  
⊙ TEMP. WIND GAGE  
⊙ SUPER. SV.  
⊙ SPOT. SV.  
⊙ DEPOT SYMBOL  
⊙ HISTORICAL MARKER

**TOPOGRAPHY**  
ELEV. TOP OF RAIL AT STATION M.P.  
CONTROL POINTS & STATION NAMES  
CIRCULAR T NUMBER  
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LCH (CLEAR) OF SIDING

**MAX. GRADE PERCENT (SUB GRADE)**

**SLIDE WARNING**  
EL. ABOVE SEA LEVEL  
FIBER OPTICS  
C.T.C.  
A.B.S.  
SPEED ALLOWANCE  
AUTM. SUPER ELEV.

**TOTAL ANGLE**

**ALIGNMENT & FLANGE LOCATORS**

**DEGREE OF CURVE**

**RAIL SIDING**

**RAIL MAIN**

**SURFACING & LINING SIDING**

**TIE GANG SIDING**

**MAIN**

**GRADE XING DATA**  
X-BLOCK  
PULLER  
CATCHES  
FLG W/ SIGNAL STOP  
STOP SIGN  
CANTILEVER