

208944



September 19, 2003



VIA U.P.S. OVERNIGHT

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

ENTERED
Office of Proceedings

SEP 2 2003

Part of
Public Record

Attention: Victoria Rutson

RE: Proposed Abandonment of the Milpitas Subdivision from M. P. 0.0 near Clark Drive at Niles Junction to M. P. 5.38 near Washington Boulevard in and near Fremont, Alameda County, California; STB Docket No. AB-33 (Sub-No. 211X)

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 November 7, 2003.

Sincerely,

Enclosures

O:\ABANDONMENTS\33-211X\STB-EHR.wpd

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

↓

bcc: w/Encls.

Ray Allamong - Room 1110
Norm Siler - Room 930
Lynda Prucha - Room 830
David Thatcher - Room WP001

BEFORE THE
SURFACE TRANSPORTATION BOARD



Docket No. AB-33 (Sub-No. 211X)

UNION PACIFIC RAILROAD COMPANY
-- ABANDONMENT EXEMPTION --
IN ALAMEDA COUNTY, CALIFORNIA
(MILPITAS 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

Dated: September 19, 2003
Filed: September 22, 2003

BEFORE THE
SURFACE TRANSPORTATION BOARD



Docket No. AB-33 (Sub-No. 211X)

UNION PACIFIC RAILROAD COMPANY
-- ABANDONMENT EXEMPTION --
IN ALAMEDA COUNTY, CALIFORNIA
(MILPITAS SUBDIVISION)

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 of the Milpitas Subdivision from M. P. 0.00 near Clark Drive at Niles Junction to M. P. 5.38 near Washington Boulevard, a distance of 5.38 miles in and near Fremont, Alameda County, California (the "Line"). From M. P. 0.0 to M. P. 2.61, the Line is owned by UP. From M. P. 2.61 to the end of the proposed abandonment at M. P. 5.38, UP holds a freight easement and trackage rights over track and right-of-way owned by the Santa Clara Valley Transportation Authority ("VTA"), which made its purchase from UP in December, 2002.

The Line traverses U. S. Postal Service Zip Codes 94536, 94538 and 94539. A Notice of Exemption to abandon the Lines pursuant to 49 C.F.R. § 1152.50 (no local traffic for at least two years) will be filed on or after October 13, 2003.

A map of the Line marked **Attachment No. 1** is attached hereto and hereby made part hereof. UP's letter to federal, state and local government agencies is marked **Attachment No. 2** , and is hereby made a part hereof. Responses received to UP's letters 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 on the Milpitas Subdivision from M. P. 0.00 near Clark Drive at Niles Junction to M. P. 5.38 near Washington Boulevard, a distance of 5.38 miles in and near Freemont, Alameda County, California (the "Line"). There are no shippers on the Line, and no commodities have originated or terminated on the Line for over two years. There has been minimal overhead traffic over the Line. After abandonment of the Line, overhead traffic will move over an adjacent parallel rail route on the UP which is no more than one half (½) mile from the Line.

The Line was constructed by the Western Pacific Railroad in 1921. The Line is primarily built with 119 pound welded rail with less than one mile of 100 pound jointed rail. There appears to be no reasonable alternative to the abandonment.

Based on information in the Applicants' possession, the Line proposed for abandonment does not contain federally granted right-of-way. The property includes a portion of right-of-way that was sold by UP to the VTA in December, 2002 for future

extension of Bay Area Rapid Transit ("BART"). UP retained a freight easement which it now wishes to abandon. The southern part of the right-of-way will be used for passenger light rail purposes. The portion of the right-of-way from Niles Junction to Paseo Padre Parkway was not included in the sale to VTA and may be suitable for recreational purposes. In some instances UP property may be used in conjunction with development of adjacent ownership or sold to adjacent homeowners.

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 and patterns and no diversion of traffic to other transportation systems or modes. Except for the minimal overhead traffic which has moved over the Line, the subject Line has not been used for freight traffic for at least two years. After abandonment all overhead traffic will move over an adjacent parallel rail route on the UP which is no more than one half (½) mile from the Line.

(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 49 C.F.R. § 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. Alameda County, California officials have been contacted. To date UP has received no response.

(ii) The California State Conservationist has been contacted. To date UP has received no response.

(iii) The California Coastal Commission has been contacted. To date UP has received no response.

(iv) The portion of the right-of-way from Niles Junction to Paseo Padre Parkway, not included in the sale to VTA, may be suitable for recreational purposes. In some instances UP property may be used in conjunction with development of adjacent ownership or sold to adjacent homeowners.

(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 are no effects on the transportation of energy resources in view of the absence of rail shipments on the Line.

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

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

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

(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 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 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) The National Park Service has been contacted. To date UP has received no response.

(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 California Environmental Protection Agency has been contacted. To date UP has received no response.

(ii) The U.S. Army Corps of Engineers has been contacted.

To date UP has received no response.

(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 is generally 60 feet in width and goes through densely populated areas of the San Francisco Bay Area. The Line traverses through old industrial areas as well as single family residential and county park lands.

(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: The California Department of Parks and Recreation, Office of Historic Preservation has been provided with photographs of the five railroad bridges included in the proposed action. A copy of the letter to the Office of Historical Preservation and pictures is attached as **Attachment No. 3** and hereby made part hereof. To date UP has received no response.

(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: The bridges and their dates of construction are listed on the map, **Attachment No. 1**, and in the letter, **Attachment No 3**.

(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. Except for the minimal overhead traffic which has moved over the Line, the Line has not been used for rail operations for at least two years. No other changes in carrier operations are contemplated. After abandonment all overhead traffic will move over an adjacent parallel rail route on the UP which is no more than one half (1/2) mile from the Line.

(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 there are no structures over fifty years old which can be found to be historic.

(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: At this time, UP knows of no historic sites or structures or archeological resources in the project area.

(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:

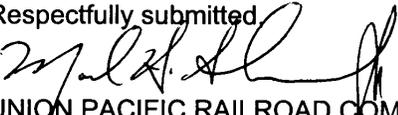
Response: Applicants do not have any such readily available information.

(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 groups of properties immediately adjacent to the railroad right-of-way. Photographs of specified properties that can be readily seen from the railroad right-of-way (or other public 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 19th day of September, 2003.

Respectfully submitted,


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. 211X), the Milpitas Subdivision in Alameda County, California was served by first class mail on the 19th day of September, 2003 on the following:

State Clearinghouse (or alternate):

Office of Planning and Research
1400 Tenth Street
Sacramento, CA 95814

State Environmental Protection Agency:

California Environmental Protection Agency
1001 I Street
Sacramento, CA 95814

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

California Coastal Commission
45 Fremont Street
Suite 2000
San Francisco, CA 94105-2219

Head of each County:

Alameda County Supervisors
County Courthouse
1221 Oak Street, Suite 536
Oakland, CA 94612

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

U.S. Environmental Protection Agency
Region 9
75 Hawthorne Street
San Francisco, CA 94105

U.S. Fish and Wildlife:

U.S. Fish & Wildlife Service, Region 1
911 NE 11th Avenue
Portland, OR 97232-4181

U.S. Army Corps of Engineers:

U.S. Army Engineer District
Sacramento
1325 J Street
Sacramento, CA 95814

National Park Service:

William D. Shaddox
Chief, Land Resources Division
National Park Service
Department of the Interior
1849 "C" St., N.W., #MS2540
Washington, D.C. 20240

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

State Conservationist
Natural Resource Conservation Service
430 G Street, #4164
Davis, CA 95616-4164

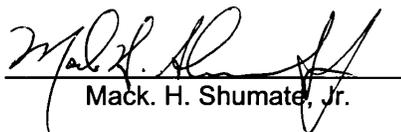
National Geodetic Survey:

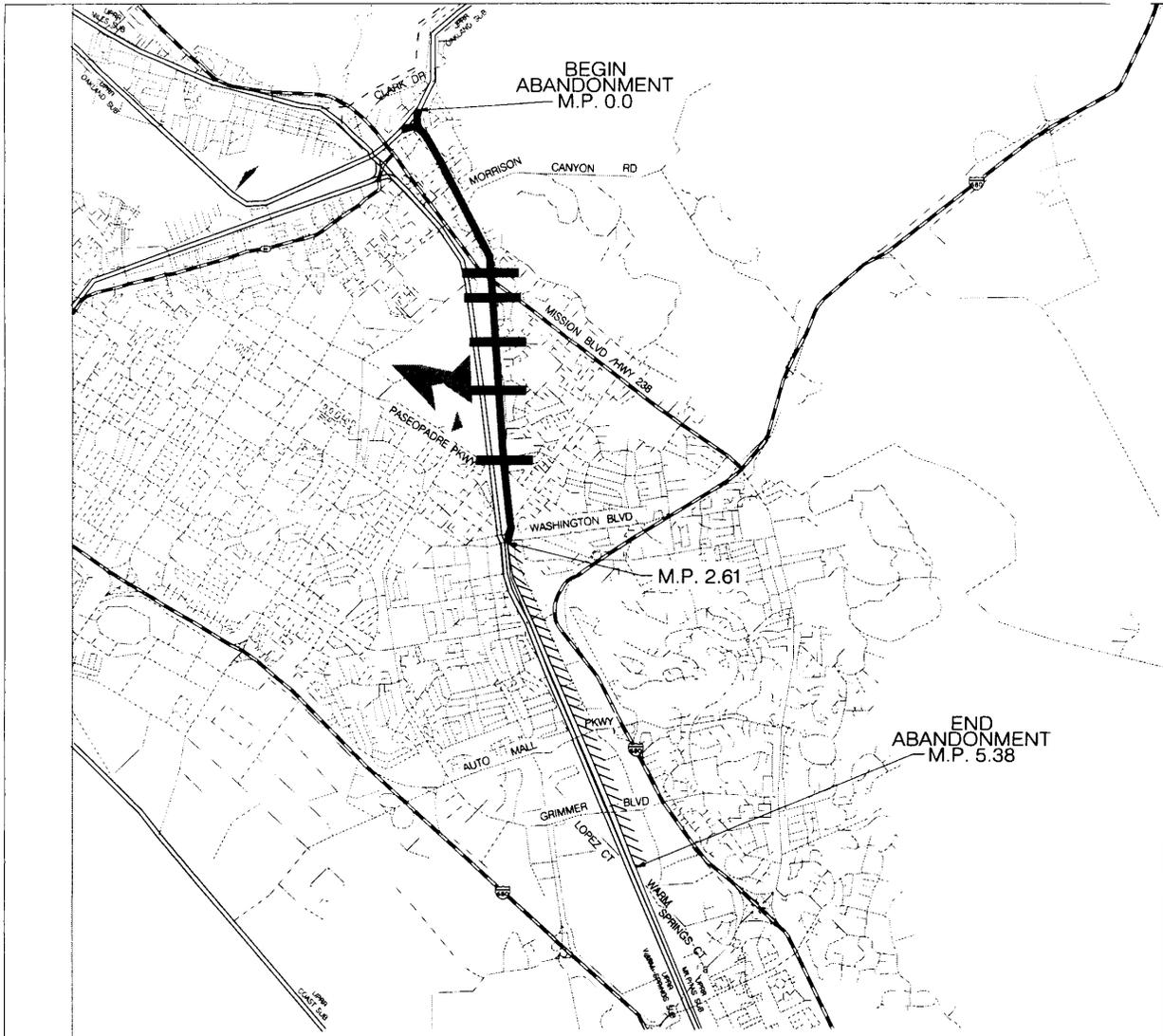
National Geodetic Survey
Edward J. McKay, Chief
Spatial Reference System Division
NOAA N/NGS2
1315 E-W Highway
Silver Spring, MD 20910-3282

State Historic Preservation Office:

California Department of Parks and Recreation
Office of Historic Preservation
P. O. Box 942896
Sacramento, CA 94296-0001

Dated this 19th day of September, 2003.


Mack. H. Shumate, Jr.



BRIDGE NO	BRIDGE TYPE	TOTAL LENGTH	DATE
123	1 SPAN TPTBD	15'	UNKNOWN
139	1 SPAN TPTBD	32'	192'
1/3	1 SPAN TPTBD	45'	UNKNOWN
203	1 SPAN TPTBD	15'	UNKNOWN
259	1 SPAN TPTBD	22'	UNKNOWN - >50 YRS

- LEGEND**
- UPRR LINES TO BE ABANDONED
 - UPRR TRACKAGE RIGHTS OVER SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
 - OTHER UPRR LINES
 - OTHER RAILROADS
 - PRINCIPAL HIGHWAYS
 - OTHER ROADS
 - 50+ YEAR OLD STRUCTURES

MILPITAS SUBDIVISION
 MP 0.0 TO MP 5.38
 TOTAL OF 5.38 MILES
 IN ALAMEDA COUNTY, CALIFORNIA

UNION PACIFIC RAILROAD CO.
MILPITAS SUBDIVISION
 NILES JCT. TO WARM SPRINGS, CALIFORNIA
 INCLUDING 50+ YEAR OLD STRUCTURES



CHARLES W. SAYLORS
DIRECTOR-LEGAL SUPPORT SERVICES

UNION PACIFIC RAILROAD COMPANY

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



(402) 271-5625 (FAX)

July 8, 2003

State Clearinghouse (or alternate):

Office of Planning and Research
1400 Tenth Street
Sacramento, CA 95814

State Environmental Protection Agency:

California Environmental Protection Agency
1001 I Street
Sacramento, CA 95814

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

California Coastal Commission
45 Fremont Street
Suite 2000
San Francisco, CA 94105-2219

Head of each County:

Alameda County Supervisors
County Courthouse
1221 Oak Street, Suite 536
Oakland, CA 94612

**Environmental Protection Agency
(Regional Office):**

U.S. Environmental Protection Agency
Region 9
75 Hawthorne Street
San Francisco, CA 94105

U.S. Fish and Wildlife:

U.S. Fish & Wildlife Service, Region 1
911 NE 11th Avenue
Portland, OR 97232-4181

U.S. Army Corps of Engineers:

U.S. Army Engineer District
Sacramento
1325 J Street
Sacramento, CA 95814

National Park Service:

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

U.S. Natural Resources Conservation Service:

State Conservationist
Natural Resource Conservation Service
430 G Street, #4164
Davis, CA 95616-4164

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:

California Department of Parks and Recreation
Office of Historic Preservation
P. O. Box 942896
Sacramento, CA 94296-0001

Re: Proposed Abandonment of the Milpitas Subdivision from M. P. 0.0 near Clark Drive at Niles Junction to M. P. 5.38 near Washington Boulevard in Warm Springs, Alameda County, California; STB Docket No. AB-33 (Sub-No. 211X)

Dear Sirs:

Union Pacific Railroad Company plans to request authority from the Surface Transportation Board (STB) to abandon and discontinue service on the Milpitas Subdivision from M. P. 0.00 near Clark Drive at Niles Junction to M. P. 5.38 near Washington Boulevard, a distance of 5.38 miles in Warm Springs, Alameda County, California. 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 again 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.

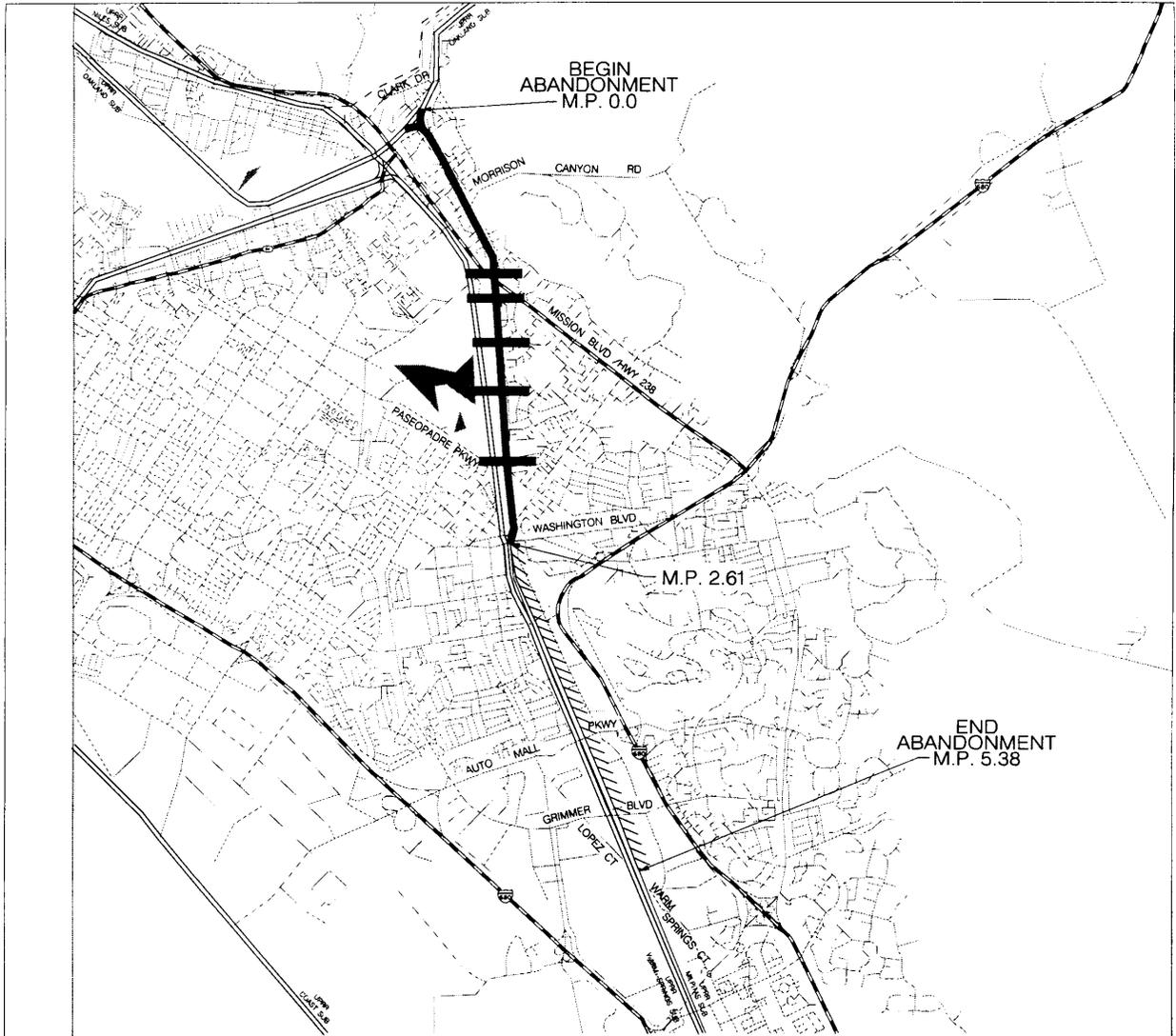
U. S. ENVIRONMENTAL PROTECTION AGENCY AND STATE ENVIRONMENTAL PROTECTION (OR EQUIVALENT AGENCY). (1) Identify any potential effects on the surrounding area, (2) identify the location of hazardous waste sites and known hazardous material spills on the right-of-way and list the types of hazardous materials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



BRIDGE NO.	BRIDGE TYPE	TOTAL LENGTH	DATE
123	1 SPAN TPTBD	15'	UNKNOWN
139	1 SPAN TPTBD	32'	192'
173	1 SPAN TPTBD	45'	UNKNOWN
203	1 SPAN TPTBD	15'	UNKNOWN
259	1 SPAN TPTBD	22'	UNKNOWN - > 50 YRS

- LEGEND**
- UPRR LINES TO BE ABANDONED
 - UPRR TRACKAGE RIGHTS OVER SANTA CLARA VALLEY TRANSPORTATION AUTHORITY
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 - OTHER RAILROADS
 - PRINCIPAL HIGHWAYS
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 - 50+ YEAR OLD STRUCTURES

MILPITAS SUBDIVISION

MP 0.0 TO MP 5.38
TOTAL OF 5.38 MILES
IN ALAMEDA COUNTY, CALIFORNIA

UNION PACIFIC RAILROAD CO.
MILPITAS SUBDIVISION

NILES JCT. TO WARM SPRINGS, CALIFORNIA
INCLUDING 50+ YEAR OLD STRUCTURES



CHARLES W. SAYLORS
DIRECTOR LEGAL SUPPORT SERVICES

UNION PACIFIC RAILROAD COMPANY

ATTACHMENT 3

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



September 11, 2003

California Department of Parks and Recreation
Office of Historic Preservation
P. O. Box 942896
Sacramento, CA 94296-0001

RE: Docket AB-33 (Sub-No.211X), Union Pacific Railroad Company -
Abandonment Exemption - In Alameda Clara County, California (Milpitas
Subdivision from MP 0.0 near Clark Drive at Niles Junction to MP 5.38 near
Washington Boulevard in Warm Springs), a distance of 5038 miles

Dear Sir:

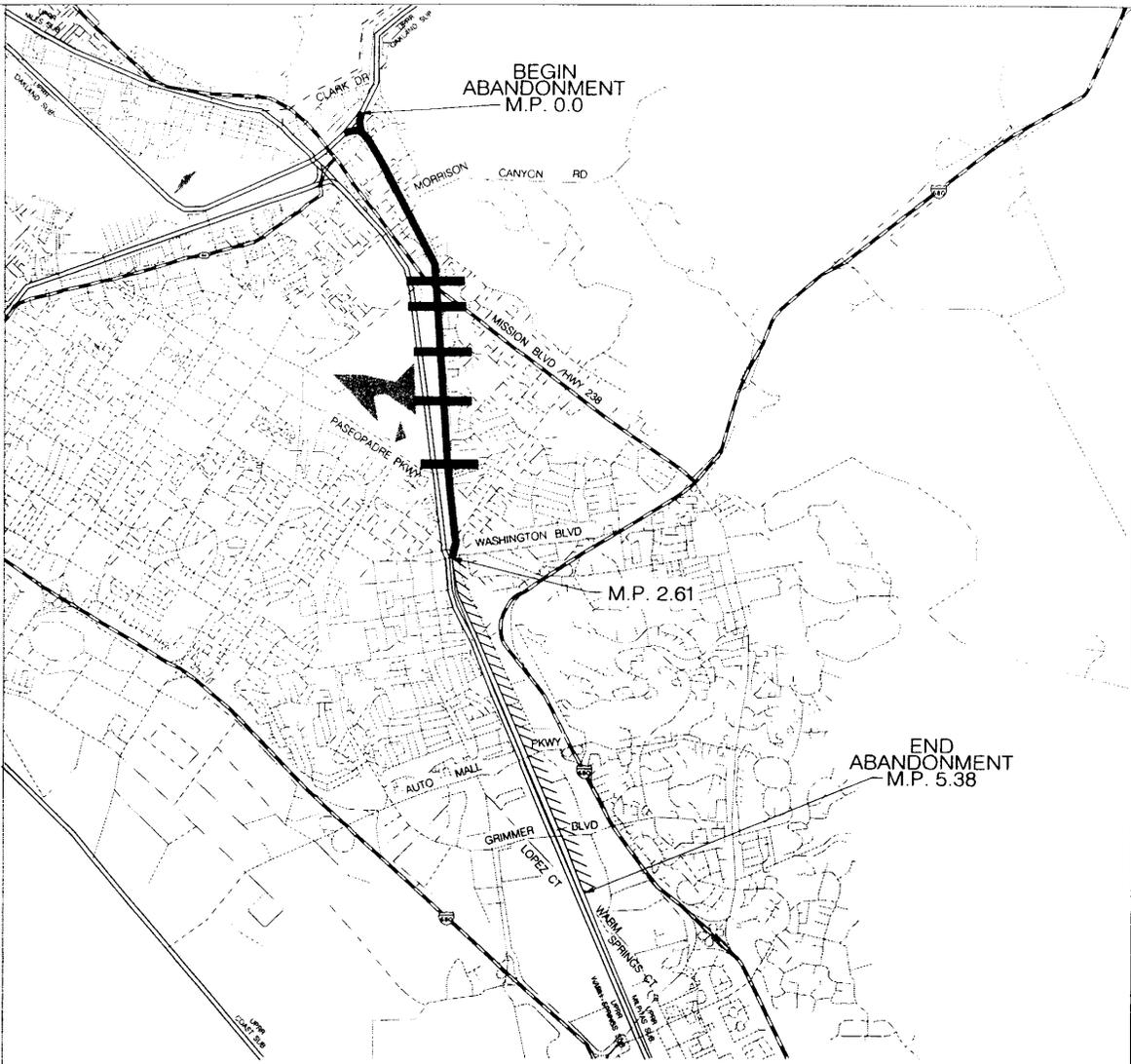
Enclosed for your review are nineteen photographs of five bridges located on the Milpitas Subdivision which are 50 years or older, along with a map showing the proposed abandonment. The bridges are described as follows:

<u>Milepost</u>	<u>Description</u>	<u>Total Length</u>
1.19	1 Span TPTOD	15 Feet
1.35	1 Span RCS - 1 Span CEB	64 Feet
1.69	3 Span TPT	45 Feet
2.00	3 Span TST	44 Feet
2.58	2 Span TPTOD	30 Feet

Please advise if you believe there is any historical significance to any of the bridges. Thank you for your assistance.

Sincerely,

Handwritten signature of Charles W. Saylor in cursive.
Charles W. Saylor
(402) 271-4861



BRIDGE NO.	BRIDGE TYPE	TOTAL LENGTH	DATE
1.19	1 SPAN TPTOD	15'	UNKNOWN
1.35	1 SPAN PCS - 1 SPAN CEB	64'	1921
1.69	3 SPAN TPT	45'	UNKNOWN
2.00	3 SPAN TST	44'	UNKNOWN
2.58	2 SPAN TPTOD	30'	UNKNOWN - >50 YRS

- LEGEND**
- UPRR LINES TO BE ABANDONED
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 INCLUDING 50+YEAR OLD STRUCTURES

SCALE MILES



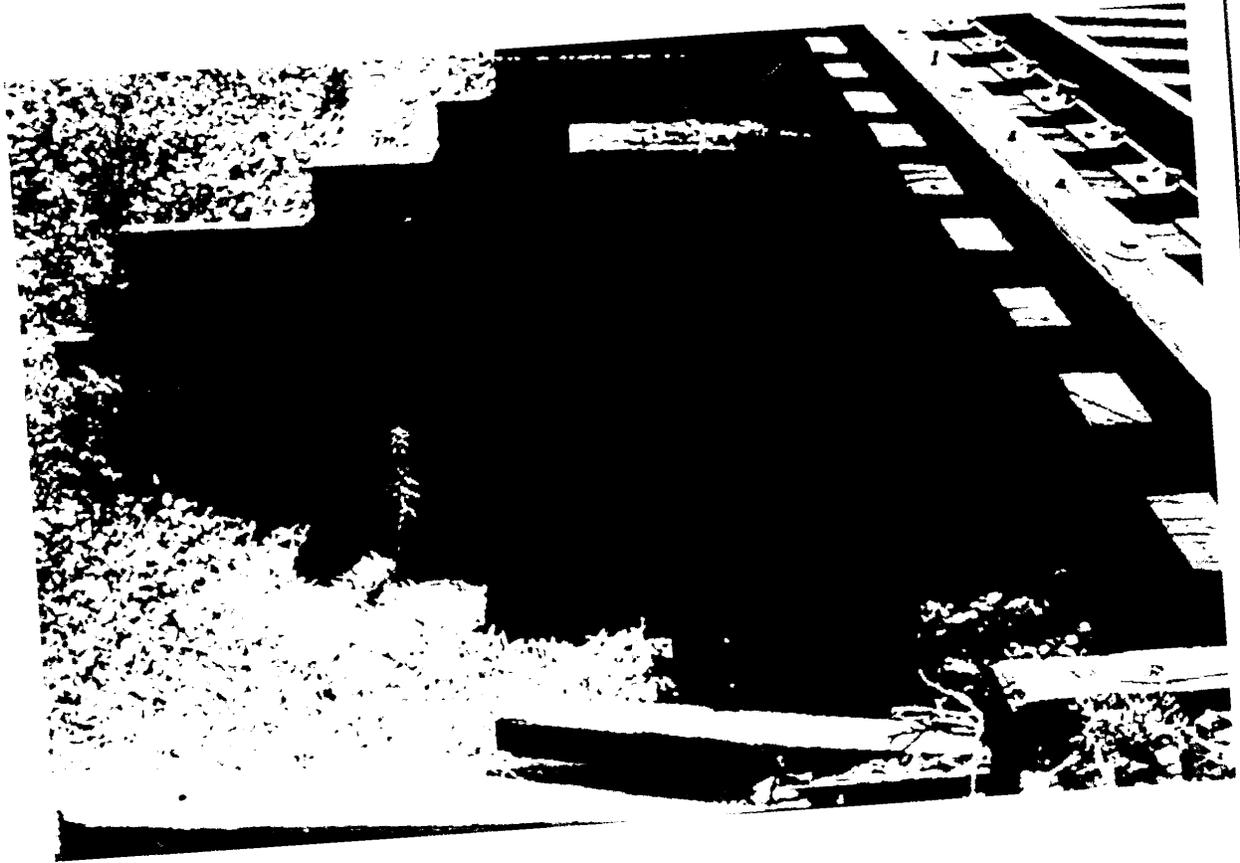
Milepost 1.19



Milepost 1.19



Milepost 1.19



Milepost 1.19



Milepost 1.35



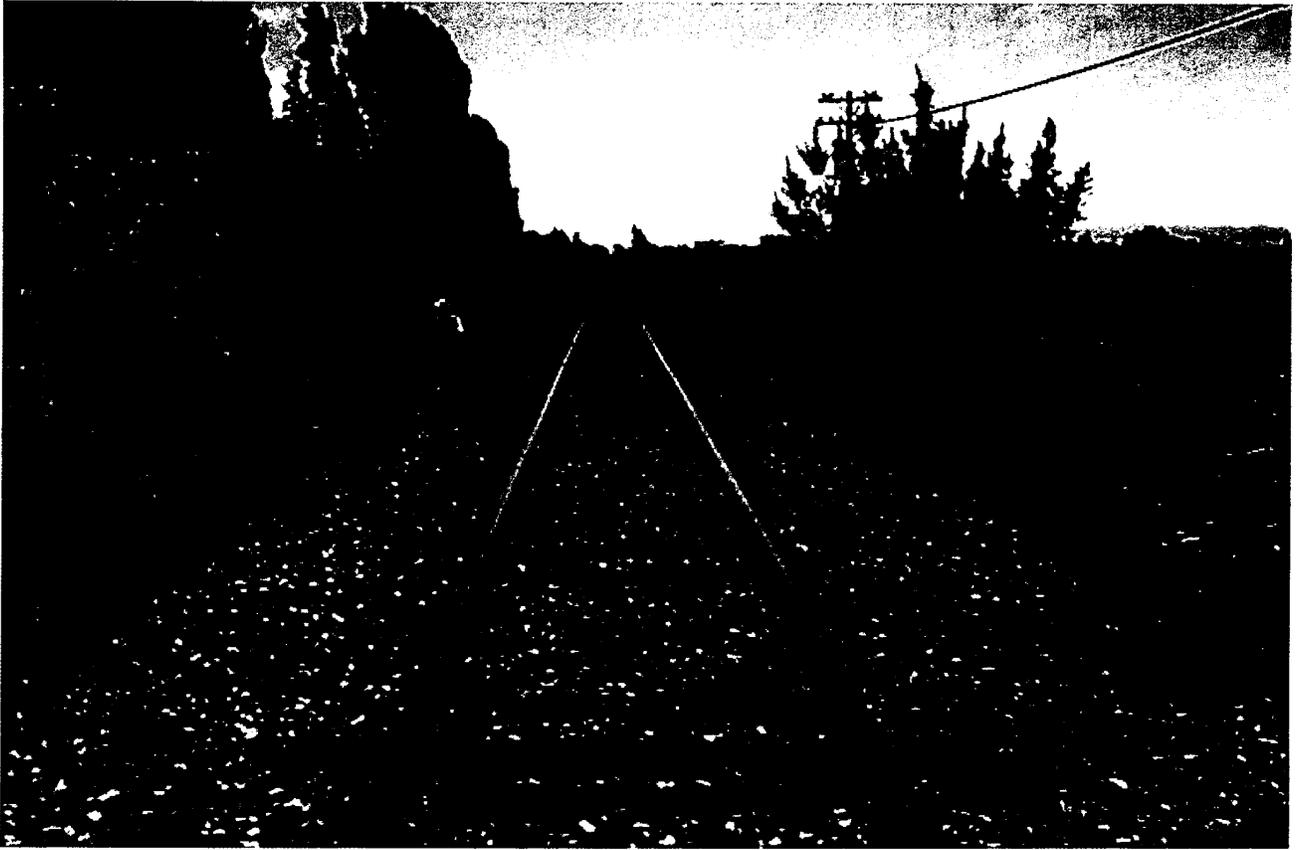
Milepost 1.35



Milepost 1.35



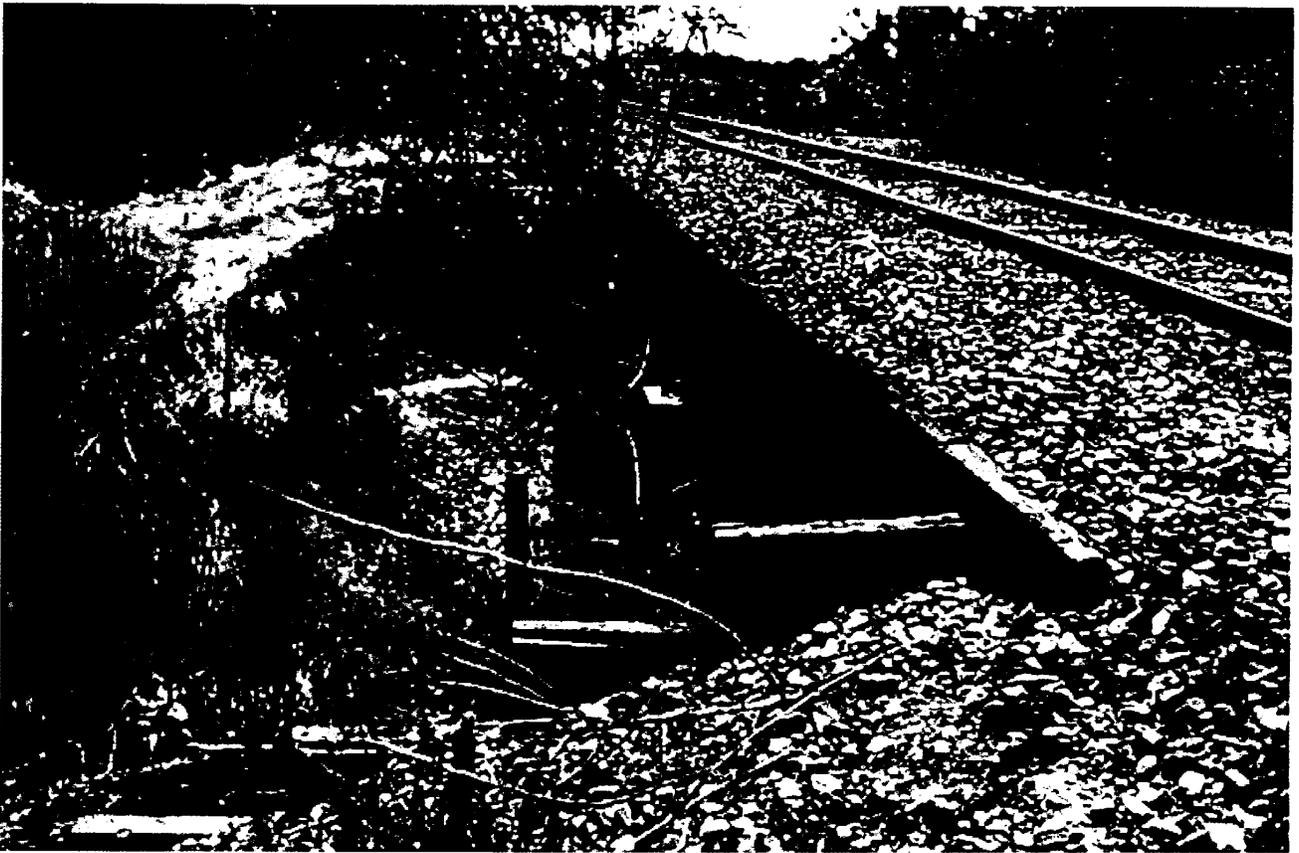
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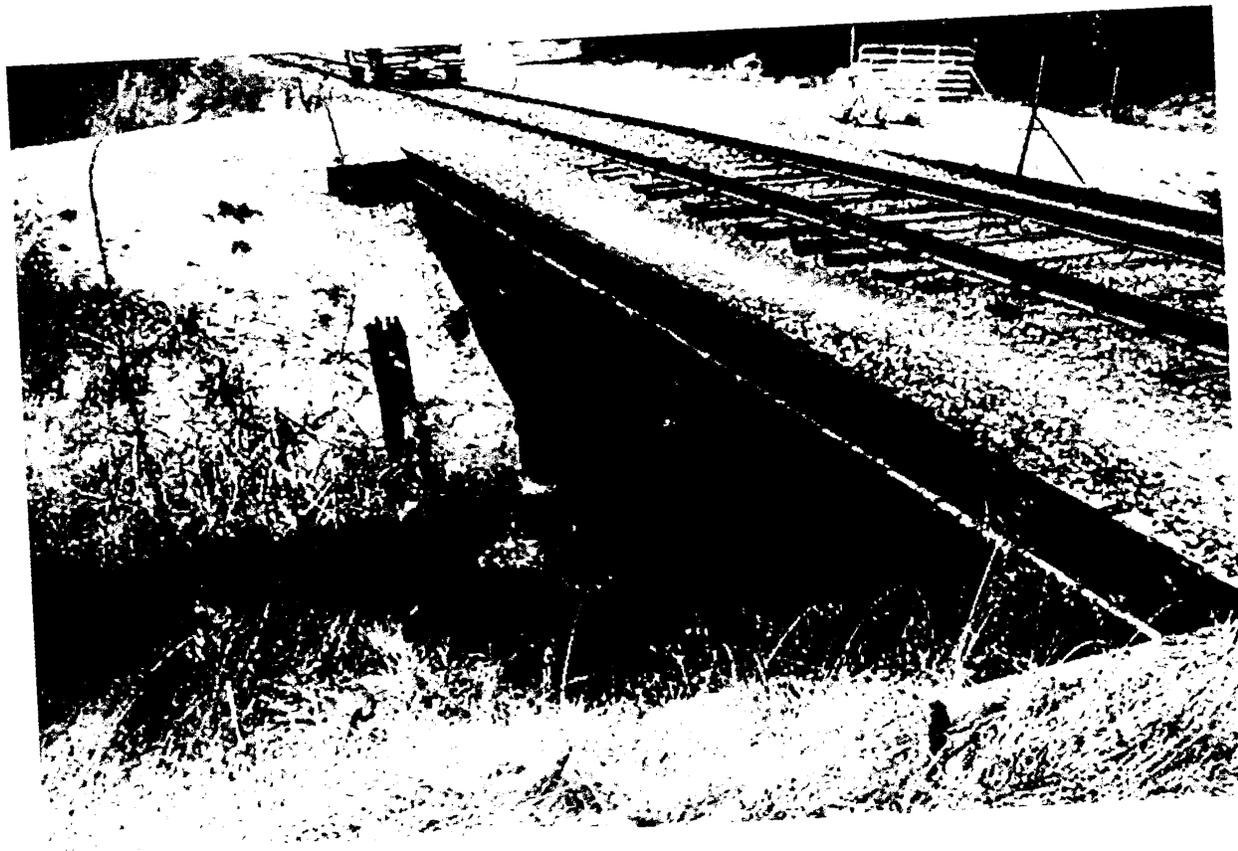
Milepost 1.69



Milepost 1.69



Milepost 1.69



Milepost 2.00



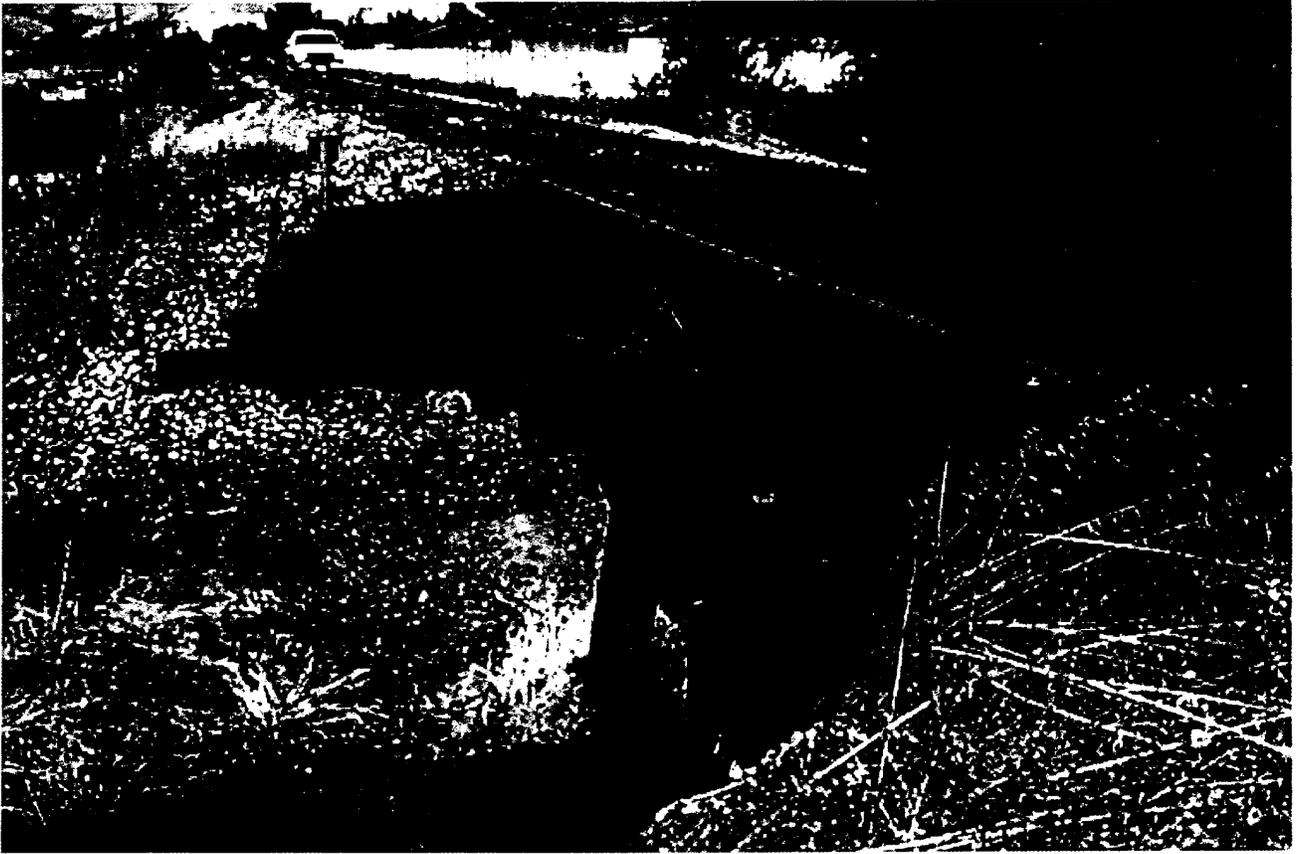
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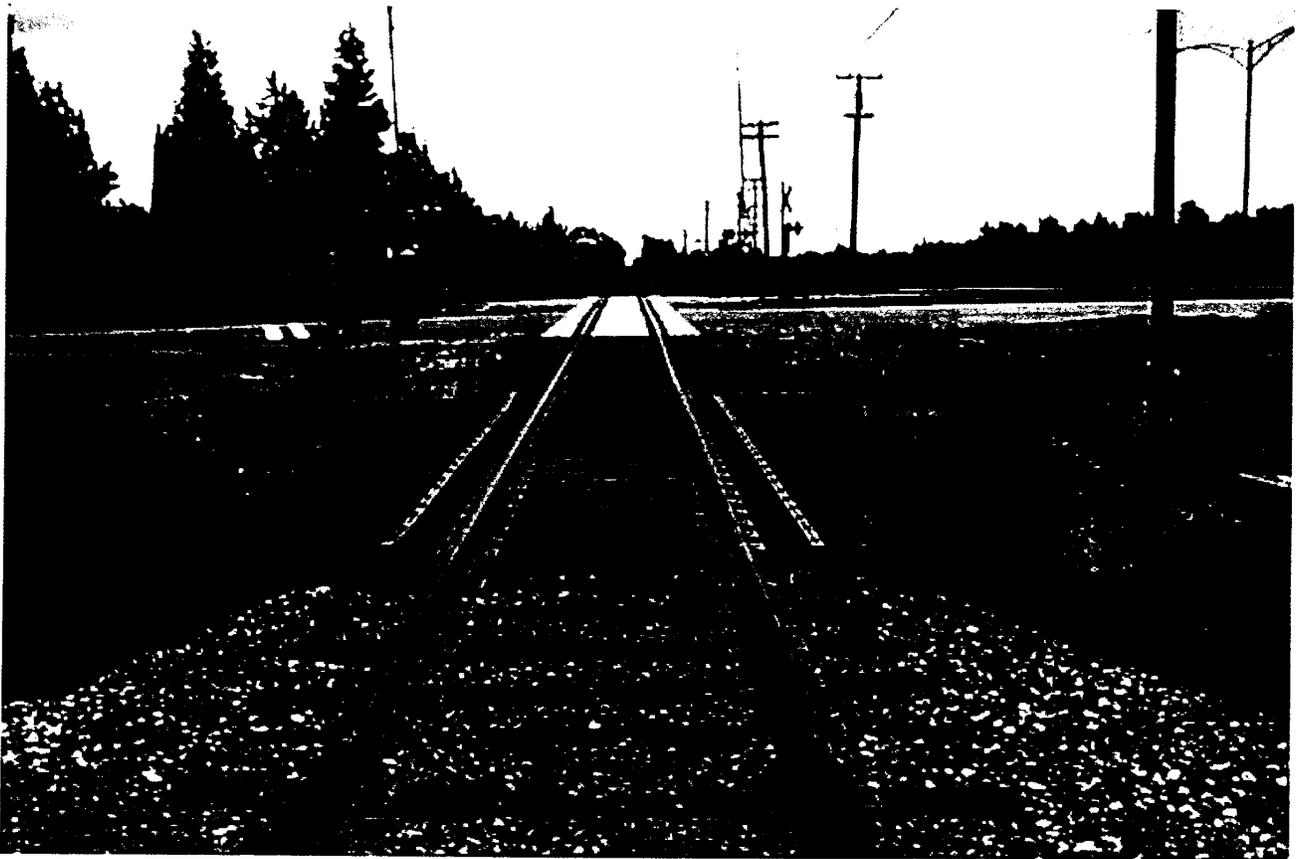
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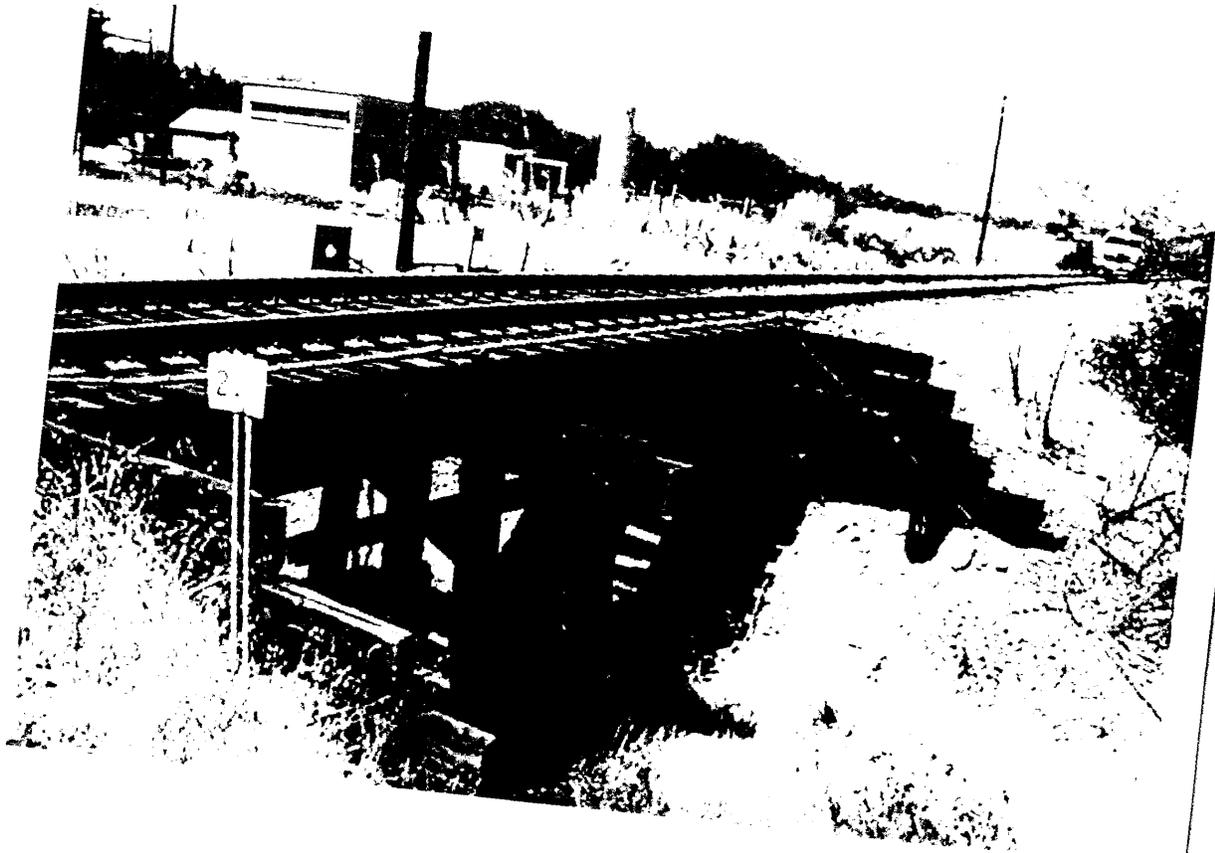
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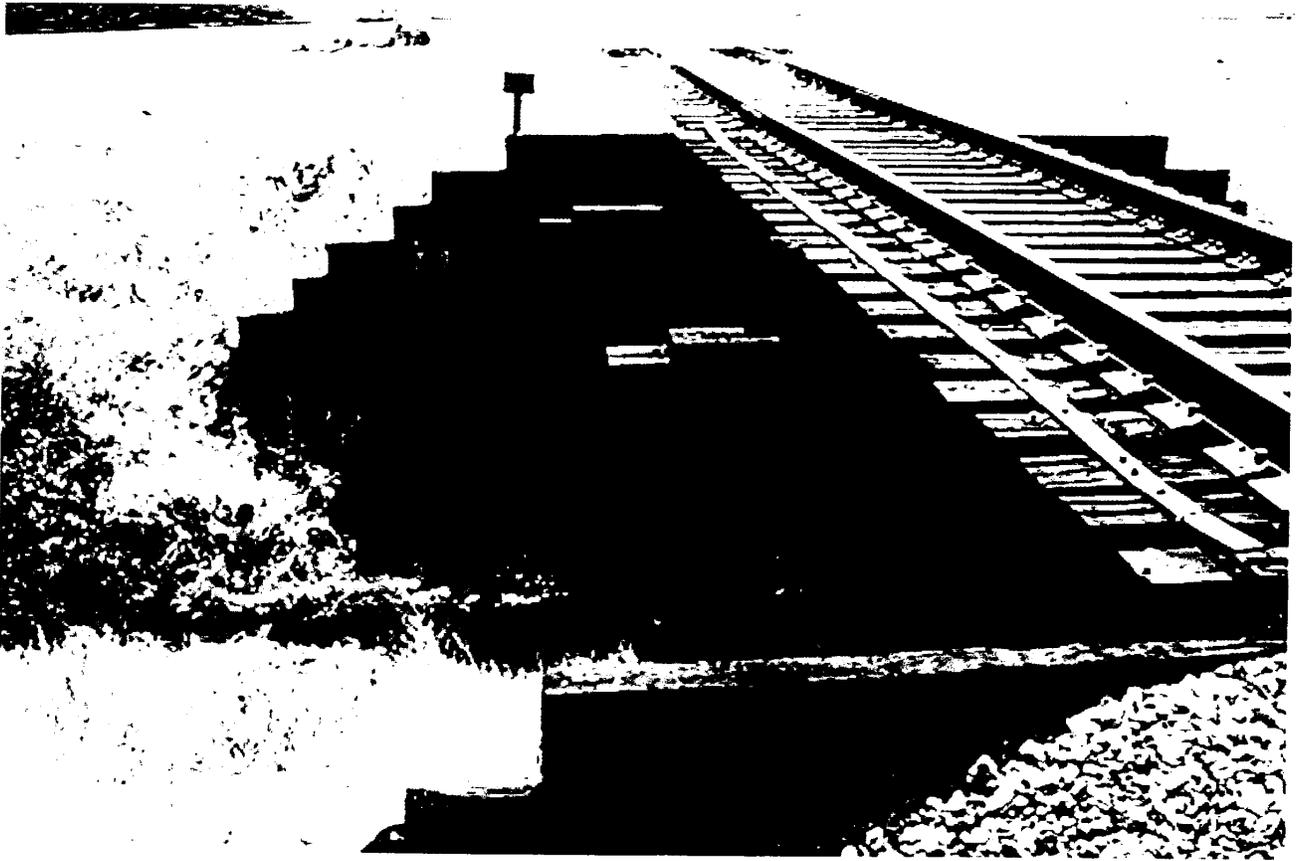
Milepost 2.58



Milepost 2.58



Milepost 2.58



Milepost 2.58