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May 11, 2004



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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: **Docket No. AB-33(Sub-No.213X), Union Pacific Railroad Company  
- Abandonment Exemption - - In Dallas County, Iowa  
(The Perry Subdivision)**

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 June 1, 2004.

Sincerely,

Enclosures

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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



May 11, 2004

**State Clearinghouse (or alternate):**

Mr. Steven R. McCann  
Division for Community Progress  
Iowa Department of Economic Development  
200 East Grand Avenue  
Des Moines, IA 50309

**State Environmental Protection Agency:**

Department of Natural Resources  
Wallace State Conservation Service  
693 Federal Building  
210 Walnut Street  
Des Moines, IA 50309

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

Not applicable.

**Head of each County:**

Dallas County Board of Supervisors  
801 Court Street  
County Courthouse  
Adel, IA 50003-1476

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

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

**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  
Rock Island  
P. O. Box 2004  
Rock Island, IL 61204-2004

**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  
693 Federal Bldg.  
210 Walnut Street  
Des Moines, IA 50309-2180

**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:**

State Historical Society of Iowa  
Attn: R&C Coordinator  
600 East Locust Street  
Des Moines, IA 50319-0290

**Shippers:**

Farmers Cooperative  
105 Garfield Street  
Farnhamville, IA 50538

HeartlandCoop  
2829 Westown Parkway, Suite 350  
West Des Moines, IA 50266

Tyson Fresh Meats  
1350 I Court  
Perry, IA 50220

Quebecor World  
400 Deming Avenue  
Waukee, IA 50263

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

**Re: Docket No. AB-33 (Sub-No. 213X), Union Pacific Railroad Company -  
Abandonment of the Perry Subdivision -- In Dallas County, IA**

Dear Sirs:

On or after June 1, 2004, we expect to be filing with the Surface Transportation Board (STB or Board) a Petition for Exemption seeking authority to abandon an the Perry Subdivision from M. P. 296.8 near Waukee to M. P. 275.9 (Equation: M. P. 275.9 = 361.8) near Perry and from M. P. 361.8 to M. P. 369.0 near Dawson, a total distance of 28.1 miles in Dallas County, Iowa(the "Line"). The Line traverses U. S. Postal Service Zip Codes 50063, 50066, 50167, 50220, and 50263. 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.

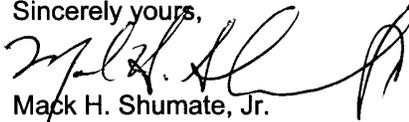
We are providing this report so that you may review the information the STB will use for it's independent environmental analysis of this proceeding. If any of the information is misleading or incorrect, if you believe that pertinent information is missing, or if you have any questions about the Board's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

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

The applicable statutes and regulations impose stringent deadlines for processing this action, so your written comments to SEA (with a copy to our representative) would be appreciated within three weeks.

The Board will consider your comments in evaluating the environmental and/or historic preservation impacts of the contemplated action. Please direct any questions concerning this proposal to our representative at the addresses and telephone numbers indicated on this letterhead.

Sincerely yours,

  
Mack H. Shumate, Jr.  
Senior General Attorney

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BEFORE THE  
SURFACE TRANSPORTATION BOARD

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Docket No. AB-33 (Sub-No. 213X)

UNION PACIFIC RAILROAD COMPANY  
-- ABANDONMENT EXEMPTION --  
IN DALLAS, IA  
(THE PERRY SUBDIVISION)

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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: May 11, 2004  
Filed: May 12, 2004

BEFORE THE  
SURFACE TRANSPORTATION BOARD

---

Docket No. AB-33 (Sub-No. 213X)

UNION PACIFIC RAILROAD COMPANY  
-- ABANDONMENT EXEMPTION --  
IN DALLAS, IA  
(THE PERRY 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 abandonment of the Perry Subdivision from M. P. 296.8 near Waukee to M. P. 275.9 (Equation: M. P. 275.9 = 361.8) near Perry and from M. P. 361.8 to M. P. 369.0 near Dawson, a total distance of 28.1 miles all in Dallas County, Iowa (the "Line").

The Line traverses U. S. Postal Service Zip Codes 50063, 50066, 50167, 50220, and 50263.

UP anticipates that a Petition For Exemption to abandon and discontinue service on the Line will be filed at the STB on or after June 1, 2004.

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:** UP proposes to abandon the Perry Subdivision from M. P. 296.8 near Waukee to M. P. 275.9 (Equation: M. P. 275.9 = 361.8) near Perry and from M. P. 361.8 to M. P. 369.0 near Dawson, a total distance of 28.1 miles all in Dallas County, Iowa. Currently, there are four customers on the Line. The shipping volumes for these customers are as follows:

Farmers Cooperative (received at Perry), 105 Garfield Street, Farnhamville, IA 50538 ("Farmers") shipped 4 cars of Potash (STCC 28125) for 396 tons and 46 cars of Superphosphate (STCC 28712) for 4517 tons in 2002. Farmers shipped 32 cars of Superphosphate for 3151 tons in 2003. From January through March, 2004, Farmers had no shipments.

Heartland Coop (received at Minburn), 2829 Westown Parkway, Suite 350, West Des Moines, IA 50266 ("Heartland") shipped 18 cars of Potash (STCC 28125) for 1801 tons, and 26 cars of Superphosphate (STCC 28712) for 2588 tons in 2002. In 2003, Heartland shipped 10 cars of Potash for 1000 tons, 17 cars of Superphosphate for 1687 tons, and 50 cars of Ammoniating Fertilizers (STCC 28713) for 4851 tons. From January through March, 2004, Heartland has shipped 3 cars of Potash for 300 tons.

Tyson Fresh Meats (received at Perry), 1350 I Court, Perry, IA 50220 ("Tyson") shipped 72 cars of Meats (STCC 20129) for 4052 tons, 63 cars of Lard (STCC 20131) for

5515 tons, and 3 cars of Tallow (STCC 20143) for 266 tons in 2002. In 2003, Tyson shipped 61 cars of Meats for 3417 tons, 26 cars of Lard for 2298 tons, 24 cars of Tallow for 2094 tons, and 1 car of Meat Bone (STCC 20149) for 46 tons. From Jan through March, 2004, Tyson shipped 9 cars of Meats for 476 tons, 6 cars of Lard for 529 tons, and 3 cars of Tallow for 266 tons.

Quebecor World (received at Waukee), 400 Deming Avenue, Waukee, IA 50263 ("Quebecor") had no shipments in 2002, 1 car of Newsprint (STCC 26211) for 54 tons in 2003, and no shipments from January through March, 2004.

UP proposes to abandon the Line because the traffic which has been generated recently at the stations of Waukee, Minburn, and Perry, is insufficient to support the expenses of day-to-day operations. The opportunity costs of the current investment and projected future capital investment requirements are not economically justifiable. There has been no traffic on the segment between Perry and the end of the track at Dawson for several years. The Line is not viewed as a viable location that will attract any major new rail-oriented industrial facilities in the future.

Heartland Coop is switching its fertilizer receipts to a location off the Line on or before July 1, 2004. Tyson Fresh Meats and Quebecor World are aware of the proposed abandonment filing and do not intend to protest the action. UP is also in discussions with Farmers Cooperative about its shipping options after abandonment.

After abandonment the closest rail stations would be Waukee (only a portion of which would be abandoned), approximately 27 highway miles southeast of Perry, and Ogden, on UP's Chicago-Omaha main line, approximately 18 miles northeast of Perry. Other rail service options are available on the BNSF, Iowa Interstate and NS in Des

Moines, Iowa. Dawson and Perry lie on State Route 141, an east-west route which connects four miles east of Perry to U.S. 169, a north-south route. Minburn also lies on U.S. 169, while Waukee lies on U.S. 6, an east-west route. All of these locations and roads lie near Des Moines with access to Interstates 80 and 35.

The section of the Line from milepost 296.8 to milepost 275.9 was constructed by the Des Moines Valley Railroad in 1869-1870. It is laid with 85-pound jointed rail. The section from milepost 361.8 (the equation point with milepost 275.9) to milepost 369.0 was constructed by the Milwaukee St. Paul and Pacific Railroad, date unknown, and is laid with 112-pound jointed rail. The Line contains no federally granted right-of-way and consists of 268.106 acres of reversionary property and 138.46 acres of non-reversionary property.

There are no specific plans for the property that would be made available for disposition by the abandonment. There is interest from the Iowa National Heritage Foundation ("INHF") for trail purposes. Should INHF not purchase the Line, it will be parceled out and sold to adjoining owners. Real estate brokers report a very active market for agriculture or recreational land due to good demand from existing farm operations and the close proximity of the Ames and Des Moines metropolitan areas. UP believes the property is suitable for other public purposes, including roads or highways, other forms of mass transportation, conservation, energy production or transmission; however, the area appears adequately serviced by existing roads and utility lines.

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:** Assuming a yearly volume of 131 railcar loads and a conservative truck to rail car ratio of four to one, the proposed abandonment might result in 1048 additional loaded or empty trucks on area roads in the course of a year, or slightly over four per working day. This should have a minimal impact on area traffic 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 Board of Supervisors Office in Dallas County has been contacted. To date no response has been received.

(ii) The United States Natural Resources Conservation Service has been contacted. To date the UP has received no response.

(iii) The Line is not in a state coastal zone.

(iv) UP believes the property proposed for abandonment is suitable for other public purposes, including roads or highways, other forms of mass transportation, conservation, energy production or transmission; however, the area appears adequately served by existing roads and utility lines. There is interest from the INHF for trail purposes.

(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 railcar loads a year, or

(B) an average of 50 railcar loads 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) There will be no effect on recyclable commodities.

(iii) There might be some increase in area gasoline/diesel consumption based on the additional trucking, quantified above, that might arise from the proposed action.

(iv)(A)(B) The diversions that might result do not surpass the thresholds for energy consumption calculations.

(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 railcar loading 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:** The changes in rail and motor traffic will not surpass the activity thresholds 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 abandonment 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:** The changes in rail and motor traffic will not surpass the noise level threshold as a result of the proposed action.

(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) UP is unaware of any 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 and stated there were no concerns regarding the proposed action. The U. S. Fish and Wildlife Service's response is attached as **Attachment No. 3** and is hereby made part hereof.

(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. (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 UP has received no response.

(ii) The U.S. Army Corps of Engineers has been contacted and determined that the proposed abandonment does not require a Department of the Army Section 404 permit. The Corps of Engineers response is marked **Attachment No. 4** and is attached hereto and hereby made a part hereof.

(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 Line is generally 100 feet in width, is adjacent to fair to good agricultural land, and passes through several small towns. The topography varies from level to hilly.

(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 State Historical Society of Iowa was provided with eight original photographs of the bridge at M.P. 363.50, which is over 50 years old. A copy of the letter to the Historical Society and pictures are attached hereto as **Attachment No. 5**, and hereby made a part hereof. UP is currently awaiting the Historical Society's 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 bridge and its date of construction is listed on the map, **Attachment No. 1**, and in the letter, **Attachment No. 5**.

(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 answer to question (1) on the preceding pages for a brief history and description of carrier operations in the area.

(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 has drawings of the bridge at M.P. 363.50 which is over fifty years old and such 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:** At this time, UP knows of no historic sites or structures or archeological resources on the Line or in the project area. UP has reviewed the photographs of the bridge at M.P. 363.50 and believes that said bridge while over fifty years old, is not historically significant. The bridges typically found on the Line are of a common standard railroad construction and of little historical significance. UP also believes that any archeological sites within the scope of the right-of-way would have previously been disturbed during the construction and periodic maintenance 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:** 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 11<sup>th</sup> day of May, 2004.

Respectfully submitted,

UNION PACIFIC RAILROAD COMPANY

A handwritten signature in black ink, appearing to read "Mack H. Shumate, Jr.", written in a cursive style.

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

O:\ABANDONMENTS\33-213X\EHR.wpd

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. 213X) for the Perry Subdivision in Dallas County, Iowa was served by first class mail on the 11<sup>th</sup> day of May, 2004 on the following:

**State Clearinghouse (or alternate):**

Mr. Steven R. McCann  
Division for Community Progress  
Iowa Department of Economic Development  
200 East Grand Avenue  
Des Moines, IA 50309

**State Environmental Protection Agency:**

Department of Natural Resources  
Wallace State Conservation Service  
693 Federal Building  
210 Walnut Street  
Des Moines, IA 50309

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

Not applicable.

**Head of each County:**

Dallas County Board of Supervisors  
801 Court Street  
County Courthouse  
Adel, IA 50003-1476

**Environmental Protection Agency**

**(regional office):**  
U.S. Environmental Protection Agency  
Region VII  
901 North 5th Street  
Kansas City, KS 66101

**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  
Rock Island  
P. O. Box 2004  
Rock Island, IL 61204-2004

**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  
693 Federal Bldg.  
210 Walnut Street  
Des Moines, IA 50309-2180

**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:**

State Historical Society of Iowa  
Attn: R&C Coordinator  
600 East Locust Street  
Des Moines, IA 50319-0290

**Shippers:**

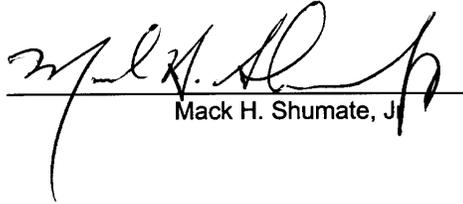
Farmers Cooperative  
105 Garfield Street  
Farnhamville, IA 50538

HeartlandCoop  
2829 Westown Parkway, Suite 350  
West Des Moines, IA 50266

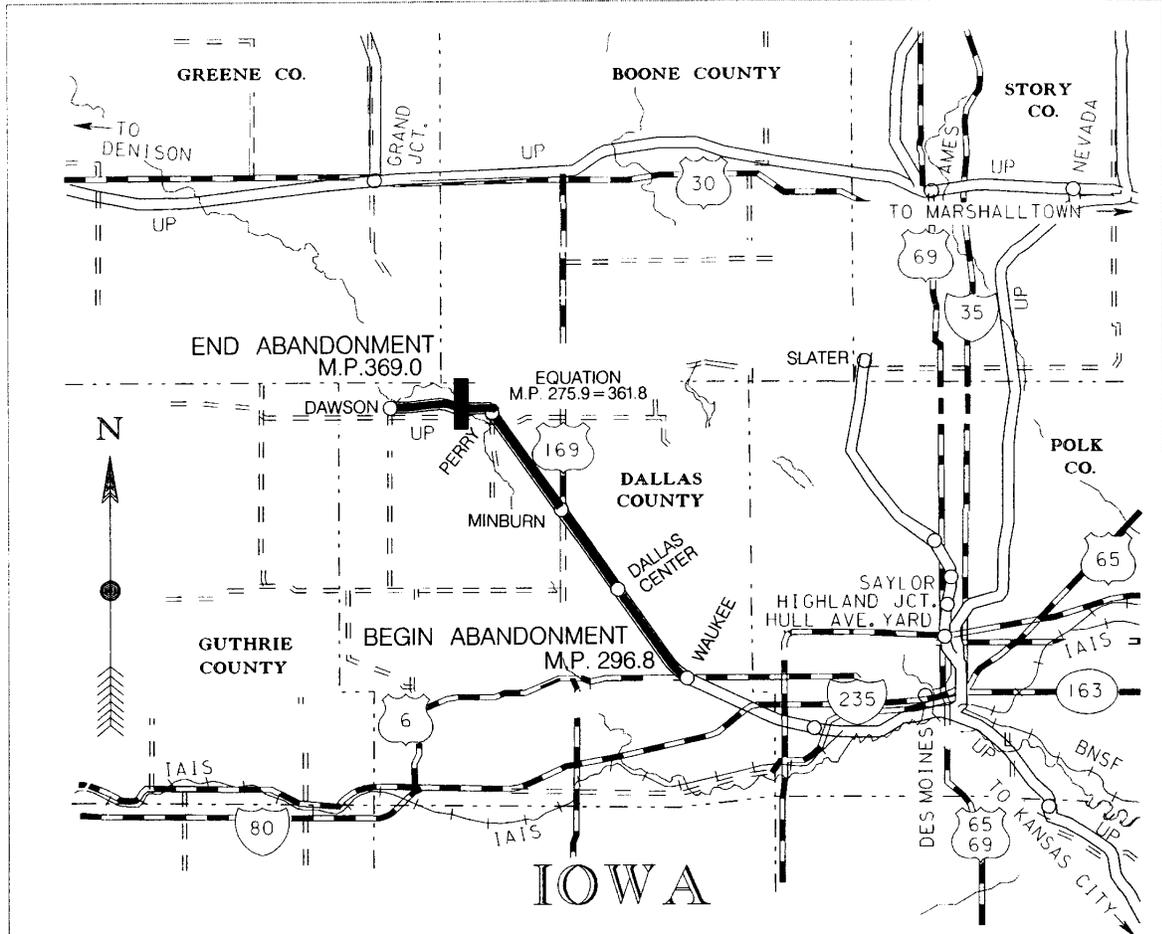
Tyson Fresh Meats  
1350 I Court  
Perry, IA 50220

Quebecor World  
400 Deming Avenue  
Waukee, IA 50263

Dated this 11<sup>th</sup> day of May, 2004.



Mack H. Shumate, Jr.



STATION	MILE POST	AGENCY
DAWSON	367.5	NO
PERRY	361.8 = 275.9	NO
MINBURN	282.9	NO
DALLAS CENTER	289.0	NO

BRIDGE NO.	BRIDGE TYPE	TOTAL LENGTH	DATE
BR 363.5	2-110' TT SPANS	220'	1941
	5-48' DPG SPANS	240'	1941
	3-45' DPG SPANS	135'	1941
	19-SPAN TPTBD	304'	1941

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

**Perry Subdivision**  
 M.P. 296.8 TO M.P. 275.9 (EQUATION: 275.9=361.8) and M.P. 361.8 TO M.P. 369.0  
 PERRY SUBDIVISION A TOTAL OF 28.1 MILES  
 IN DALLAS COUNTY, IOWA

**UNION PACIFIC RAILROAD**  
**PERRY SUBDIVISION**  
 INCL. 50+ YEAR OLD STRUCTURES



AB0334\_DAWSON\_WAUK.DGN :032503

SEPTEMBER 11, 2003

CHARLES W. SAYLORS  
DIRECTOR-LEGAL SUPPORT SERVICES

UNION PACIFIC RAILROAD COMPANY

1416 DODGE STREET  
OMAHA, NEBRASKA 68179  
(402) 271-4861  
(402) 271-5625 (FAX)



November 13, 2003

**State Clearinghouse (or alternate):**

Mr. Steven R. McCann  
Division for Community Progress  
Iowa Department of Economic Development  
200 East Grand Avenue  
Des Moines, IA 50309

**State Environmental Protection Agency:**

Department of Natural Resources  
Wallace State Conservation Service  
693 Federal Building  
210 Walnut Street  
Des Moines, IA 50309

**State Coastal Zone Management Agency**

**(if applicable):**  
Not applicable.

**Head of each County:**

Dallas County Board of Supervisors  
801 Court Street  
County Courthouse  
Adel, IA 50003-1476

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

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

**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  
Rock Island  
P. O. Box 2004  
Rock Island, IL 61204-2004

**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  
693 Federal Bldg.  
210 Walnut Street  
Des Moines, IA 50309-2180

**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:**

State Historical Society of Iowa  
Attn: Beth Foster, R&C Coordinator  
600 East Locust Street  
Des Moines, IA 50319-0290

Re: Proposed Abandonment of the Perry Subdivision from M. P. 296.8 near Waukee to M. P. 275.9 (Equation: M. P. 275.9 = 361.8) near Perry and from M. P. 361.8 to M. P. 369.0 near Dawson, a total distance of 28.1 miles in Dallas County, Iowa; STB Docket No. AB-33 (Sub-No. 213X)

Dear Sirs:

Union Pacific Railroad Company plans to request authority from the Surface Transportation Board (STB) to abandon the Perry Subdivision from M. P. 296.8 near Waukee to M. P. 275.9 (Equation: M. P. 275.9 = 361.8) near Perry and from M. P. 361.8 to

M. P. 369.0 near Dawson, a total distance of 28.1 miles in Dallas County, Iowa. 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.

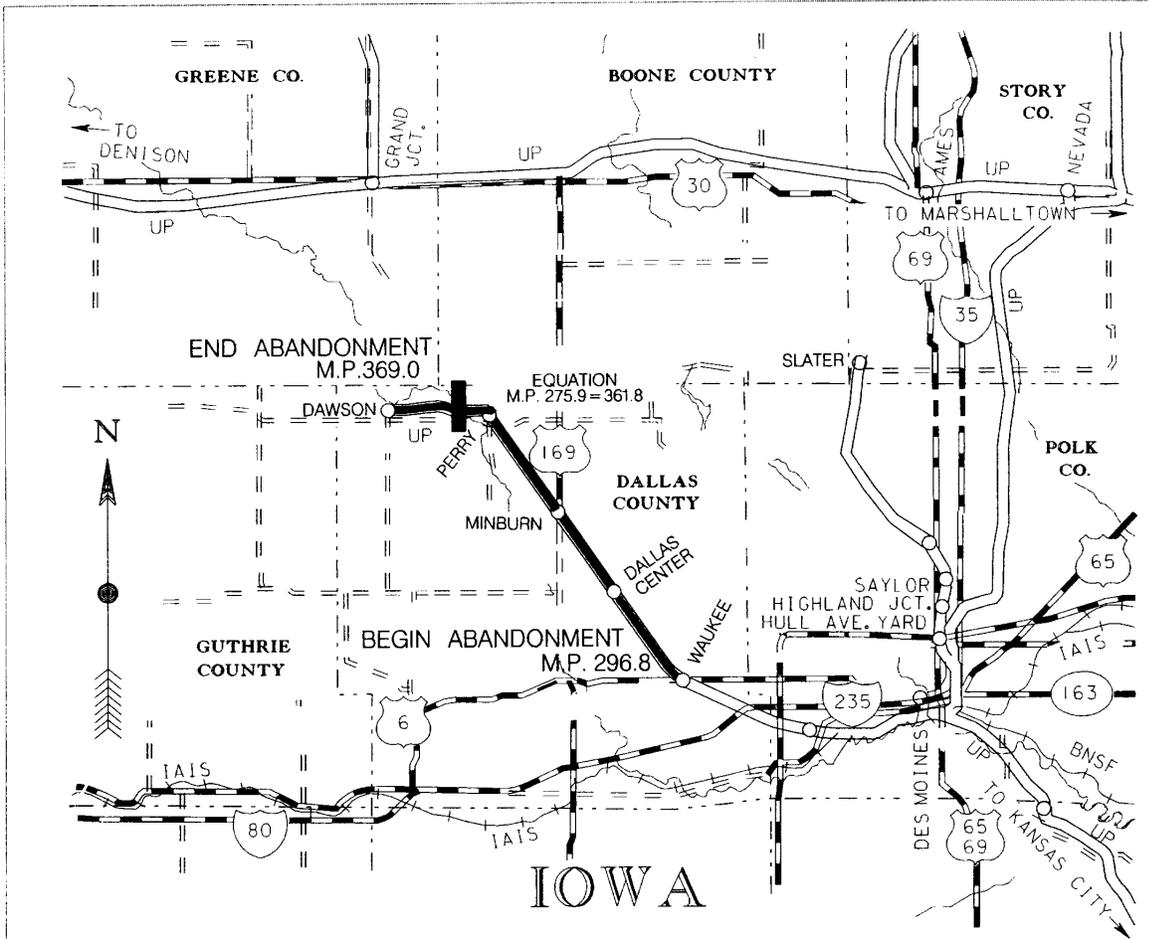
U. S. ENVIRONMENTAL PROTECTION AGENCY AND STATE ENVIRONMENTAL PROTECTION (OR EQUIVALENT AGENCY). (1) Identify any potential effects on the surrounding area, (2) identify the location of hazardous waste sites and known hazardous material spills on the right-of-way and list the types of hazardous materials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



STATION	MILE POST	AGENCY
DAWSON	367.5	NO
PERRY	361.8 = 275.9	NO
MINBURN	282.9	NO
DALLAS CENTER	289.0	NO

BRIDGE NO.	BRIDGE TYPE	TOTAL LENGTH	DATE
BR 363.5	2-110' TT SPANS	220'	1941
	5-48' DPG SPANS	240'	1941
	3-45' DPG SPANS	135'	1941
	19-SPAN TPTBD	304'	1941

**LEGEND**

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

**Perry Subdivision**  
 M.P. 296.8 TO M.P. 275.9 (EQUATION: 275.9=361.8) and M.P. 361.8 TO M.P. 369.0  
 PERRY SUBDIVISION A TOTAL OF 28.1 MILES  
 IN DALLAS COUNTY, IOWA

**UNION PACIFIC RAILROAD**  
**PERRY SUBDIVISION**

INCL. 50+ YEAR OLD STRUCTURES

SCALE MILES

AB0334\_DAWSON\_WAUK.DGN :032503

SEPTEMBER 11, 2003

AB-33(Sub-No. 213X)



## United States Department of the Interior

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

IN REPLY REFER TO:

FWS/NWRS-RE - General  
Railroad Abandonments

December 2, 2003

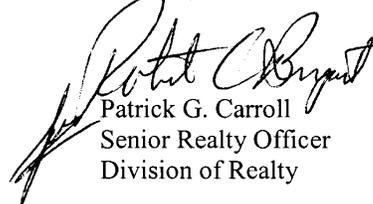
Mr. Chuck Saylor  
Union Pacific Railroad  
1416 Dodge Street, Room 830  
Omaha, Nebraska 68179

Dear Mr. Saylor:

Thank you for the opportunity to comment on the proposed abandonment of the Perry Subdivision from M. P. 296.8 near Waukee to M. P. 275.9 (Equation: M. P. 275.9 = 361.8) near Perry and from M. P. 361.8 to M. P. 369.0 near Dawson, a total distance of 28.1 miles in Dallas County, Iowa, STB Docket Number AB-33 (Sub-No. 213X).

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

Sincerely,



Patrick G. Carroll  
Senior Realty Officer  
Division of Realty

REPLY TO  
ATTENTION OF

**DEPARTMENT OF THE ARMY**  
ROCK ISLAND DISTRICT, CORPS OF ENGINEERS  
CLOCK TOWER BUILDING - P.O. BOX 2004  
ROCK ISLAND, ILLINOIS 61204-2004

<http://www.mvr.usace.army.mil>

December 1, 2003

Operations Division

SUBJECT: CEMVR-OD-P-455340

Mr. Charles W. Saylor  
Union Pacific Railroad Company  
1416 Dodge Street  
Omaha, NE 68179

Dear Mr. Saylor:

Our office reviewed your letter dated November 13, 2003, concerning the proposed abandonment of the Perry Substation from M.P. 296.8 to M.P. 275.9 and from M.P. 361.8 to M.P. 369.0 in Dallas County, Iowa.

We determined your project as proposed does not require a Department of the Army (DA) Section 404 permit. The decision regarding this action is based on information found in the administrative record which documents the District's decision-making process, the basis for the decision, and the final decision. No indication of discharge of dredged or fill material was found to occur in waters of the United States (including wetlands). Therefore, this determination resulted.

Should your project involve the extraction of any bridges, you are required to remove all fill material to an upland, non-wetland site, and to remove all pilings to at least one foot below streambed elevations. You are also required to seed all disturbed areas with native grasses and to implement appropriate measures to insure that sediments are not introduced into waters of the United States during your project.

You are advised that this determination for your project is valid for five years from the date of this letter. If the project is not completed within this five-year period or your project plans change, you should contact our office for another determination.

Although a DA Section 404 permit is not required for the project as proposed, you must still acquire other applicable Federal, state, and local permits.

Should you have any questions, please contact our Regulatory Branch by letter, or telephone me at 309/794-5367.

Sincerely,

A handwritten signature in black ink that reads "Michael D. Hayes".

Michael D. Hayes  
Project Manager  
Enforcement Section

Copy Furnished: (w/o enclosures)

Mr. Kelly Stone (3)  
Iowa Department of Natural Resources  
Floodplain Section  
Wallace State Office Building  
Des Moines, Iowa 50319-0034 (w/o enclosures)

CHARLES W. SAYLORS  
DIRECTOR-LEGAL SUPPORT SERVICES

UNION PACIFIC RAILROAD COMPANY

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



December 2, 2003

State Historical Society of Iowa  
Attn: R&C Coordinator  
600 East Locust Street  
Des Moines, IA 50319-0290

Re: Proposed Abandonment of the Perry Subdivision from M. P. 296.8 near Waukee to M. P. 275.9 (Equation:  $M. P. 275.9 = 361.8$ ) near Perry and from M. P. 361.8 to M. P. 369.0 near Dawson, a total distance of 28.1 miles in Dallas County, Iowa; STB Docket No. AB-33 (Sub-No. 213)

Dear R&C Coordinator:

Enclosed for your review are eight photographs of the bridge located on the Perry Subdivision at M. P. 363.5, which is over 50 years old along with a map of the proposed abandonment. The bridge is described as follows:

<u>Milepost</u>	<u>Description</u>	<u>Length</u>	<u>Year Constructed</u>
363.5	2-110' TT Spans	220 Ft.	1941
	5-48' DPG Spans	240 Ft.	1941
	3-45' DPG Spans	135 Ft.	1941
	10-Span TPTBD	304 Ft.	1941

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

Sincerely,

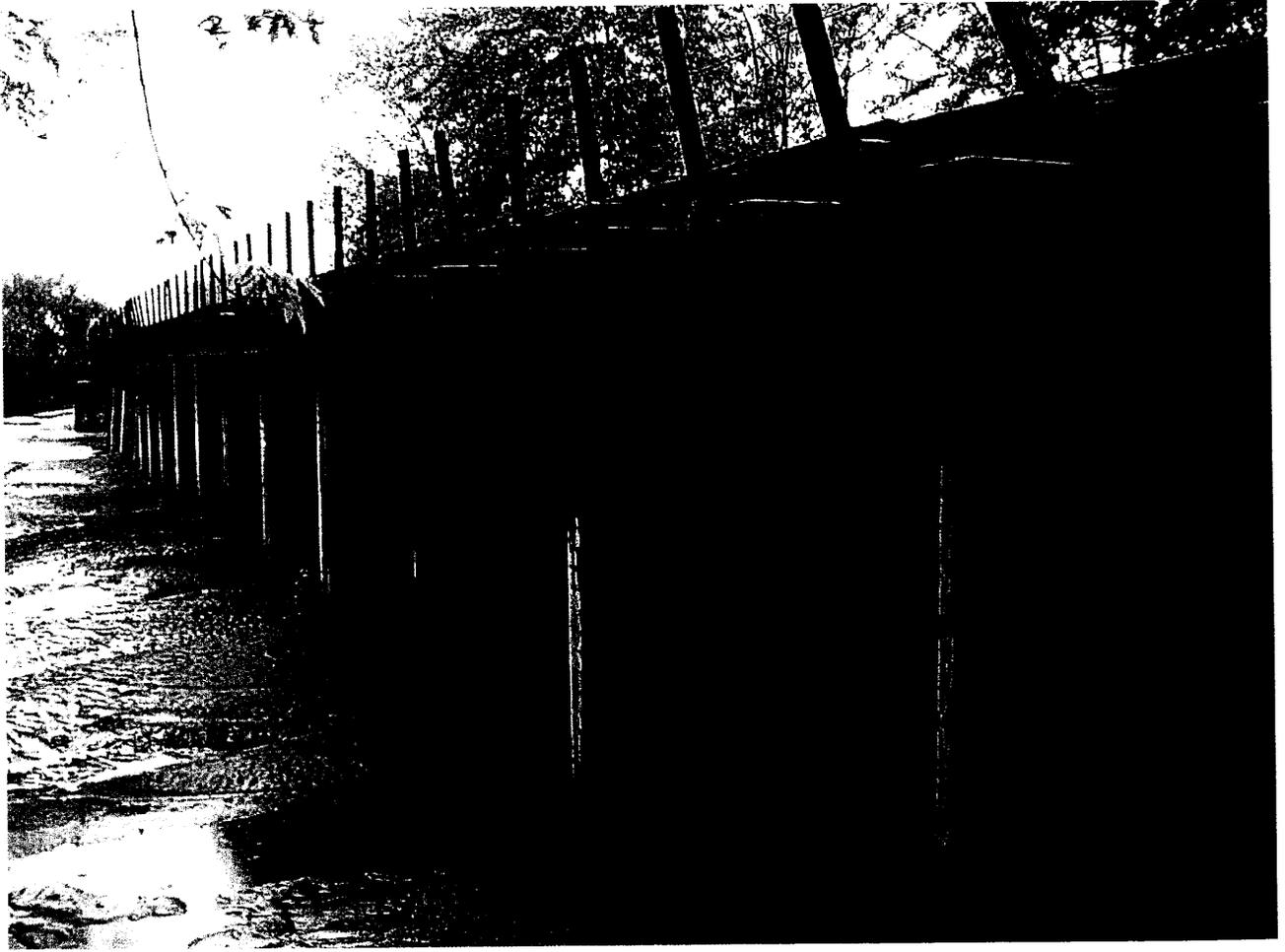
*Charles W. Saylor*  
Charles W. Saylor  
(402) 271-4861



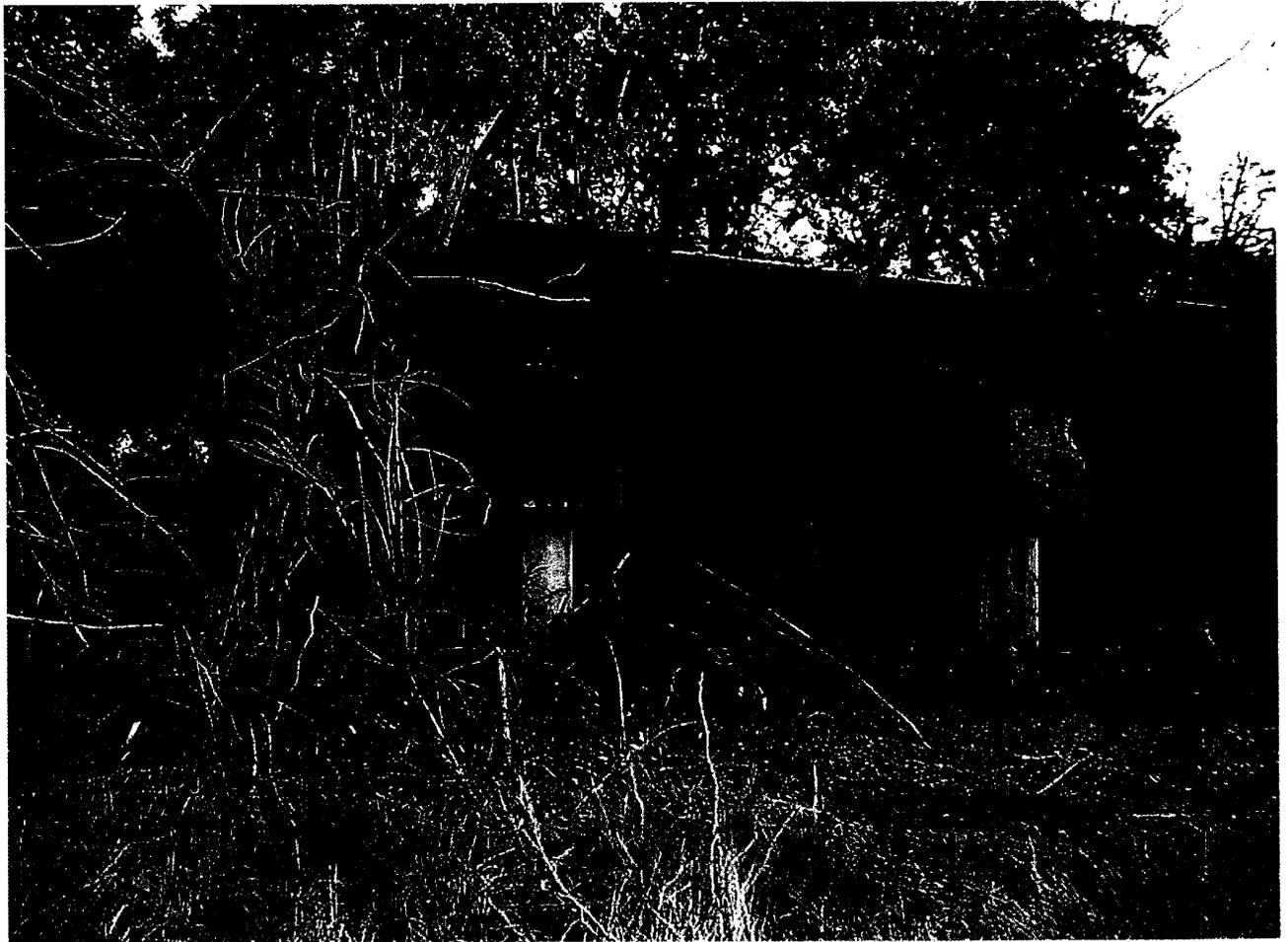




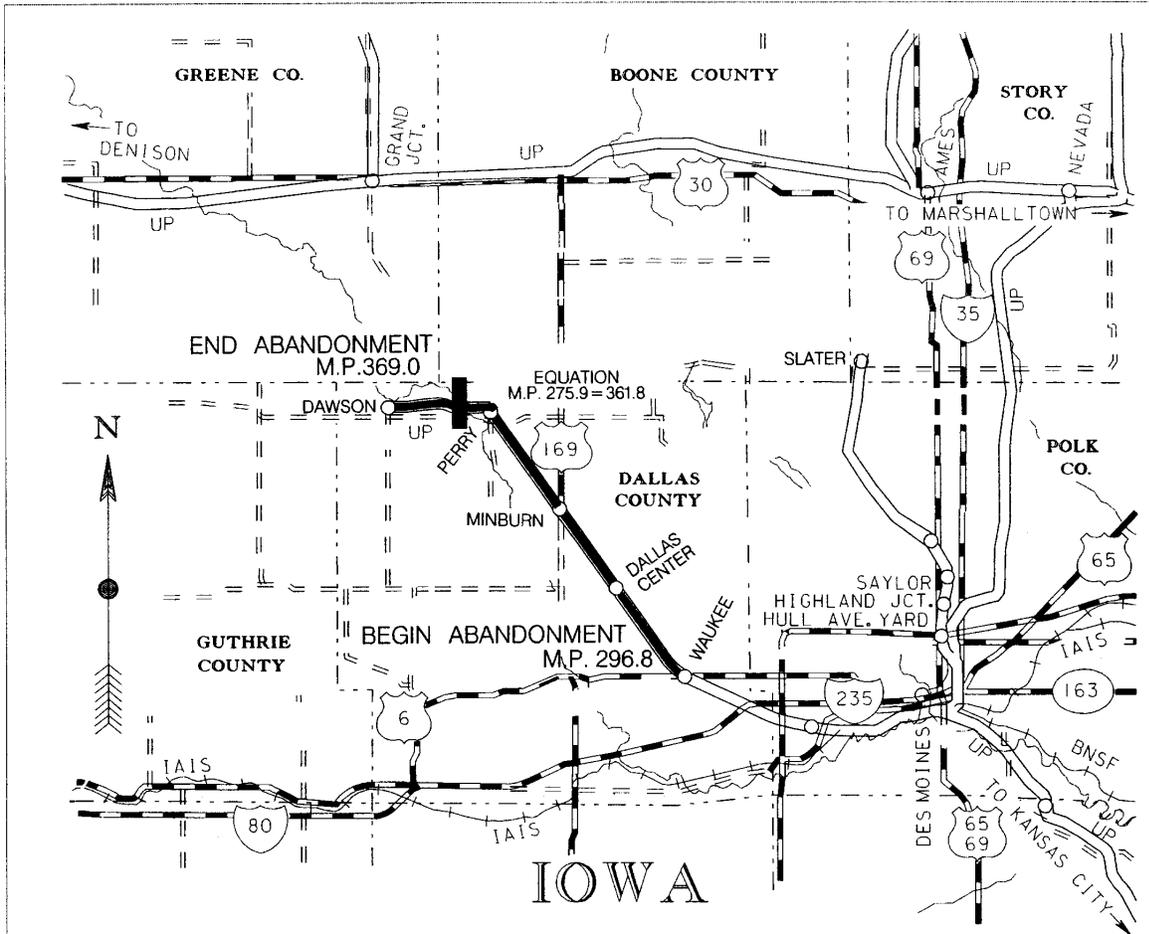












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 PERRY SUBDIVISION**

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ABO334\_DAWSON\_WAUK.DGN :032503

SEPTEMBER 11, 2003