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211341

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Michael J. Barron
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June 9, 2004

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

JUN 10 2004
RECEIVED

Re: Environmental/Historic Report and Required Certifications for
Docket No. AB-303 (Sub-No. 27), Wisconsin Central Ltd.—
Abandonment - Ozaukee, Sheboygan and
Manitowoc Counties, Wisconsin

Dear Secretary Williams:

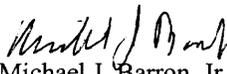
Wisconsin Central Ltd. intends on filing an application for the above-referenced proposed abandonment on June 30, 2004. Enclosed for the above-referenced application are the following, which are required by 49 C.F.R. Part 1105:

1. An original and ten copies of the Environmental/Historic Report
2. An original and ten copies of the transmittal letter that accompanied the reports, and
3. An original and ten copies of a certificate demonstrating compliance with the requirements of 49 C.F.R. Part 1105.

Please stamp and return the duplicate copy of this letter to my attention to indicate that you received the items listed.

Feel free to call me if you have any questions.

Respectfully submitted,


Michael J. Barron, Jr.
Counsel for Wisconsin Central Ltd.

ENTERED
Office of Proceedings

JUN 14 2004

Part of
Public Record

Encls.

Docket No. AB-303 (Sub-No. 27)

WISCONSIN CENTRAL LTD.
ABANDONMENT
IN OZAUKEE, SHEBOYGAN AND MANITOWOC COUNTIES, WISCONSIN



To: Mr. Vernon A. Williams
Secretary
Surface Transportation Board (STB)
1925 K Street, N.W.
Washington, DC 20423-0001

CERTIFICATE OF COMPLIANCE WITH 49 C.F.R. PART 1105

I hereby certify that on June 8, 2004, copies of the Environmental Report and Historic Report for the above-captioned proceeding were served on the agencies listed at 49 C.F.R. § 1105.7(b), all agencies consulted in preparing the reports, and on the Wisconsin Historical Society. A service list is attached and incorporated into this certificate as Attachment A. The reports have been sent within the time period specified, as Wisconsin Central Ltd. intends to file its application in the above-captioned matter on June 30, 2004. All appropriate agencies as listed in 49 C.F.R. § 1105.7(e) have been consulted well in advance of preparing the Environmental Report.

Dated this 9th day of June, 2004.

A handwritten signature in cursive script, appearing to read "Michael J. Barzon, Jr.", written over a horizontal line.

Michael J. Barzon, Jr.
Counsel for Wisconsin Central Ltd.

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U.S. Army Corps of Engineers
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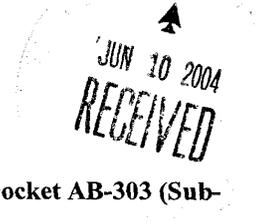
U.S. Legal Affairs

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June 8, 2004



**Re: Wisconsin Central Ltd. ---Abandonment---
Ozaukee, Sheboygan and Manitowoc Counties, Wisconsin---Docket AB-303 (Sub-
No. 27)**

To Whom It May Concern:

No later than June 30, 2004, Wisconsin Central Ltd. ("WCL") expects to file with the Surface Transportation Board ("STB") an application seeking authority to abandon a railroad line starting at milepost 114.8 in Saukville, Ozaukee County, through Sheboygan County, to milepost 151.8 in Kiel, Manitowoc County, a distance of 37 miles all in the state of Wisconsin. Enclosed is an Environmental Report and a Historic Report describing the proposed action and any expected environmental and historical effects, as well as a map of the affected area.

We are providing this report so that you may review the information that will form the basis for the STB's independent environmental and historical 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 STB's environmental and historic review process, please contact their Section of Environmental Analysis (SEA), at the Surface Transportation Board, 1925 K Street, N.W., Washington, D.C. 20423-0001, (202) 565-1545, and refer to the above docket number.

Because the applicable statutes and regulations impose stringent deadlines for processing this action, your written comments to the STB (with a copy to the undersigned) would be appreciated within three weeks. Your comments will be considered by the STB in evaluating the environmental and historical impact of the contemplated action.

If there are any questions concerning this proposal, please contact the undersigned directly at (708) 332-3954 or by mail at the above address.

Sincerely,


Michael J. Barron, Jr.
Counsel for Wisconsin Central Ltd.

Encls.

BEFORE THE
SURFACE TRANSPORTATION BOARD

DOCKET NO. AB-303 (SUB-NO. 27)

WISCONSIN CENTRAL LTD.
—ABANDONMENT—
IN OZAUKEE, SHEBOYGAN AND MANITOWOC COUNTIES, WISCONSIN



ENVIRONMENTAL/HISTORIC REPORT

Wisconsin Central Ltd. ("WCL") submits this Environmental/ Historic Report in compliance with the reporting requirements of 49 C.F.R. §§ 1105.7 and 1105.8. Supporting correspondence is attached. It is the conclusion of this report that the proposed abandonment, if implemented, will not significantly affect either the quality of the human environment or the conservation of energy resources.

ENVIRONMENTAL REPORT – 49 C.F.R. § 1105.7(e)

1. Proposed Action and Alternatives. WCL seeks to abandon its line of railroad from milepost 114.8 in Saukville, Ozaukee County, through Sheboygan County, to milepost 151.8 in Kiel, Manitowoc County, a distance of 37 miles, all in Wisconsin, hereinafter referred to as "Plymouth Sub Trackage."

Plymouth Sub Trackage passes through terrain consisting of gently rolling hills. Adjacent to the right-of-way the land is primarily agricultural, with a mixture of pasture and land under cultivation.

Following abandonment, fifty-one at-grade public crossings can be removed.

There are a number of bridges and culverts located within the abandonment area.

Current commodities transported on the line are agricultural products (primarily in-bound fertilizer to agricultural cooperatives) and a small volume of lumber.

No alternatives to the proposed abandonment have been considered other than a possible conversion to trail/recreational use.

After abandonment, WCL intends to salvage rail, ties and track material from the line.

A map showing the location of Plymouth Sub Trackage is attached hereto as Appendix A.

2. Transportation System. WCL does not anticipate that existing regional or local transportation systems or patterns will be adversely affected by the proposed abandonment.

WCL contacted the Wisconsin Department of Transportation concerning the proposed abandonment but did not receive a response. See correspondence attached herein as Appendix B.

In 2002 and 2003, Plymouth Sub Trackage had approximately 200 revenue cars per year transported on the line, the great bulk of which were in-bound cars containing fertilizers and other agricultural products destined for cooperatives at Random Lake and Adell. Were these loads to move by truck, the existing transportation system should easily support it. State highways parallel the entire line, and the portion between Saukville and Waldo (at milepost 134) is a multi-lane divided highway.

On the Plymouth Sub Trackage, the width of the right-of-way is generally 66' wide from Saukville to Plymouth, and then generally 99' wide from Plymouth to Kiel. The area of Plymouth Sub Trackage is one of gently rolling hills, with the majority of the land devoted to agricultural uses, including pastureland and land under cultivation. The area adjacent to the

trackage itself is relatively wooded, with a swamp between mileposts 148 and 151. Based on information in our possession, Plymouth Sub Trackage does not include any federally granted right-of-way.

Abandonment of Plymouth Sub Trackage will allow permanent closure of fifty-one public highway grade crossings as follows:

Milepost	Name	DOT No.	Warning Devices
151.65	Sixth Street	387 0768	Cross-bucks
147.80	CTH MM	387 078P	Cross-bucks
147.21	CTH FF	387 079W	Cross-bucks Stop sign
146.19	Pine Street	387 081X	Cross-bucks
146.10	Lake Street	387 082E	Flashers
146.08	Rhine Street	387 083L	Flashers
145.88	Washington Street	693 818J	Cantilevers Flashers Bells
145.15	CTH AJ	387 085A	Cross-bucks
144.71	Golf Course Road	387 086C	Cross-bucks Stop sign
143.99	Highview Road	387 087N	Cross-bucks
142.69	Woodside Lane	387 088V	Cross-bucks
142.58	ETH J	387 089C	Flashers Bells Stop sign
141.58	Woodland Road	387 091D	Flashers Bells
140.15	Shurke	387 029S	Cross-bucks
139.98	Grove Street	387 092K	Flashers Bells
139.59	Elizabeth	387 093S	Flashers Wig-wags
139.51	Main-Milwaukee	387 094Y	Flashers Wig-wags
139.27	Thayer		Flashers

			Bells
139.14	Reed	387 099H	Flashers Cantilevers
139.02	Cold Storme	387 100A	Bells Cross-bucks
138.91	Clifford	387 101G	Flashers Bells
138.43	Shortcut Road	387 103V	Cross-bucks
138.26	CTH PP	387 104C	Flashers Bells
137.25	Sumac Road	387 106R	Flashers Bells
136.76	Winooski Road	387 107X	Cross-bucks Stop sign
136.26	CTH U	387 108E	Flashers Bells
135.36	CTH AC	387 110F	Flashers
135.06	CTH N	387 112U	Flashers Bells
134.01	HWY 28	387 113B	Flashers
133.01	Clearview	387 114H	Cross-bucks Stop sign
132.00	CTH F	387 115P	Flashers Bells
131.50	Pheasant Road	387 116W	Cross-bucks Stop sign
131.00	CTH W	387 117D	Cross-bucks
129.95	CTH A	387 120L	Flashers
129.83	CTH I	387 121T	Flashers Bells
129.25	Knorr Road	387 123G	Cross-bucks
127.88	CTH SS	387 124N	Cross-bucks Stop sign
126.80	CTH D	387 126C	Cross-bucks
125.85	Short Street	387 129X	Cross-bucks
125.46	5 th Street	387 131Y	Flashers Stop sign Bells
125.25	2 nd Street	387 132F	Flashers Bells
125.19	1 st Street, CTH K	387 133M	Flashers Bells

125.00	PVT	387 134U	Cross-bucks
123.56	Jay Road	387 135B	Cross-bucks Stop sign
122.53	Hickory Grove Rd.	387 136H	Cross-bucks Stop sign
121.53	Belgium-Kohler	387 138W	Cross-bucks Stop sign
120.50	Willow Valley Rd.	387 139D	Cross-bucks Stop sign
119.50	CTH H	387 140X	Flashers Bells
118.51	Meadowlark Road	387 141E	Flashers Bells
117.46	Hawthorne Road	387 142L	Cross-bucks Stop sign
115.27	CTH O	387 149J	Cross-bucks Stop sign

3. Land Use.

(i) WCL does not foresee any inconsistency with regional and/or local land use plans. WCL has contacted all three counties through which the line passes. See correspondence attached as Appendix C. We received responses from Sheboygan County. Sheboygan County generally deferred to the Wisconsin Department of Natural Resources (“WDNR”). WDNR indicated in response to our correspondence that the Plymouth Sub Trackage is identified in the State Trails Plan as well as regional trail plans. WCL is open to conversion of the line to a trail. See correspondence attached as Appendix D.

(ii) WCL has contacted the U.S.D.A. Natural Resources Conservation Service regarding impact on prime agricultural land. We have received no response. See correspondence attached as Appendix E. Nevertheless, we believe the proposed abandonment will have no impact on prime agricultural land. Any impact on agricultural land took place decades ago when the line was constructed.

(iii) WCL is aware that some coastal areas in the State of Wisconsin are part of a Coastal Zone Management Program, however, the Wisconsin Coastal Zone Management Program has not yet responded to our correspondence regarding the program status of Plymouth Sub Trackage. See correspondence attached hereto as Appendix F. WCL believes the proposed abandonment will not adversely affect any land or water uses in such an area or result in any coastal impacts. WCL's intention is to remove the rail and ties and leave the right-of-way intact for possible conversion to a trail. As information, the southern most point of this north-south line is five miles from Lake Michigan, and from that point the Lake Michigan shoreline curves away from the Plymouth Sub Trackage.

(iv) WCL believes that Plymouth Sub Trackage is suitable for a trail. It travels through a picturesque area that would be attractive to trail users. It would not be suitable for a roadway, as state highways run parallel and close to the line for its entire length.

4. Energy.

(i) The proposed abandonment will not have any effect on the transportation of energy resources. No energy resource commodities move over Plymouth Sub Trackage and WCL foresees little or no possibility that such on-line traffic would develop in the future.

(ii) The movement and/or recovery of recyclable commodities will not be adversely affected by this abandonment. No such traffic is handled on Plymouth Sub Trackage, and WCL foresees little or no possibility that any on-line recyclable commodity traffic would develop in the future.

(iii) Abandonment will not result in an increase or decrease in overall energy efficiency. The volume of freight traffic on the line is minimal and thus there will be no changes in existing transportation patterns or energy usage as a result of the proposed abandonment.

(iv) Not applicable. Abandonment of Plymouth Sub Trackage will not cause the diversion of more than 1,000 rail carloads per year or an average of 50 rail carloads per mile per year to motor carriers.

5. Air.

(i) Not applicable. Abandonment will not result in (A) a minimum increase in rail traffic of 100% or eight trains per day on any segment of rail line, (B) an increase in rail yard activity of at least 100%, or (C) an average increase in truck traffic of more than 10% of the average daily traffic or 50 vehicles per day on any road segment.

(ii) Abandonment of Plymouth Sub Trackage will not result in traffic increases which exceed the thresholds specified in 49 C.F.R. § 1105.7(e)(5)(ii)(A), (B) or (C).

(iii) Not applicable. There are no shipments of ozone-depleting materials that will be diverted as a result of this abandonment.

6. Noise. Not applicable. None of the thresholds identified in 49 C.F.R. § 1105.7(e)(6)(i) or (ii) will be exceeded as a result of the abandonment.

7. Safety.

(i) The proposed action will have a positive effect on public health and safety. Abandonment of Plymouth Sub Trackage will allow elimination of fifty-one at-grade public crossings. During any salvage operations on Plymouth Sub Trackage, precautions will be taken to ensure public safety.

(ii) Since this is a proposed abandonment, it does not contemplate the transportation of hazardous materials.

(iii) A number of years ago, WCL removed an underground storage tank at Plymouth, Wisconsin. It was a clean removal and no additional remediation was required. Other

than that, WCL is not aware of any hazardous waste or spill sites along Plymouth Sub Trackage. WDNR, in their correspondence, indicated that rail line abandonments generally have low environmental impacts. See correspondence attached hereto as Appendix D. WDNR is also not aware of any hazardous waste or spill sites along Plymouth Sub Trackage.

8. Biological Resources.

(i) In response to our notice of our proposal to abandon Plymouth Sub Trackage, the U.S. Department of the Interior, Fish and Wildlife Service noted that at present there are no federally-listed threatened or endangered species or critical habitats present within the abandonment area. If there is a delay in implementing the abandonment, the Fish and Wildlife Service requested WCL contact them for updates to the list. See correspondence attached hereto as Appendix G.

(ii) In their correspondence, WDNR indicated that Plymouth Sub Trackage lies near the Kiel Marsh Wildlife Area, the LaBudde Creek Fishing Area, and the Waldo Wildlife Area. WDNR also noted that Plymouth Sub Trackage crosses the National Park Service Ice Age National Scenic Trail near Elkhart Lake and the Sheboygan County Old Plank Trail in Plymouth. To avoid any impact on habitats, wildlife sanctuaries or refuges, WDNR indicated that any disturbance due to track and tie removal should be kept to the minimum required to do the work. See correspondence attached as Appendix D herein.

9. Water.

(i) WCL has contacted the U.S. Environmental Protection Agency (EPA) and the WDNR to determine whether the proposed abandonment is consistent with applicable federal, state and local water quality standards. See correspondence attached hereto as Appendix D and H. The EPA has not responded. WDNR responded by saying that they did not see any

existing surface water drainage problem in the abandonment area. WDNR indicated that WCL should not remove culverts or change drainage patterns, and that proper erosion control measures should be used during salvage activities. WCL will be mindful of proper erosion control in the removal of track and other salvageable materials to minimize impact. WCL intends on leaving culverts and bridges in place, as this line is a candidate for a trail.

WDNR also indicated that removal of tracks and ties should not have any impact on current wetlands in the abandonment area, and that if no additional fill is placed in a floodplain, the proposed abandonment will not impact any floodplains.

(ii) WCL has contacted the Army Corps of Engineers to determine if the proposed abandonment requires permits under Section 404 of the Clean Water Act. The Corps has not yet responded. WCL does not believe, however, that any Section 404 permit will be required. No work will be done in a navigable water of the United States, and no dredged or fill material will be discharged in any water of the United States, including wetlands. See correspondence attached hereto as Appendix I

(iii) Based on WCL's plans for disposal and recycling of track material, WCL concludes that no permits under Section 402 of the Clean Water Act are required. No material will be disposed of into waterways as part of the abandonment.

10. Proposed Mitigation.

Since WCL anticipates no adverse environmental impact from this proposed transaction, no mitigation actions are proposed. Indeed, WCL believes that conversion of the line into a trail would alleviate whatever minor concerns may be present concerning the proposed abandonment. WDNR has expressed great interest in seeing this line become a trail. See correspondence attached herein as Appendix D.

HISTORICAL REPORT — 49 C.F.R. § 1105.8(d)

1. Map. A map of Plymouth Sub Trackage is attached hereto as Appendix A.

2. Description of Line. On the Plymouth Sub Trackage, the width of the right-of-way is generally 66' wide from Saukville to Plymouth, and then generally 99' wide from Plymouth to Kiel. The area of Plymouth Sub Trackage is one of gently rolling hills, with the majority of the land devoted to agricultural uses, including pastureland and land under cultivation. The area adjacent to the trackage itself is relatively wooded, with a swamp between mileposts 148 and 151. Based on information in our possession, Plymouth Sub Trackage does not include any federally granted right-of-way.

3. Photographs. Photographs of the line, bridges and structures on Plymouth Sub Trackage are attached herein as Appendix J. These photographs were submitted to the Wisconsin State Historic Preservation Officer.

4. Information on Structures. There is one building older than 50 years located on the line, that is the Plymouth depot. The structure has been remodeled recently with the placement of vinyl siding and a new roof. As shown in the photos the depot building does not have any unusual design and does not appear to be of any historical value.

In addition to the depot there are a number of large steel bridge structures located on the line to be abandoned. The bridges are similar to other railroad bridges constructed in that time period and do not appear to have any significant historical value. It would appear that neither the depot building nor the steel bridges are eligible for the National Register of Historic Places.

5. History of Operations. The Milwaukee and Superior Railroad Company constructed track from northern Wisconsin to a point in North Milwaukee in 1856. In 1870 the Milwaukee and Northern Railway Company purchased the franchises of the Milwaukee &

1 2

Superior Railroad Company and continued to construct trackage toward Hilbert Junction. In 1870-71 this segment of line was built which added an additional 63.3 miles, which included the line of track to be abandoned between Saukville and Kiel. Early in the 1880's the Wisconsin Central Railway assumed the operations of the Milwaukee and Northern Railway Company. In the 1890's this line and others were acquired by the Chicago, Milwaukee, St. Paul and Pacific Railroad (The Milwaukee Road). The Soo Line acquired the Milwaukee Road in 1985 and then in 1987 the newly formed Wisconsin Central Ltd., a subsidiary of the Wisconsin Central Transportation Corporation, purchased this line of rail and other rail lines from the Soo Line.

There are a limited number of rail users on the line, and the traffic density is very light. WCL believes Plymouth Sub Trackage is a good location for a trail.

6. Engineering Documents. WCL has track charts for Plymouth Sub Trackage and bridge inspection reports.

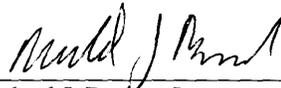
7. Historic Criteria. Based on readily available information in its possession, WCL believes that no site or structure listed in or meeting the criteria for listing in the *National Register of Historic Places* is located on Plymouth Sub Trackage or will be affected by the abandonment. As noted above, the only building on the line is the depot at Plymouth. All the bridges on the line would remain if it were converted to a trail. WCL also believes that no culturally significant locations, archaeological sites or unique landforms will be affected by the abandonment. WCL has contacted the Wisconsin Historical Society. The SHPO indicated that he will wait for WCL's submission of the Historic Report before commenting. See correspondence attached hereto as Appendix J.

8. Ground Disturbance. WCL is unaware of any possibility that archeological resources may be in the area. The abandonment activities should have no impact as WCL simply

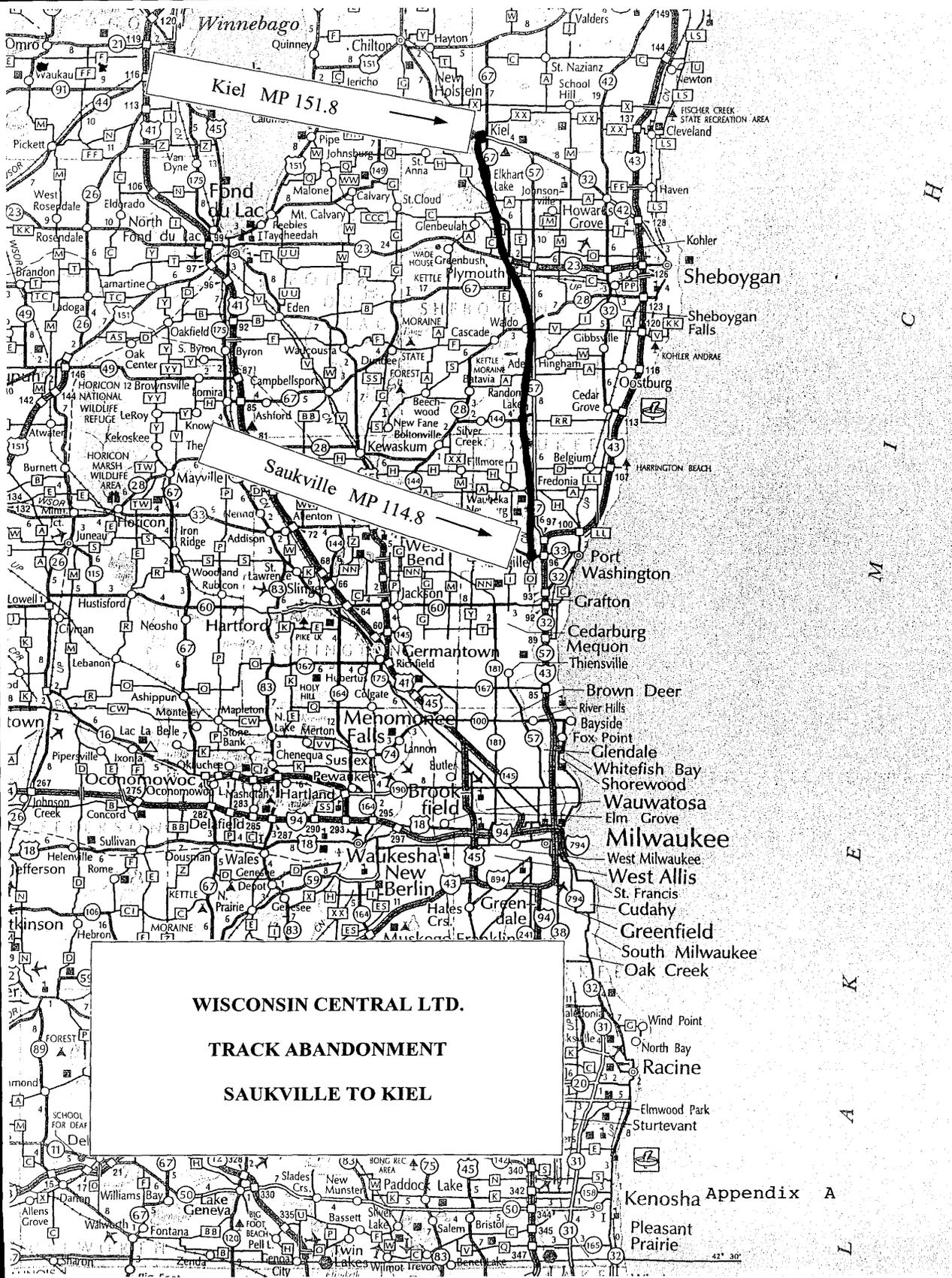
intends on removing the rail and ties and leaving the right-of-way intact for trail conversion purposes. Except for the swamp between milepost 148 and milepost 151, WCL is unaware of environmental conditions that might affect the archaeological recovery of resources. Access to the line is good.

Dated: June 8, 2004

Respectfully submitted,



Michael J. Barron, Jr.
Counsel for Wisconsin Central Ltd.
CN
17641 South Ashland Avenue
Homewood, IL 60430-1345
(708) 332-3954



Kiel MP 151.8

Saukville MP 114.8

WISCONSIN CENTRAL LTD.
TRACK ABANDONMENT
SAUKVILLE TO KIEL

Kenosha Appendix A

41° 30'

App. elem. 470

Michael J. Barron, Jr.
Counsel
Legal Department



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Chicago, Illinois 60611-5317
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September 23, 2003

Mr. Allyn Lepeska
Office of General Counsel
Wisconsin Dept. of Transportation
4802 Sheboygan Ave. Rm. 115B
P.O. Box 7910
Madison, WI 53707-7910

**Re: Wisconsin Central Ltd. Possible Abandonment in Ozaukee,
Sheboygan, and Manitowoc Counties, Wisconsin**

Dear Mr. Lepeska:

Wisconsin Central Ltd. ("WCL") is considering an abandonment of 37.0 miles of railroad between railroad milepost 114.8 in Saukville, Ozaukee County, through Sheboygan County, to milepost 151.8 in Kiel, Manitowoc County, all in the State of Wisconsin. We have attached a map for your reference. WCL is advising you of the possible action so you may assist us in identifying any potential effects of the possible action on, among other things, the following:

Water quality;	National or state parks or forests;
Designated wetlands;	Coastal zone management
100-year-old flood plains;	Soil and natural resource conservation
Endangered or threatened species;	Agricultural land;
Critical habitats	Regional and/or local land use plans; and
Wildlife sanctuaries or refuges;	The need for permits under Sections 402 or 404 of the Clean Water Act.

This line has been on WCL's abandonment map since the summer of 2001, prior to its merger with CN. Because of the nature of the possible action, we foresee no adverse effects. Nevertheless, we would appreciate your review and any comments you may wish to offer. We would appreciate a written response as soon as reasonable so that we may include it in the Environmental Report. Should we move forward with the abandonment, we will be filing our Environmental Report at some point after October 31, 2003.

Thank you for your assistance.

Very truly yours,

Michael J. Barron, Jr.
Counsel for Wisconsin Central Ltd.

Encl.

Michael J. Barron, Jr.
Counsel
Legal Department



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455 North Cityfront Plaza Drive
Chicago, Illinois 60611-5317
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September 23, 2003

Mr. Tom Meaux
Administrative Coordinator
Ozaukee County
P.O. Box 994
Port Washington, WI 53074-0994

**Re: Wisconsin Central Ltd. Possible Abandonment in Ozaukee,
Sheboygan, and Manitowoc Counties, Wisconsin**

Dear Mr. Meaux:

Wisconsin Central Ltd. ("WCL") is considering an abandonment of 37.0 miles of railroad between railroad milepost 114.8 in Saukville, Ozaukee County, through Sheboygan County, to milepost 151.8 in Kiel, Manitowoc County, all in the State of Wisconsin. We have attached a map for your reference. WCL is advising you of the possible action so you may assist us in identifying any potential effects of the possible action on, among other things, the following:

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100-year-old flood plains;	Soil and natural resource conservation
Endangered or threatened species;	Agricultural land;
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Thank you for your assistance.

Very truly yours,

Michael J. Barron, Jr.
Counsel for Wisconsin Central Ltd.

Encl.

Appendix C

Michael J. Barron, Jr.
Counsel
Legal Department



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Fax: (312) 755-7669
Internet: Michael.Barron@cn.ca

September 23, 2003

Mr. Adam N. Payne
Chief Administrative Officer
Sheboygan County
508 New York Ave. Room 311
Sheboygan, WI 53081

**Re: Wisconsin Central Ltd. Possible Abandonment in Ozaukee,
Sheboygan, and Manitowoc Counties, Wisconsin**

Dear Mr. Payne:

Wisconsin Central Ltd. ("WCL") is considering an abandonment of 37.0 miles of railroad between railroad milepost 114.8 in Saukville, Ozaukee County, through Sheboygan County, to milepost 151.8 in Kiel, Manitowoc County, all in the State of Wisconsin. We have attached a map for your reference. WCL is advising you of the possible action so you may assist us in identifying any potential effects of the possible action on, among other things, the following:

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This line has been on WCL's abandonment map since the summer of 2001, prior to its merger with CN. Because of the nature of the possible action, we foresee no adverse effects. Nevertheless, we would appreciate your review and any comments you may wish to offer. We would appreciate a written response as soon as reasonable so that we may include it in the Environmental Report. Should we move forward with the abandonment, we will be filing our Environmental Report at some point after October 31, 2003.

Thank you for your assistance.

Very truly yours,

Michael J. Barron, Jr.
Counsel for Wisconsin Central Ltd.

Encl.

Michael J. Barron, Jr.
Counsel
Legal Department

Canadian National/Illinois Central
455 North Cityfront Plaza Drive
Chicago, Illinois 60611-5317
Telephone: (312) 755-7954
Fax: (312) 755-7669
Internet: Michael.Barron@cn.ca

September 23, 2003

Mr. Dan Fischer
Manitowoc County Executive
Manitowoc County
1110 S. 9th St.
Manitowoc, WI 54220

**Re: Wisconsin Central Ltd. Possible Abandonment in Ozaukee,
Sheboygan, and Manitowoc Counties, Wisconsin**

Dear Mr. Fischer:

Wisconsin Central Ltd. ("WCL") is considering an abandonment of 37.0 miles of railroad between railroad milepost 114.8 in Saukville, Ozaukee County, through Sheboygan County, to milepost 151.8 in Kiel, Manitowoc County, all in the State of Wisconsin. We have attached a map for your reference. WCL is advising you of the possible action so you may assist us in identifying any potential effects of the possible action on, among other things, the following:

Water quality;	National or state parks or forests;
Designated wetlands;	Coastal zone management
100-year-old flood plains;	Soil and natural resource conservation
Endangered or threatened species;	Agricultural land;
Critical habitats	Regional and/or local land use plans; and
Wildlife sanctuaries or refuges;	The need for permits under Sections 402 or 404 of the Clean Water Act.

This line has been on WCL's abandonment map since the summer of 2001, prior to its merger with CN. Because of the nature of the possible action, we foresee no adverse effects. Nevertheless, we would appreciate your review and any comments you may wish to offer. We would appreciate a written response as soon as reasonable so that we may include it in the Environmental Report. Should we move forward with the abandonment, we will be filing our Environmental Report at some point after October 31, 2003.

Thank you for your assistance.

Very truly yours,

Michael J. Barron, Jr.
Counsel for Wisconsin Central Ltd.

Encl.



Sheboygan County Planning & Resources Department

ADMINISTRATION BUILDING
(920) 459-3060

508 NEW YORK AVENUE
FAX (920) 459-1332

SHEBOYGAN, WI 53081-4126

DIRECTOR OF PLANNING
SHANNON K. HAYDIN

November 3, 2003

Mr. Michael Barron, Jr., Counsel
Legal Department
Canadian National/Illinois Central
455 North Cityfront Plaza Drive
Chicago, IL 60611-5317

RE: Wisconsin Central Railroad, Potential Abandonment from Ozaukee to Manitowoc Counties

Dear Mr. Barron:

In response to your September 23, 2003 correspondence to Mr. Adam Payne, Sheboygan County Administrative Coordinator, I have completed a brief review of the railway corridor for potential impacts of a possible future abandonment.

Please find enclosed copies of maps showing the corridor highlighted in yellow. Please be advised that the maps are advisory, and are not of a known scale. The areas on the map shown as red and white stripes are the areas that Sheboygan County has jurisdiction for administering the Shoreland Zoning Ordinance. Any work done along the corridor within these areas would likely require a Sheboygan County Shoreland-Floodplain permit. Prior to beginning any work along the corridor, please contact this office.

The Wisconsin Department of Natural Resources has forwarded to me a copy of their assessment in response to similar correspondence that you had sent to them. Upon reviewing their comments, it appears that they have done a thorough cursory review that addresses many of the general concerns that we would have in regard to this potential project.

All of the towns and villages along the corridor currently regulate land use through a local zoning ordinance. You can contact the local communities directly in order to determine if any local regulations govern your project. The County currently does not have any land use plans that would otherwise regulate land use in this corridor.

If you have any further questions regarding this potential project, please feel free to contact me.

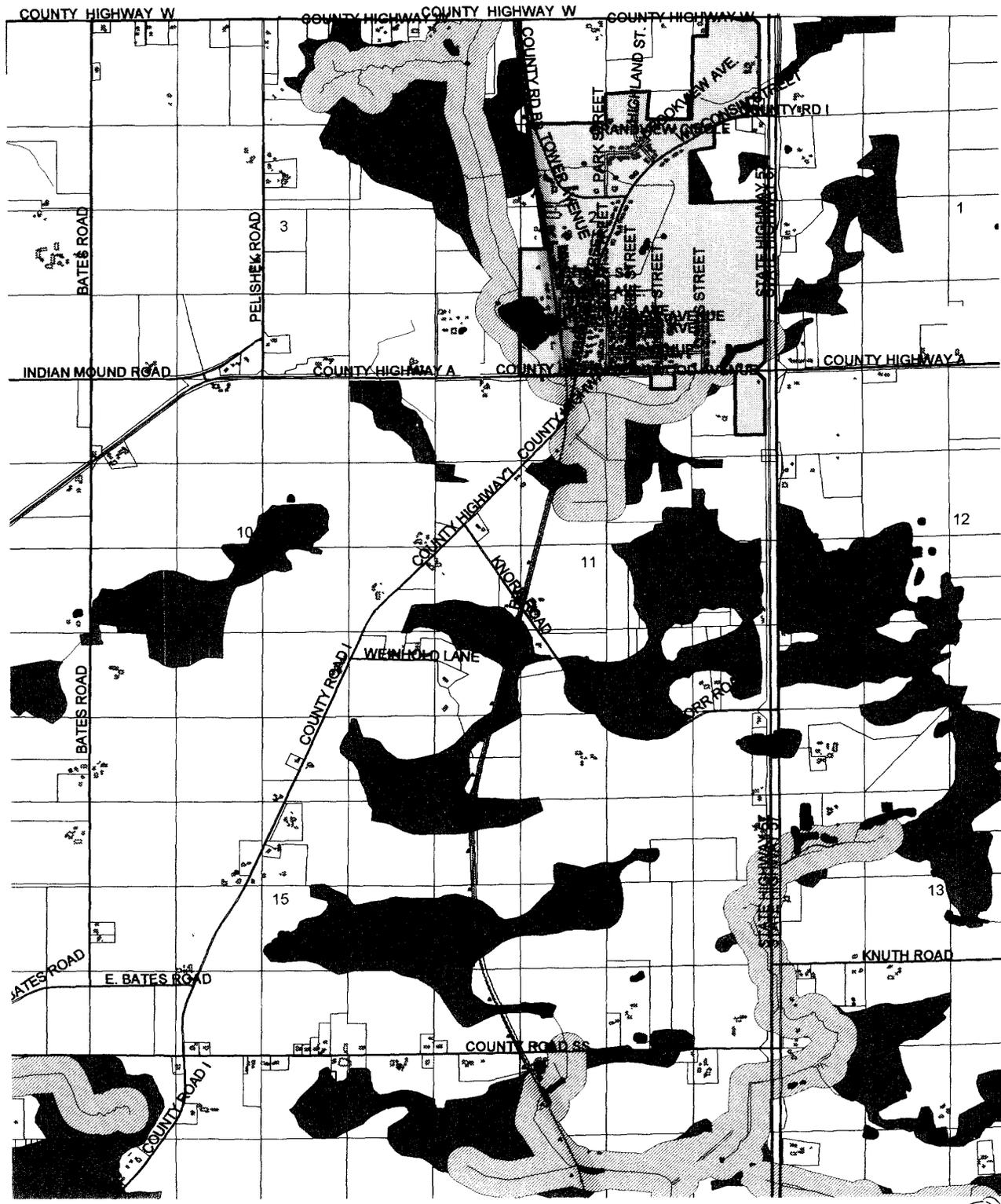
Sincerely,

Shannon K. Haydin
Shannon K. Haydin
Planning Director

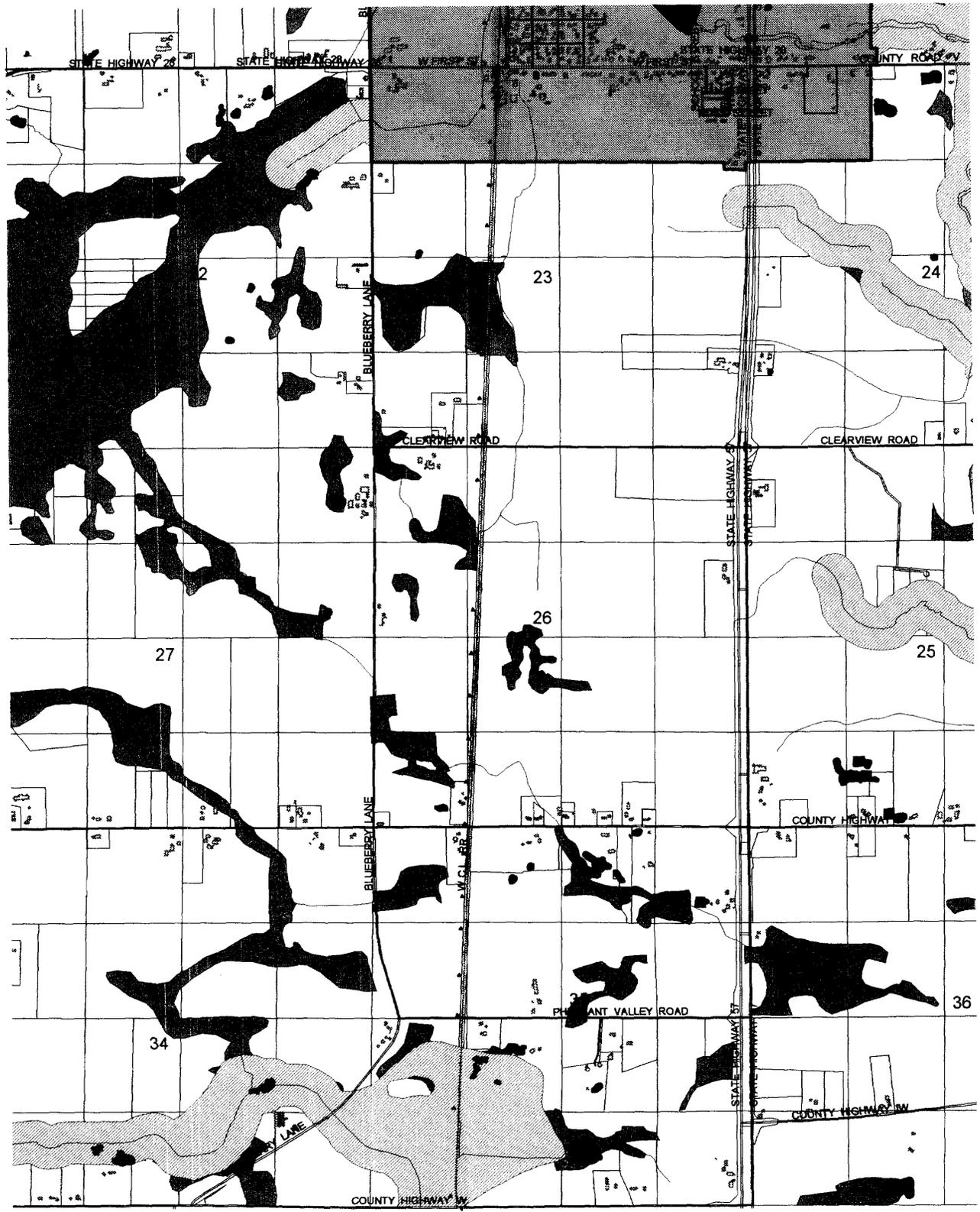
cc: Adam Payne, Administrative Coordinator



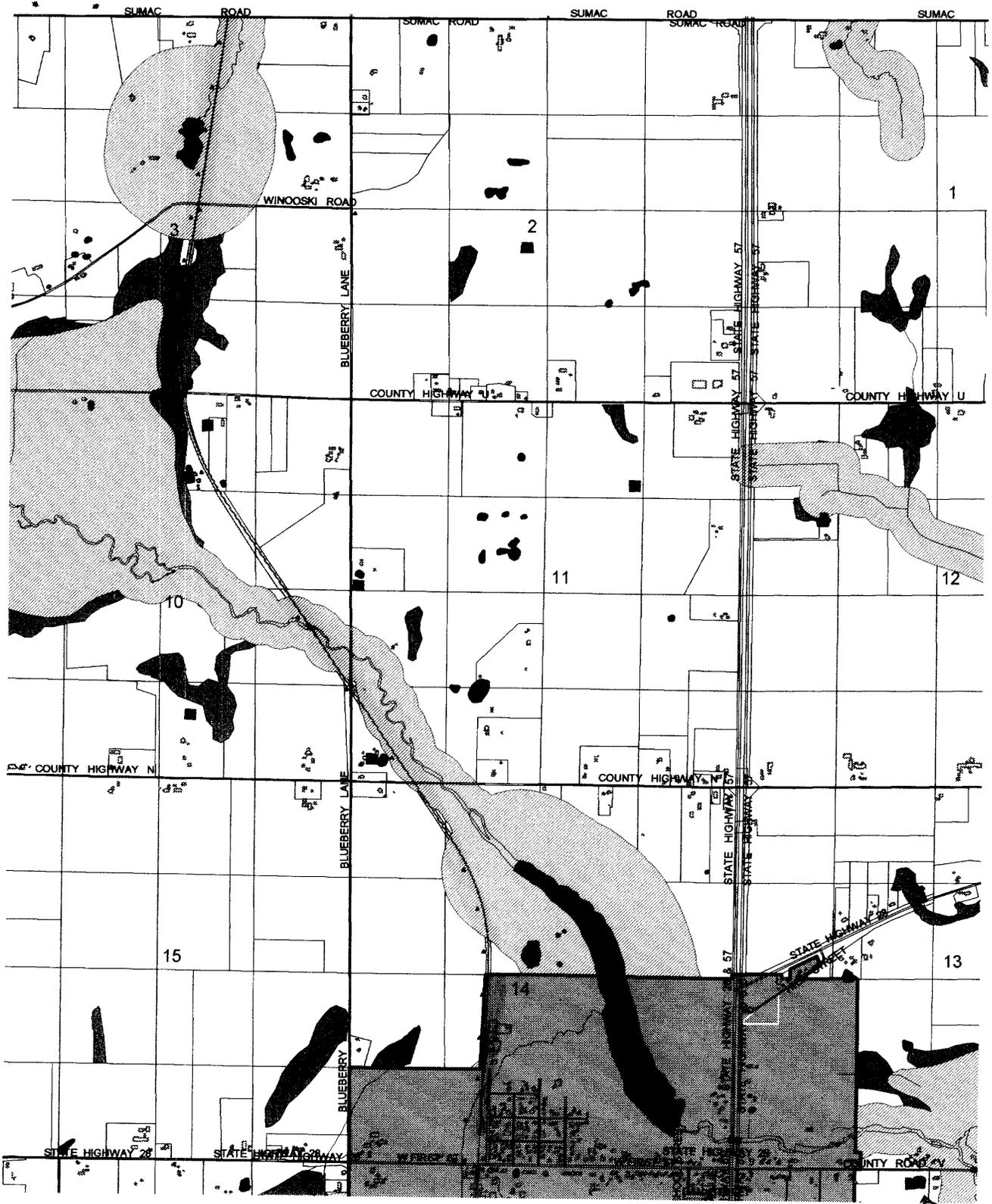
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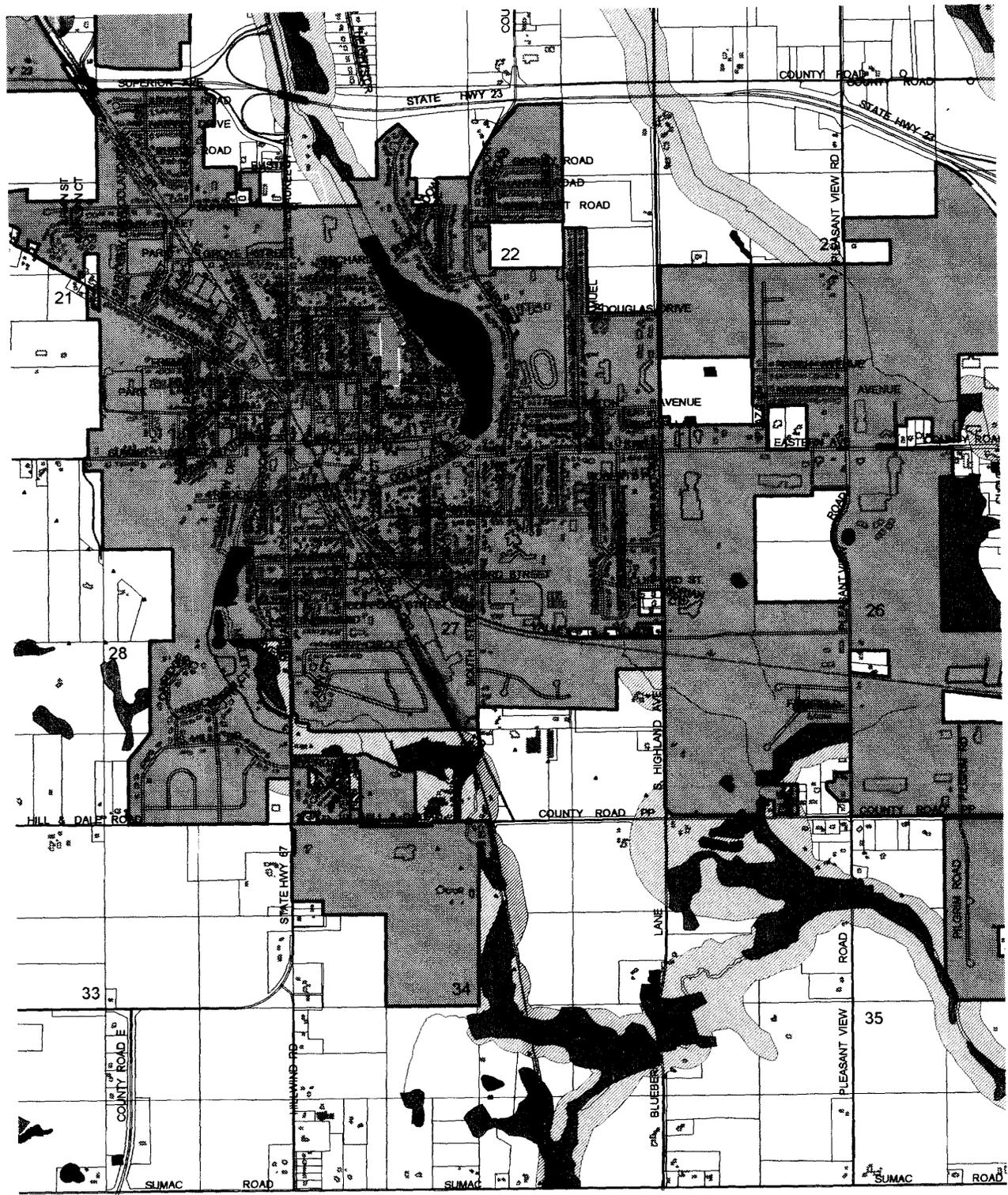
NT (2)



N7 (3)

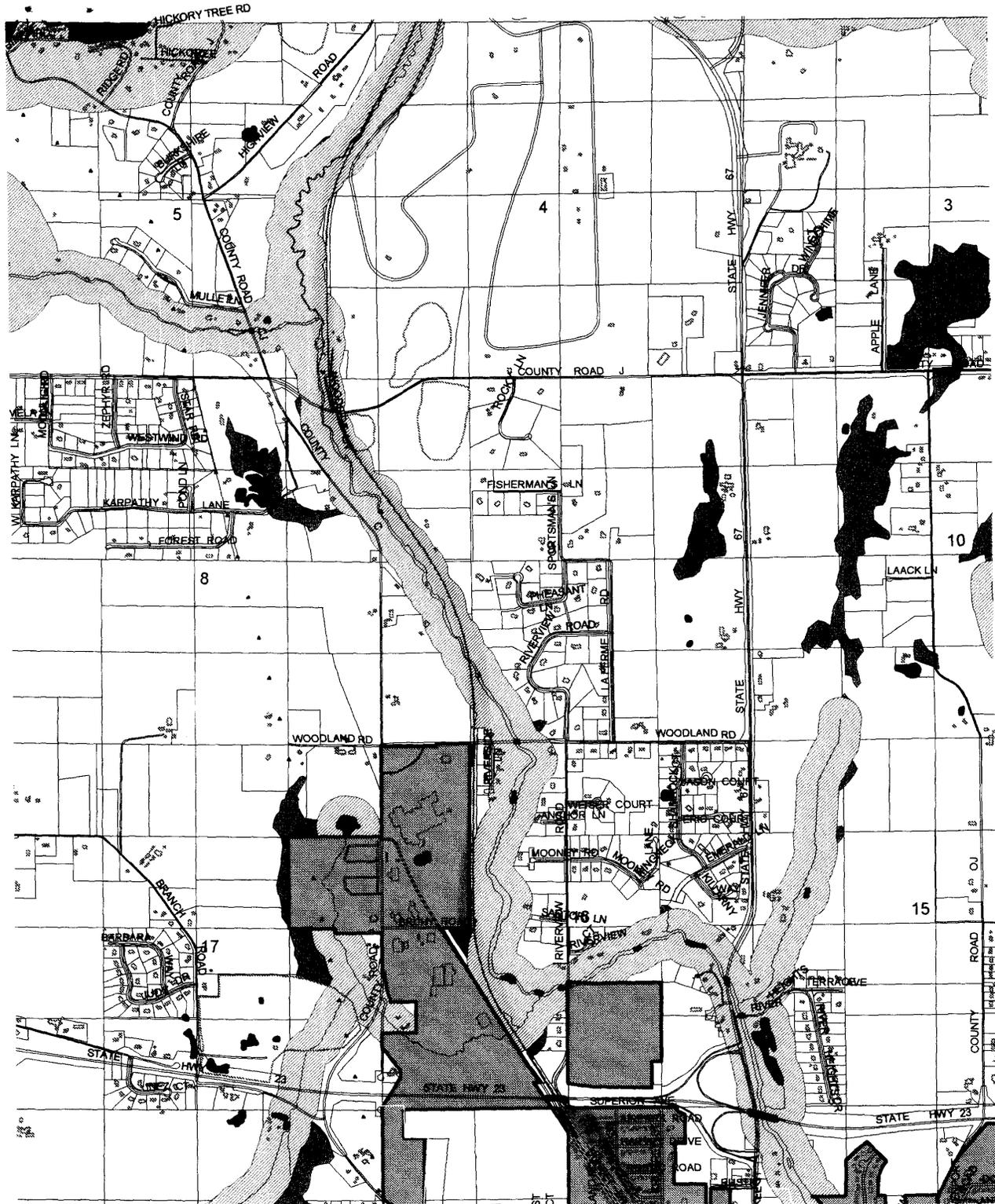


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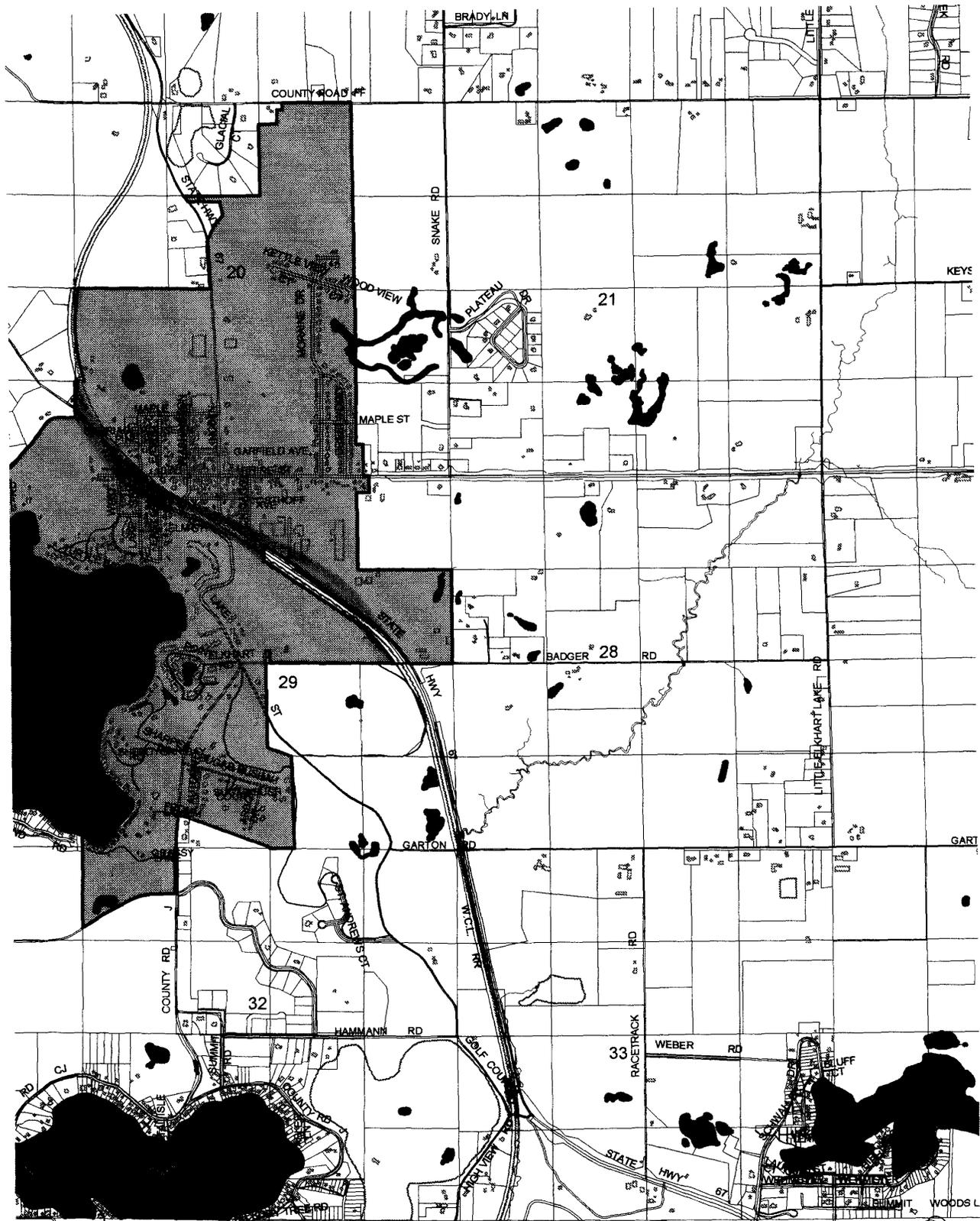
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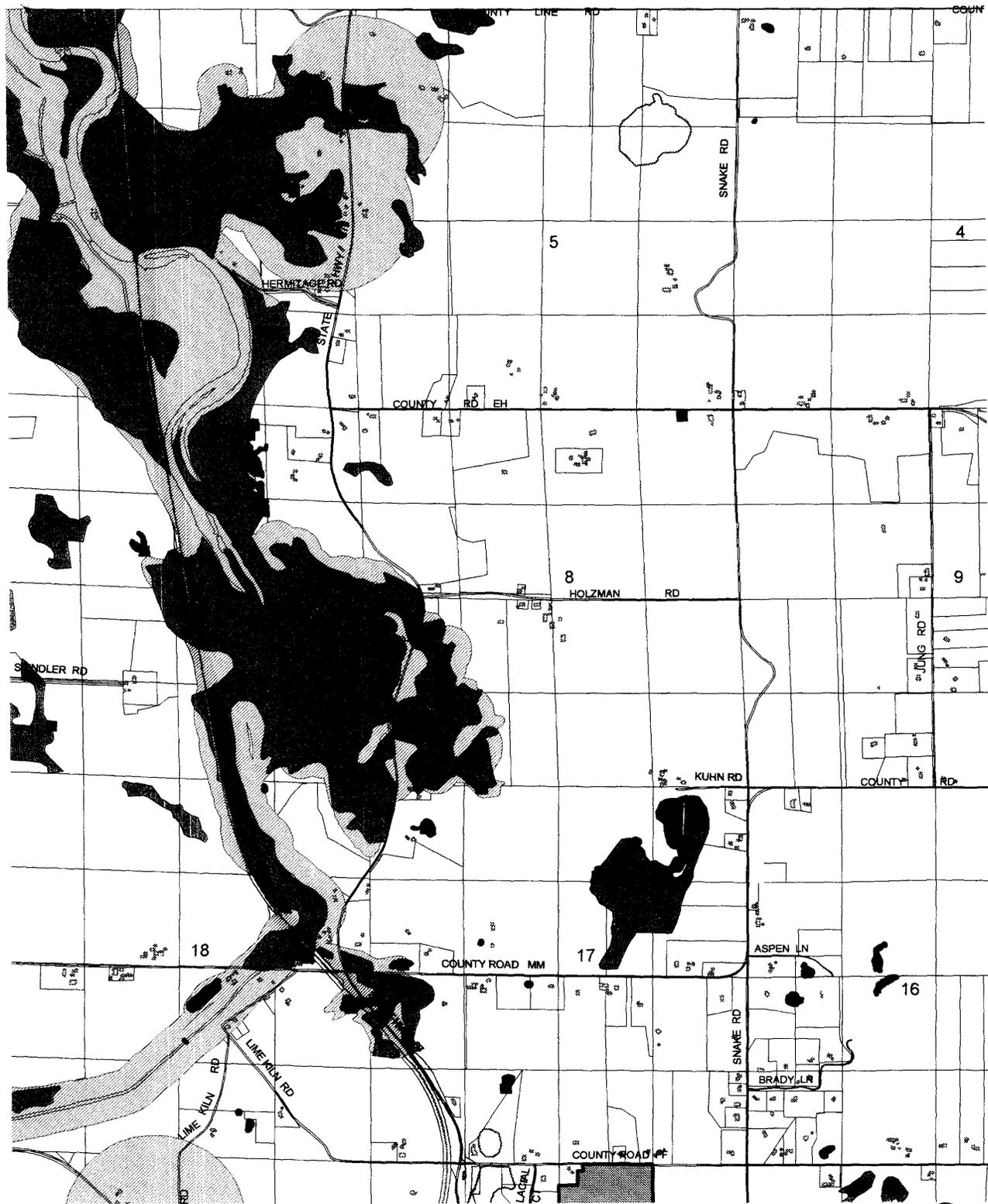
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27

7



N ↑



Michael J. Barron, Jr.
Counsel
Legal Department



Canadian National/Illinois Central
455 North Cityfront Plaza Drive
Chicago, Illinois 60611-5317
Telephone: (312) 755-7954
Fax: (312) 755-7669
Internet: Michael.Barron@cn.ca

September 23, 2003

Ms. Gloria McCutcheon
Regional Director/Southeast
Wisconsin Dept. of Natural Resources
P.O. Box 12436
Milwaukee, WI 53212

**Re: Wisconsin Central Ltd. Possible Abandonment in Ozaukee,
Sheboygan, and Manitowoc Counties, Wisconsin**

Dear Ms. McCutcheon

Wisconsin Central Ltd. ("WCL") is considering an abandonment of 37.0 miles of railroad between railroad milepost 114.8 in Saukville, Ozaukee County, through Sheboygan County, to milepost 151.8 in Kiel, Manitowoc County, all in the State of Wisconsin. We have attached a map for your reference. WCL is advising you of the possible action so you may assist us in identifying any potential effects of the possible action on, among other things, the following:

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100-year-old flood plains;	Soil and natural resource conservation
Endangered or threatened species;	Agricultural land;
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This line has been on WCL's abandonment map since the summer of 2001, prior to its merger with CN. Because of the nature of the possible action, we foresee no adverse effects. Nevertheless, we would appreciate your review and any comments you may wish to offer. We would appreciate a written response as soon as reasonable so that we may include it in the Environmental Report. Should we move forward with the abandonment, we will be filing our Environmental Report at some point after October 31, 2003.

Thank you for your assistance.

Very truly yours,

Michael J. Barron, Jr.
Counsel for Wisconsin Central Ltd.

Encl.

Michael J. Barron, Jr.
Counsel
Legal Department



Canadian National/Illinois Central
455 North Cityfront Plaza Drive
Chicago, Illinois 60611-5317
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Fax: (312) 755-7669
Internet: Michael.Barron@cn.ca

September 23, 2003

Mr. Ronald Kazmierczak
Regional Director/Northeast
Wisconsin Dept. of Natural Resources
P.O. Box 10448
Green Bay, WI 54307-0448

**Re: Wisconsin Central Ltd. Possible Abandonment in Ozaukee,
Sheboygan, and Manitowoc Counties, Wisconsin**

Dear Mr. Kazmierczak

Wisconsin Central Ltd. ("WCL") is considering an abandonment of 37.0 miles of railroad between railroad milepost 114.8 in Saukville, Ozaukee County, through Sheboygan County, to milepost 151.8 in Kiel, Manitowoc County, all in the State of Wisconsin. We have attached a map for your reference. WCL is advising you of the possible action so you may assist us in identifying any potential effects of the possible action on, among other things, the following:

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Thank you for your assistance.

Very truly yours,

Michael J. Barron, Jr.
Counsel for Wisconsin Central Ltd.

Encl.

Michael J. Barron, Jr.
Counsel
Legal Department



Canadian National/Illinois Central
455 North Cityfront Plaza Drive
Chicago, Illinois 60611-5317
Telephone: (312) 755-7954
Fax: (312) 755-7669
Internet: Michael.Barron@cn.ca

September 23, 2003

Mr. R. E. Steffes
Wisconsin Dept. of Natural Resources
101 S. Webster Street
P.O. Box 7921
Madison, WI 53707

**Re: Wisconsin Central Ltd. Possible Abandonment in Ozaukee,
Sheboygan, and Manitowoc Counties, Wisconsin**

Dear Mr. Steffes:

Wisconsin Central Ltd. ("WCL") is considering an abandonment of 37.0 miles of railroad between railroad milepost 114.8 in Saukville, Ozaukee County, through Sheboygan County, to milepost 151.8 in Kiel, Manitowoc County, all in the State of Wisconsin. We have attached a map for your reference. WCL is advising you of the possible action so you may assist us in identifying any potential effects of the possible action on, among other things, the following:

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Thank you for your assistance.

Very truly yours,

Michael J. Barron, Jr.
Counsel for Wisconsin Central Ltd.

Encl.



State of Wisconsin \ DEPARTMENT OF NATURAL RESOURCES

Jim Doyle, Governor
Scott Hassett, Secretary
Gloria L. McCutcheon, Regional Director

Southeast Region Headquarters
2300 N. Dr. Martin Luther King, Jr. Drive
PO Box 12436
Milwaukee, Wisconsin 53212-0436
Telephone 414-263-8500
FAX 414-263-8606
TTY 711

October 22, 2003

File Ref: 1600

Mr. Michael J. Barron, Jr., Counsel
Legal Department
Canadian National/Illinois Central
455 North Cityfront Plaza Drive
Chicago, IL 60611-5317

Dear Mr. Barron:

Thank you for your September 23, 2003, letter regarding the Wisconsin Central Ltd. (WCL) Possible Abandonment in Ozaukee, Sheboygan, and Manitowoc Counties, Wisconsin. Department staff has reviewed the proposal and commented on the potential effects of the possible action. I am writing to share my comments and those of Ronald Kazmierczak, Northeast Regional Director, with you.

Rail line abandonments generally have low environmental impacts. Impacts are generally related to temporary access roads and staging areas used by heavy equipment. Please consider the following information as you prepare your Environmental Report for the possible abandonment.

Water Quality

The 37 mile WCL corridor is located in the Milwaukee and Sheboygan River Basins. Basin reports provide an overview of land and water resource quality and are available at <http://www.dnr.state.wi.us/org/gmu/milw/index.htm> and <http://www.dnr.state.wi.us/org/gmu/sheboygan/index.htm>.

The Department's cursory review did not identify any existing surface water drainage problems in the WCL project area. The proposal should not remove culverts or change drainage patterns. Permits for bridges and culverts over navigable waterways are required if the WCL is not used for public transportation or trail purposes.

Proper erosion control measures should be used and maintained during and after any track, tie, bridge or culvert removal. Project plans and specifications should include an erosion control plan. Areas of disturbed soil should be restored to original grade and reseeded as soon as possible. Native species should be used where appropriate.

Assuming the abandonment is approved and an agreement is reached with the railroad, the corridor would be acquired under the Federal "Rails-to-Trails" Act, allowing the corridor to be used for recreational purposes while preserving it for possible future transportation use. The Department recommends that, where appropriate, bridges and other structures be left intact for recreational trail use.

Wetlands

Wetlands are present along the WCL corridor. I have attached general overview maps. The removal of track and ties should not affect any designated wetlands as they currently exist. However, original construction of the roadbed resulted in the filling of wetlands along the corridor. Original drainage

Critical Habitats/ Wildlife Sanctuaries or Refuges

Rail corridors provide valuable habitat for native plant and animal species. There are occurrences of natural communities; state special concern crustaceans and plants; state threatened birds, fish, and plants; and state endangered fish present in the WCL corridor area. Disturbance due to track and tie removal should be kept to the minimum required to do the work.

The Kiel Marsh Wildlife Area, LaBudde Creek Fishing Area, and Waldo Wildlife Area are important habitat areas near the WCL in Sheboygan County. Wetlands present along the project route in Manitowoc, Ozaukee, and Sheboygan Counties are also important for habitat. SEWRPC Planning Report No. 42 *A Regional Natural Areas and Critical Species Habitat Protection and Management Plan for Southeastern Wisconsin* identifies Natural Areas, Critical Species Habitat, and environmental corridors near the WCL in Ozaukee County. Map 26 from the report shows natural areas of local significance near the WCL in Ozaukee County. You may contact SEWRPC (262) 547-6721 to obtain a copy of the full report.

You may contact Dale Katsma, Wildlife Biologist (920) 892-8756 ext. 3040 and John Nelson, Fisheries Biologist (920) 892-8756 for more specific information about critical habitats along the WCL corridor.

National or State Parks or Forests

There are no national or state parks or forests along the project route.

The National Park Service Ice Age National Scenic Trail intersects the WCL corridor near Lime Kiln Road north of Elkhart Lake. The Sheboygan County Old Plank Trail intersects the WCL corridor near State Highway 23 in Plymouth. The Department owns the Kiel Marsh and Waldo Wildlife Areas adjacent to the WCL.

Coastal Zone Management

Concerns regarding consistency with Coastal Zone Management would be more appropriately addressed by Diana Toledo (608-261-8011) at the Wisconsin Department of Administration, 101 East Wilson Street, Madison, WI 53707.

Soil and Natural Resource Conservation

If the only work done is removal of the ties, track and possibly culverts and bridges, the project should have minimal impact on natural resources along the route. As mentioned previously, proper erosion control measures must be used and maintained during and after the salvage operation and the route should be reviewed for any rare or unusual prairie habitat.

Agricultural Land

No comment.

Regional and/or Local Land Use Plans

The WCL corridor is identified in the State Trails Plan and the Northeast and Southeast Region Trails Plan as a future State Trail segment. Assuming the abandonment is approved and an agreement is reached with the railroad, the corridor could be acquired under the Federal "Rails-to-Trails" Act, allowing the corridor to be used for recreational purposes while preserving it for possible future transportation use.

Waste and Demolition Disposal

The Department recommends that railroad tracks and ties be recycled. Demolition and waste material that cannot be recycled must be disposed in an appropriate manner. Disposal in wetlands or surface waters is not permitted. A plan should be developed describing the method and location of all waste and demolition material disposal.

The Department's cursory review did not identify any unresolved known hazardous material releases in the WCL project area. If a hazardous substance release is discovered, please notify the Department by calling (800) 943-0003.

Closing Comments

Thank you for the opportunity to comment on the WCL Possible Abandonment in Ozaukee, Sheboygan, and Manitowoc Counties, Wisconsin. If the WCL is abandoned between Saukville and Keil there is an exciting opportunity to create a new recreational trail corridor linking existing trail networks with more communities and unique natural and recreational areas. Please contact Mike Thompson, Environmental Analysis Supervisor (414) 263-8648 if you have questions or need additional support or information.

Sincerely,

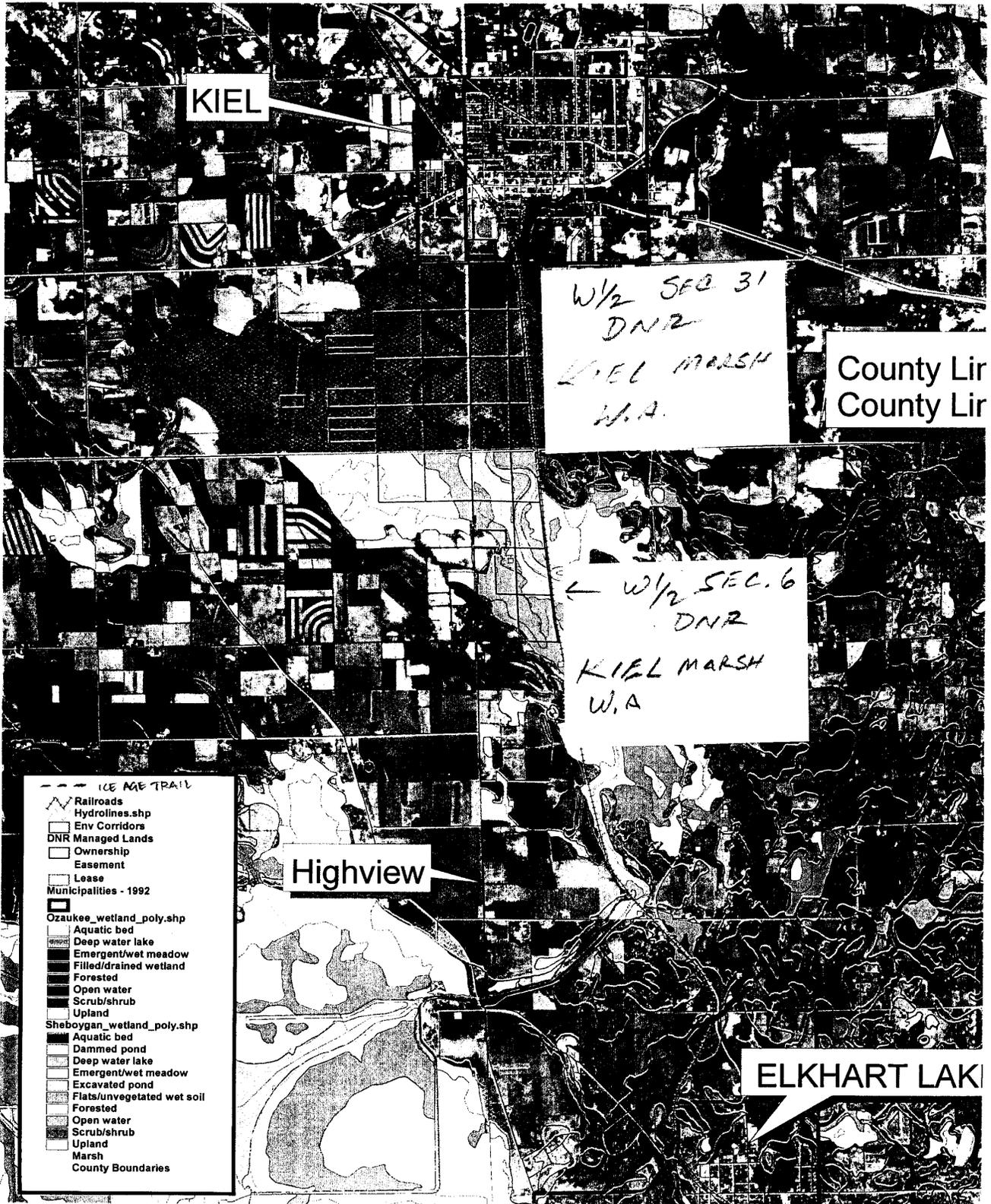


Gloria McCutcheon, P.E.
Regional Director

cc: Ron Kazmierczak - Northeast Region
Frank Trcka - Southeast Region
Lisie Kitchell - Bureau of Endangered Resources - Madison
Joanne Kline - Southeast Region
Richard DeYarman - Southeast Region
Dale Katsma - Plymouth Service Center
John Nelson - Plymouth Service Center
Sharon Gayan - Southeast Region
Vic Pappas - Plymouth Service Center
Melissa Cook - Southeast Region
Mike Thompson - Southeast Region
Diane Toledo - Department of Administration
Phil Evenson - Southeastern Wisconsin Regional Planning Commission
Allyn J. Lepeska - Wisconsin Department of Transportation
Shannon Haydin - Sheboygan County
Mike Demski - Manitowoc County
Andy Holschbach - Ozaukee County

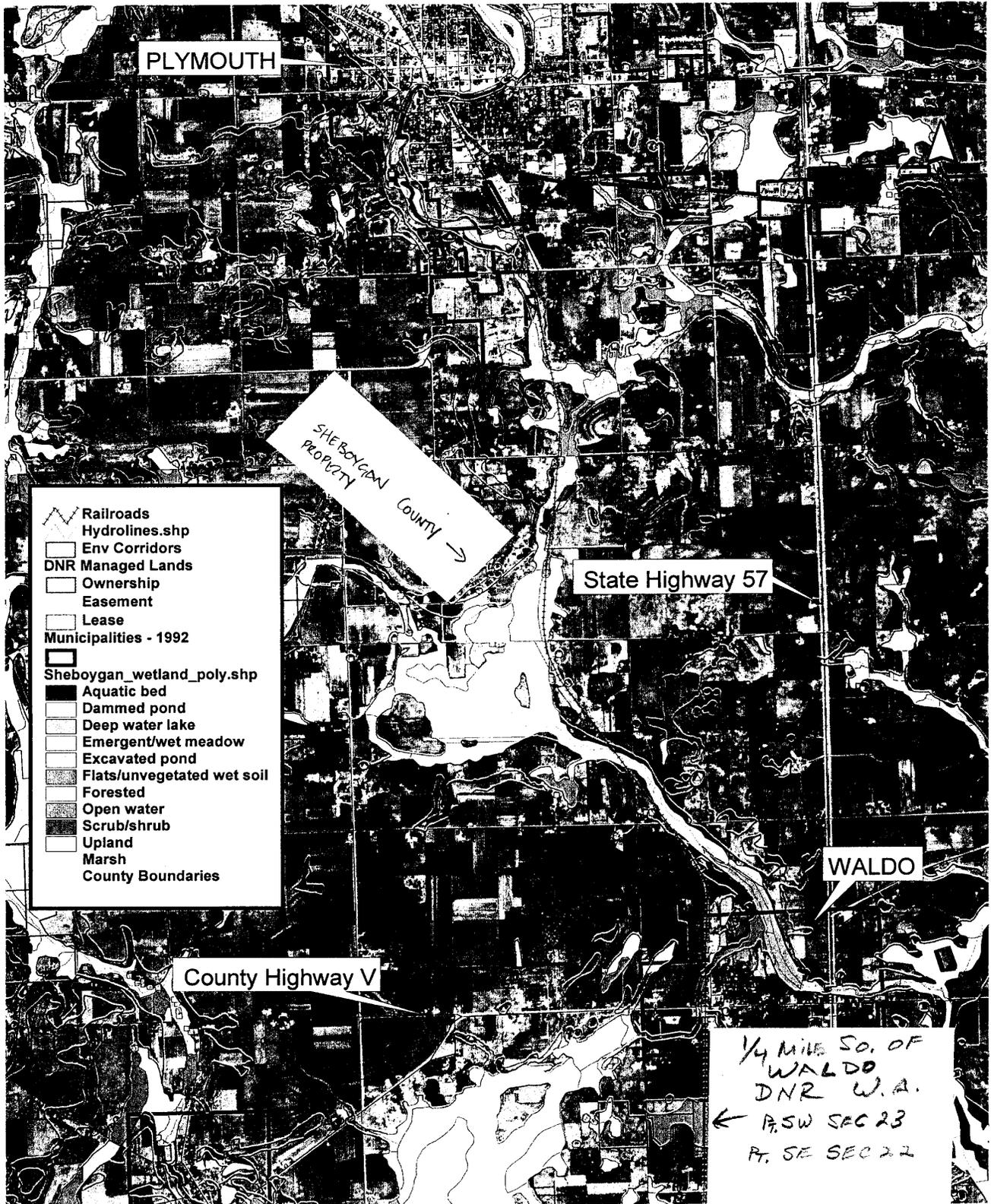
10/06/03

Wisconsin Central Railroad Track Abandonment Section 1



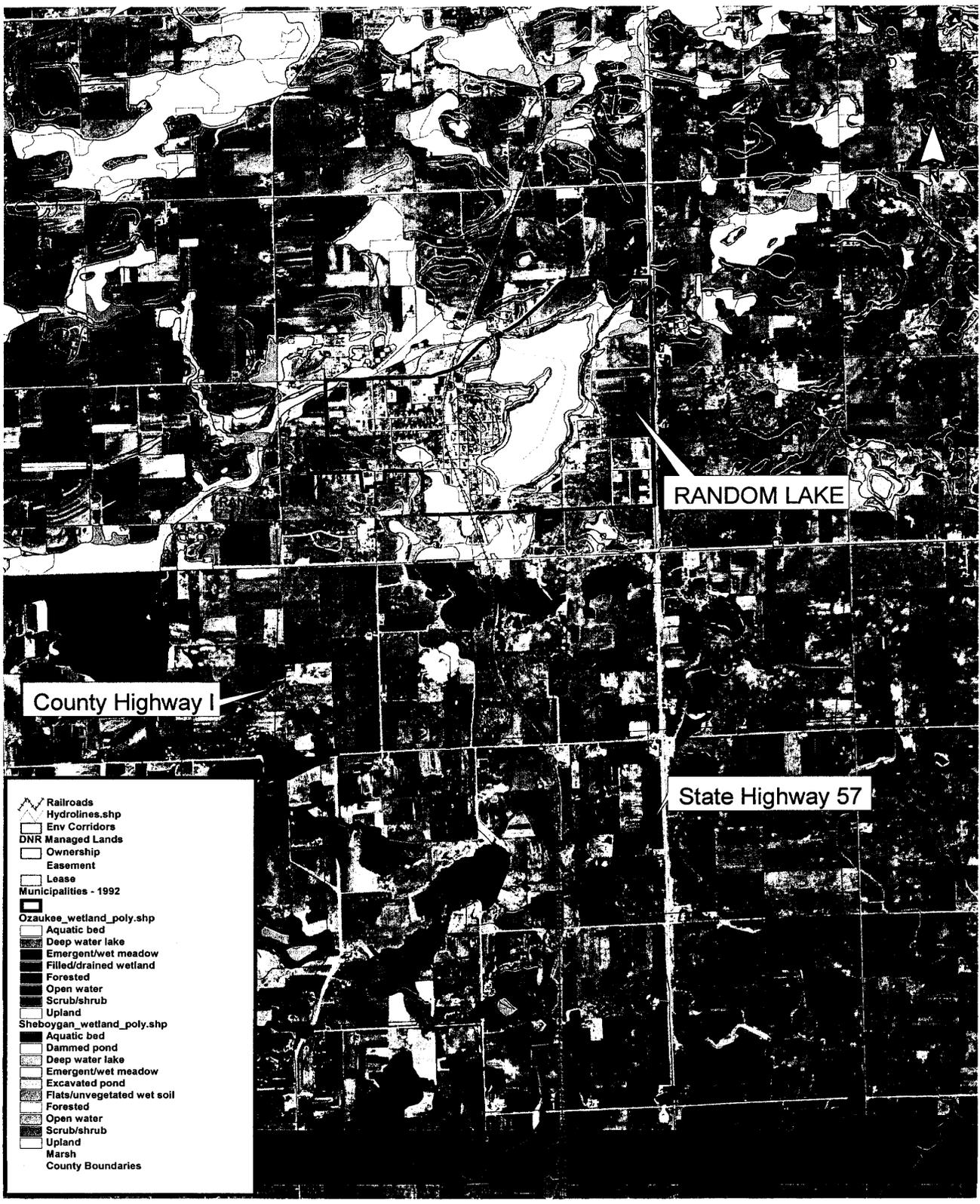
10/06/03

Wisconsin Central Railroad Track Abandonment Section 3



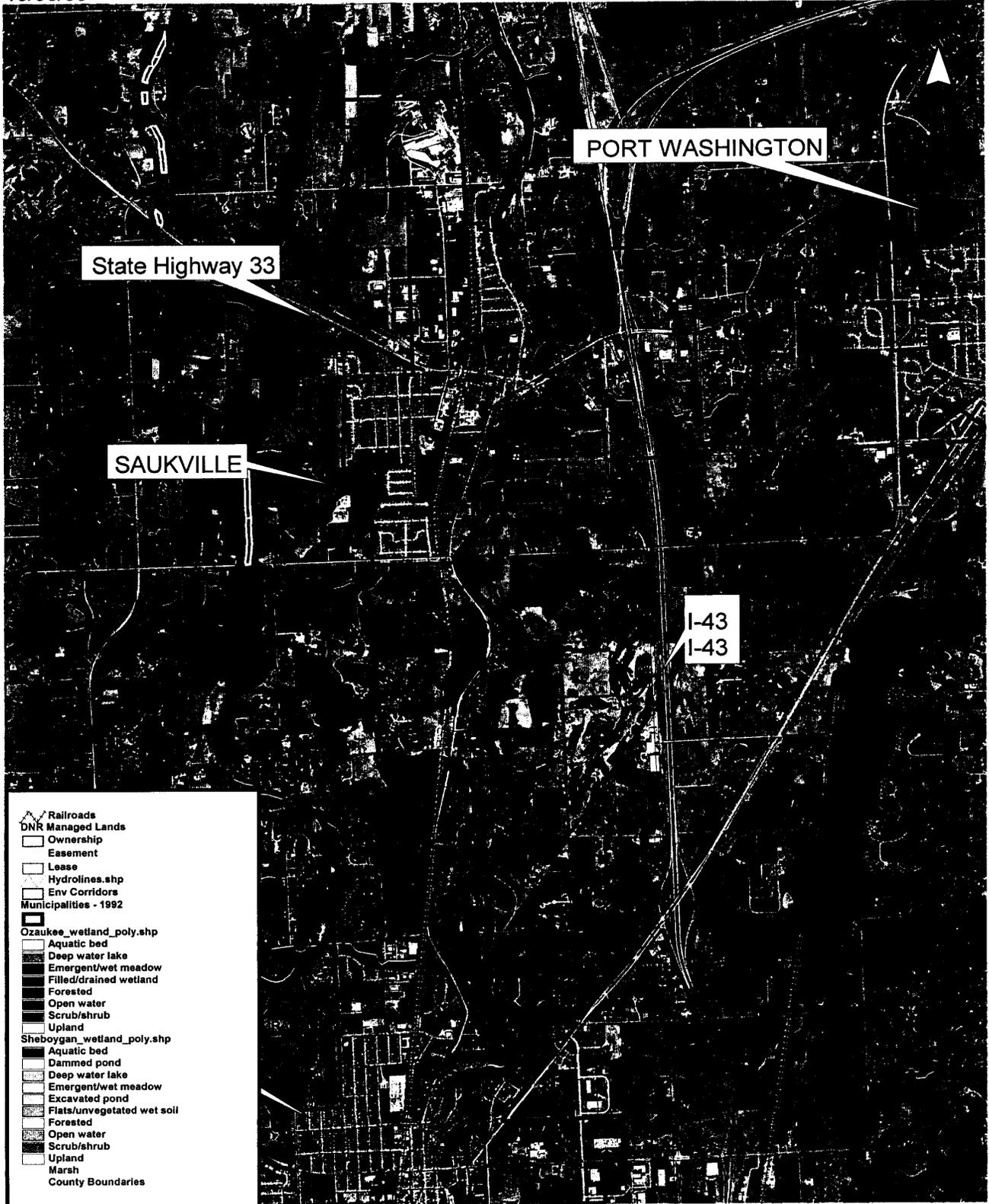
10/06/03

Wisconsin Central Railroad Track Abandonment Section 5

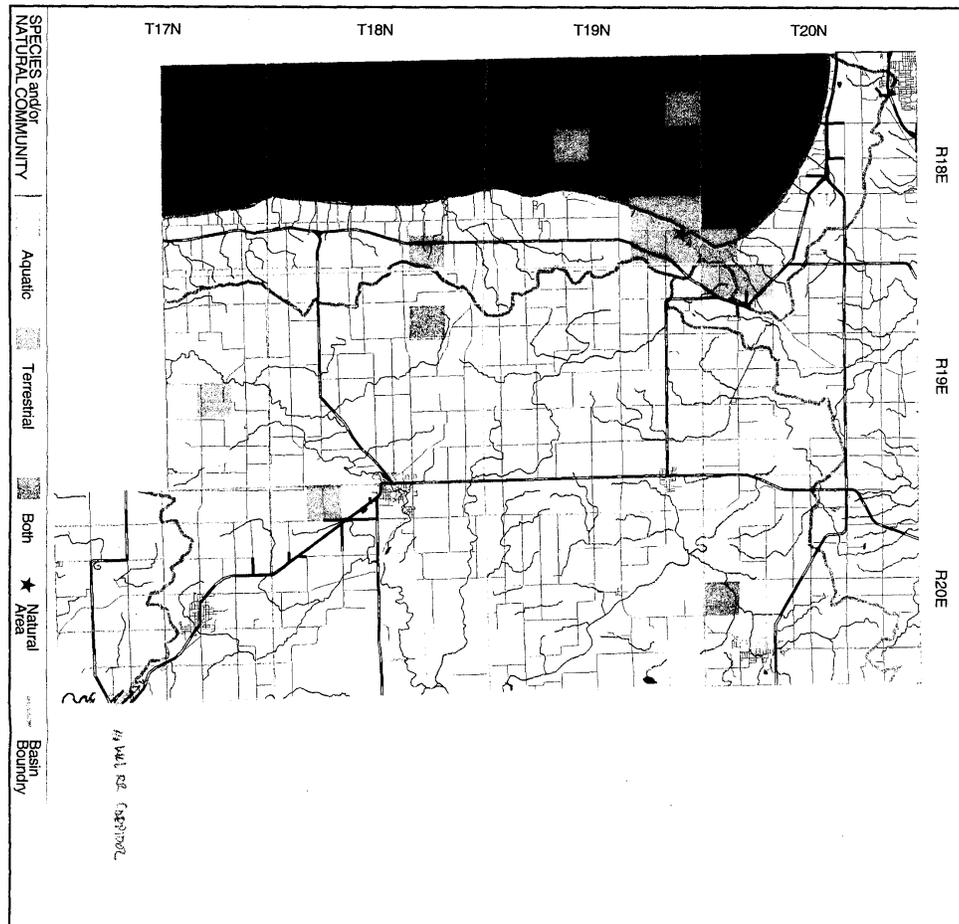


10/06/03

Wisconsin Central Railroad Track Abandonment Section 7



Calumet County



AQUATIC OCCURRENCES

- ANIMALS**
- Bluegill *Lepomis macrochirus* 1982
- A. side swimmer *Ceriodonyx gracilis* 1984
- Greater redbreast *Moxostoma valenciennesi* 1979
- Yellow perch *Perca flavescens* 1991
- PLANTS**
- Small yellow frog slipper *Corynephorus squarrosus* 1918
- Spotted yellow frog slipper *Corynephorus squarrosus* 1919
- Ferns head ladys slipper *Cypripedium arietinum* 1928
- Slender bog arrow grass *Typhochloa palustris* 1913
- Western water lily *Najas spiralis* 1928
- Prairie white thinged orchid *Patanthera leucophaea* 1918
- Leafy white orchid *Patanthera dilatata* 1917

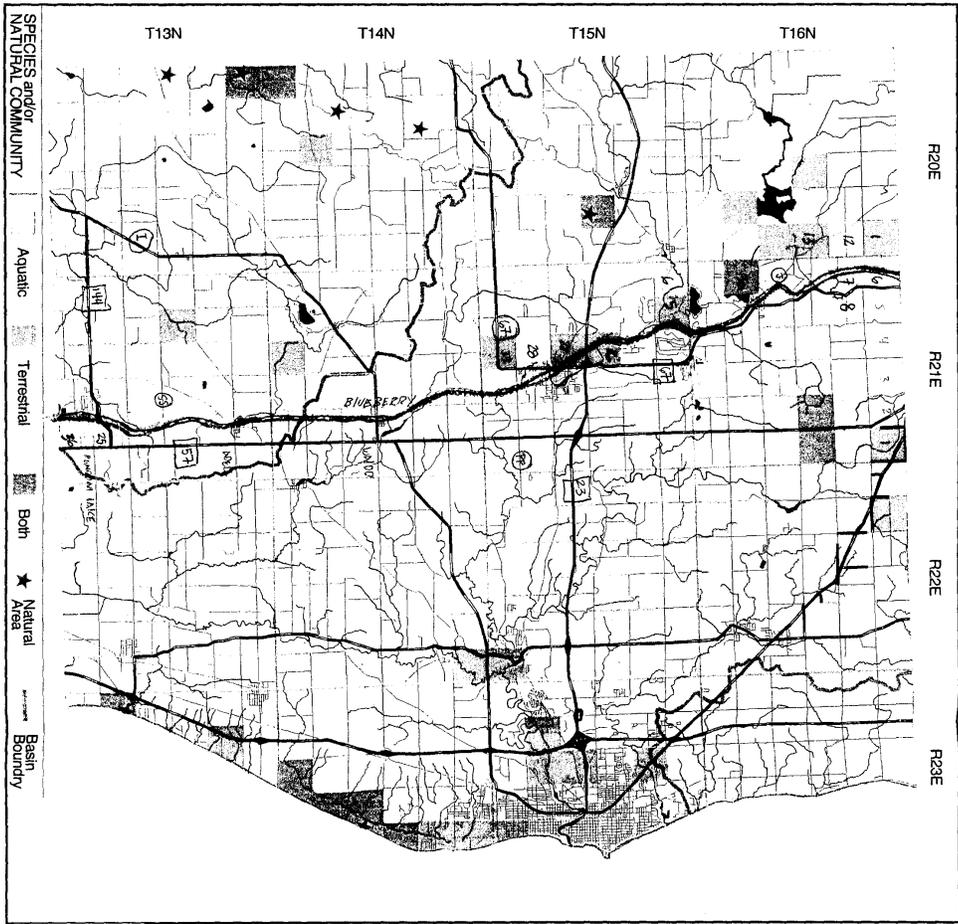
TERRESTRIAL OCCURRENCES

- ANIMALS**
- American sand shrew *Sorex hickori* 1988
- Broad winged slipper *Pernis ptilor* 1990
- Downy woodpecker *Picoides pubescens* 1989
- Blue jay *Cyanocitta cristata* 1919
- Eastern bluebird *Sialia sialis* 1989
- Northern ringneck snake *Diadophis punctulatus edwardsii* 1986
- PLANTS**
- Large roundleaf orchid *Patanthera orbiculata* 1915
- Spotted yellow frog slipper *Corynephorus squarrosus* 1919
- Yellow gentian *Gentiana alba* 1992
- Prairie parsley *Polytaenia nuttallii* 1948
- White rock cross *Azorella spicata* 1954
- Northern ringneck snake *Diadophis punctulatus edwardsii* 1986
- Southern mesic forest 2000
- Moist cliff 1983
- Dry cliff 1983
- Falls forest 1989

This map represents the known occurrences of rare aquatic and natural communities that have been recorded in the Wisconsin Natural Heritage Inventory (NHI). Colored sections indicate the presence of one or more occurrences within that section. Townships studied in this map to the most recent year the occurrence was recorded in the county.

Map generated using 01/14/2002 NHI data.
Copyright 2002, WDNR Bureau of Endangered Resources.
This map may not be reproduced without prior written permission.

Sheboygan County



AQUATIC OCCURRENCES

ANIMALS

PLANTS

TERRESTRIAL OCCURRENCES

ANIMALS

PLANTS

Map generated using DNR 420023 NH data.

Map Symbols:

- Aquatic
- Terrestrial
- Both
- Natural Areas
- Basin Boundary

Map Description: This map represents the known occurrences of rare species and natural communities that have been recorded in the Wisconsin Natural Heritage Inventory for Sheboygan County. The map is divided into 36 one-quarter section grid cells. The left indicates one or more occurrences reported only at the township level. The date following the names above notes the most recent year the occurrence was recorded in the county.

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- Natural Areas
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Map Description: This map represents the known occurrences of rare species and natural communities that have been recorded in the Wisconsin Natural Heritage Inventory for Sheboygan County. The map is divided into 36 one-quarter section grid cells. The left indicates one or more occurrences reported only at the township level. The date following the names above notes the most recent year the occurrence was recorded in the county.

WIL R2 CORNELL

T16N R20E S 1, 12, 13
 T16N R21E S 6, 7, 8, 30
 T15N R21E S 5, 6, 16, 21, 25, 33
 T15N R21E S 25, 26



Michael J. Barron, Jr.
Counsel
Legal Department



Canadian National/Illinois Central
455 North Cityfront Plaza Drive
Chicago, Illinois 60611-5317
Telephone: (312) 755-7954
Fax: (312) 755-7669
Internet: Michael.Barron@cn.ca

September 23, 2003

Ms. Patricia S. Leavenworth
State Conservationist
USDA Natural Resources Conservation Service
6515 Watts Road, Suite 200
Madison, WI 53719-2726

**Re: Wisconsin Central Ltd. Possible Abandonment in Ozaukee,
Sheboygan, and Manitowoc Counties, Wisconsin**

Dear Ms. Leavenworth:

Wisconsin Central Ltd. ("WCL") is considering an abandonment of 37.0 miles of railroad between railroad milepost 114.8 in Saukville, Ozaukee County, through Sheboygan County, to milepost 151.8 in Kiel, Manitowoc County, all in the State of Wisconsin. We have attached a map for your reference. WCL is advising you of the possible action so you may assist us in identifying any potential effects of the possible action on, among other things, the following:

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Thank you for your assistance.

Very truly yours,

Michael J. Barron, Jr.
Counsel for Wisconsin Central Ltd.

Encl.

Michael J. Barron, Jr.
Counsel
Legal Department



Canadian National/Illinois Central
455 North Cityfront Plaza Drive
Chicago, Illinois 60611-5317
Telephone: (312) 755-7954
Fax: (312) 755-7669
Internet: Michael.Barron@cn.ca

September 23, 2003

Ms. Dea Larsen Converse
Wisconsin Coastal Zone Management Program
Wisconsin Dept. of Administration
P.O. Box 8944
Madison, WI 53708-8944

**Re: Wisconsin Central Ltd. Possible Abandonment in Ozaukee,
Sheboygan, and Manitowoc Counties, Wisconsin**

Dear Ms. Larsen Converse

Wisconsin Central Ltd. ("WCL") is considering an abandonment of 37.0 miles of railroad between railroad milepost 114.8 in Saukville, Ozaukee County, through Sheboygan County, to milepost 151.8 in Kiel, Manitowoc County, all in the State of Wisconsin. We have attached a map for your reference. WCL is advising you of the possible action so you may assist us in identifying any potential effects of the possible action on, among other things, the following:

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Thank you for your assistance.

Very truly yours,

Michael J. Barron, Jr.
Counsel for Wisconsin Central Ltd.

Encl.

MANITOWOC COUNTY

<u>Classification</u>	<u>Common Name</u>	<u>Scientific Name</u>	<u>Habitat</u>
threatened	bald eagle	<u>Haliaeetus</u> <u>leucocephalus</u>	breeding and wintering
threatened	Pitcher's thistle	<u>Cirsium pitcheri</u>	stabilized dunes, and blowout areas
critical habitat	piping plover	<u>Charadrius</u> <u>melodus</u>	sandy beaches that possess all or most of the primary constituent elements

OZAUKEE COUNTY

<u>Classification</u>	<u>Common Name</u>	<u>Scientific Name</u>	<u>Habitat</u>
threatened	eastern prairie fringed orchid	<u>Platanthera</u> <u>leucophaea</u>	wet grasslands
endangered	Hine's emerald dragonfly	<u>Somatochlora</u> <u>hineana</u>	calcareous streams & associated wetlands overlying dolomite bedrock

SHEBOYGAN COUNTY

<u>Classification</u>	<u>Common Name</u>	<u>Scientific Name</u>	<u>Habitat</u>
threatened	Pitcher's thistle	<u>Cirsium pitcheri</u>	stabilized dunes, and blowout areas

Currently, there are no federally-listed threatened or endangered species or critical habitat present in your project area; however, over time, habitats at or near the project site may be utilized by listed or proposed species not present at this time. Further, fish, wildlife or plant species occurring within the project area may become federally-listed as threatened or endangered or proposed for listing; it also is possible that critical habitat could be proposed or designated for a species. Therefore, it is important to reassess the impact of the project on federally-listed or proposed species or designated critical habitat prior to completion of the final project design and/or beginning construction activities if there is a lag between plan completion and construction. In such instances, this office should be contacted for updated species and critical habitat information. Our species/critical habitat list is updated every 6 months.

If this project involves a Federal action (i.e., funding) and/or activity (i.e., permits), the lead Federal agency (e.g., U.S. Department of Transportation), or its designated agent, is responsible

for contacting the Service regarding that agency's determination as to whether the selected project alternative may affect federally-listed threatened or endangered species or adversely modify designated critical habitat. Section 7 of the Endangered Species Act of 1973, as amended (ESA), directs Federal agencies to consult with the Service on such matters. The Service would respond as to whether we concur with the determination of the Federal agency or its designated agent. If the proposed project may adversely affect federally-listed threatened or endangered species or adversely modify designated critical habitat, the Federal action agency, or its designated agent, should initiate formal consultation with the Service in accordance with section 7 of the ESA. Information on the section 7 consultation process can be obtained by contacting the staff person identified at the end of this letter.

We appreciate the opportunity to respond. Questions pertaining to these comments can be directed to Mr. Joel Trick by calling 920-866-1737.

Sincerely,

A handwritten signature in cursive script that reads "Janet M. Smith".

Janet M. Smith
Field Supervisor

Michael J. Barron, Jr.
Counsel
Legal Department



Canadian National/Illinois Central
455 North Cityfront Plaza Drive
Chicago, Illinois 60611-5317
Telephone: (312) 755-7954
Fax: (312) 755-7669
Internet: Michael.Barron@cn.ca

September 23, 2003

Mr. Thomas V. Skinner
Regional Administrator
US EPA, Region 5
Mail Code B-19J
77 West Jackson Blvd.
Chicago, IL 60604-3590

**Re: Wisconsin Central Ltd. Possible Abandonment in Ozaukee,
Sheboygan, and Manitowoc Counties, Wisconsin**

Dear Mr. Skinner:

Wisconsin Central Ltd. ("WCL") is considering an abandonment of 37.0 miles of railroad between railroad milepost 114.8 in Saukville, Ozaukee County, through Sheboygan County, to milepost 151.8 in Kiel, Manitowoc County, all in the State of Wisconsin. We have attached a map for your reference. WCL is advising you of the possible action so you may assist us in identifying any potential effects of the possible action on, among other things, the following:

Water quality;	National or state parks or forests;
Designated wetlands;	Coastal zone management
100-year-old flood plains;	Soil and natural resource conservation
Endangered or threatened species;	Agricultural land;
Critical habitats	Regional and/or local land use plans; and
Wildlife sanctuaries or refuges;	The need for permits under Sections 402 or 404 of the Clean Water Act.

This line has been on WCL's abandonment map since the summer of 2001, prior to its merger with CN. Because of the nature of the possible action, we foresee no adverse effects. Nevertheless, we would appreciate your review and any comments you may wish to offer. We would appreciate a written response as soon as reasonable so that we may include it in the Environmental Report. Should we move forward with the abandonment, we will be filing our Environmental Report at some point after October 31, 2003.

Thank you for your assistance.

Very truly yours,

Michael J. Barron, Jr.
Counsel for Wisconsin Central Ltd.

Encl.

Michael J. Barron, Jr.
Counsel
Legal Department



Canadian National/Illinois Central
455 North Cityfront Plaza Drive
Chicago, Illinois 60611-5317
Telephone: (312) 755-7954
Fax: (312) 755-7669
Internet: Michael.Barron@cn.ca

September 23, 2003

Regulatory Office
U.S. Army Corps of Engineers
CELRE-ET-RG
P.O. Box 1027
Detroit, MI 48231-1027

**Re: Wisconsin Central Ltd. Possible Abandonment in Ozaukee,
Sheboygan, and Manitowoc Counties, Wisconsin**

To Whom It May Concern:

Wisconsin Central Ltd. ("WCL") is considering an abandonment of 37.0 miles of railroad between railroad milepost 114.8 in Saukville, Ozaukee County, through Sheboygan County, to milepost 151.8 in Kiel, Manitowoc County, all in the State of Wisconsin. We have attached a map for your reference. WCL is advising you of the possible action so you may assist us in identifying any potential effects of the possible action on, among other things, the following:

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100-year-old flood plains;	Soil and natural resource conservation
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Thank you for your assistance.

Very truly yours,

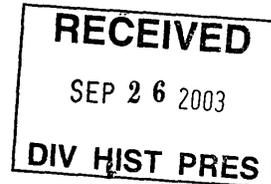
Michael J. Barron, Jr.
Counsel for Wisconsin Central Ltd.

Encl.

Michael J. Barron, Jr.
Counsel
Legal Department



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455 North Cityfront Plaza Drive
Chicago, Illinois 60611-5317
Telephone: (312) 755-7954
Fax: (312) 755-7669
Internet: Michael.Barron@cn.ca



September 23, 2003

Mr. Richard A. Bernstein
Division of Historic Preservation
Wisconsin Historical Society
816 State Street
Madison, WI 53706-1482

Re: **Wisconsin Central Ltd. Possible Abandonment in Ozaukee,
Sheboygan, and Manitowoc Counties, Wisconsin**

Dear Mr. Bernstein:

Wisconsin Central Ltd. ("WCL") is considering an abandonment of 37.0 miles of railroad between railroad milepost 114.8 in Saukville, Ozaukee County, through Sheboygan County, to milepost 151.8 in Kiel, Manitowoc County, all in the State of Wisconsin. WCL is advising you of the possible action so you may assist us in performing a historical review process. A map of the area being considered for abandonment and photographs of structures within the area are enclosed.

Thank you for your assistance. Please call me if you have questions.

Very truly yours,


Michael J. Barron, Jr.
Counsel for Wisconsin Central Ltd.

Encls.



WISCONSIN CENTRAL LTD.

TRACK ABANDONMENT

SAUKVILLE TO KIEL

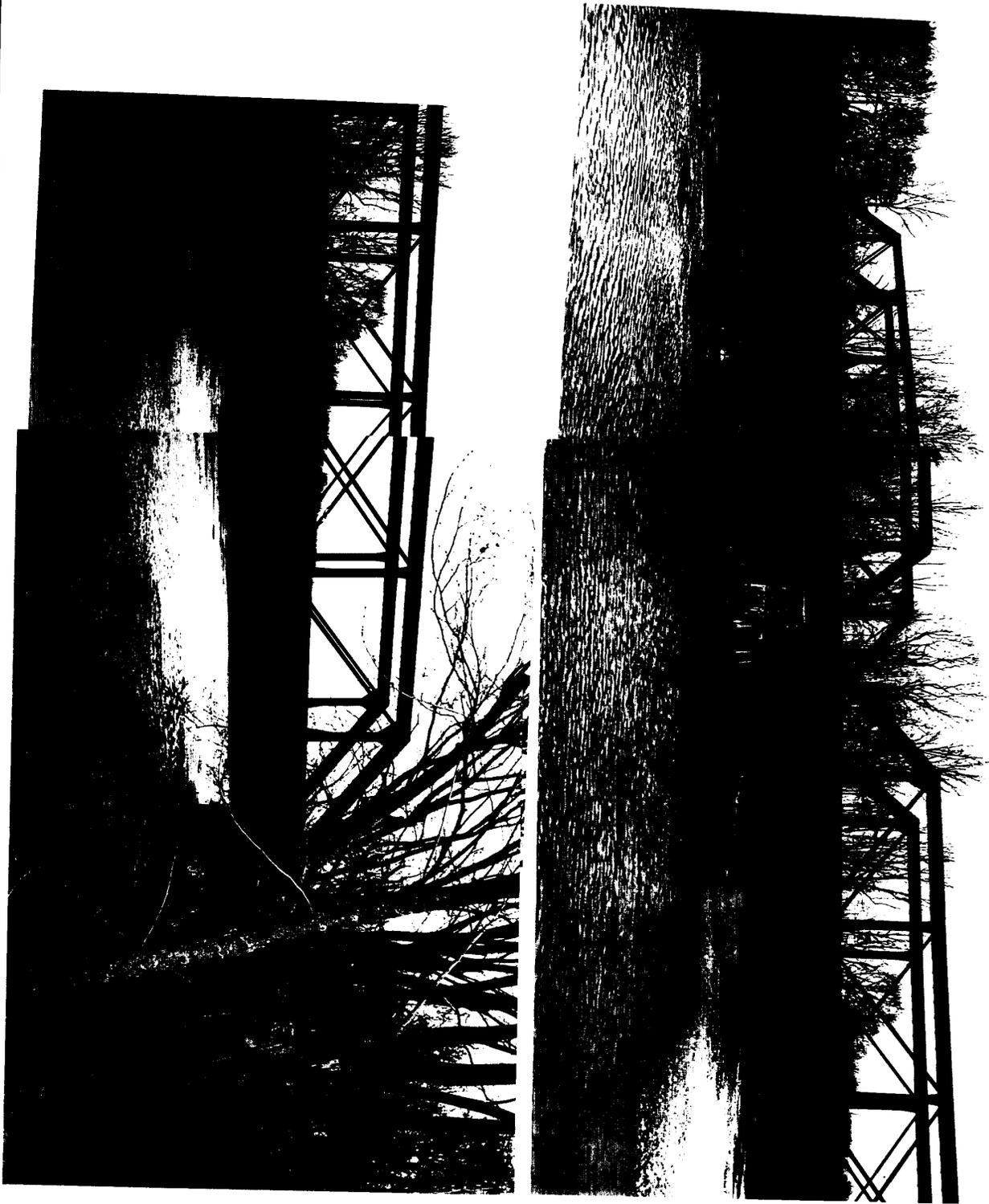
Milwaukee

Greenfield

Racine

Kenosha

Waukesha



M.P. 116¹⁶ 2 Span STP



MP. 119.40 / Spar Pile Br.
Looking west



M.P. 119.82 3 span P.B.
Looking west



M.P. 120.09 3 span P.B.
Looking west



M.P. 127.01 3 Span Pile Br.
Looking west



M.P. 128.0 / Sp. Wide Flange Beam
Looking north



M.P. 134.20
Looking east

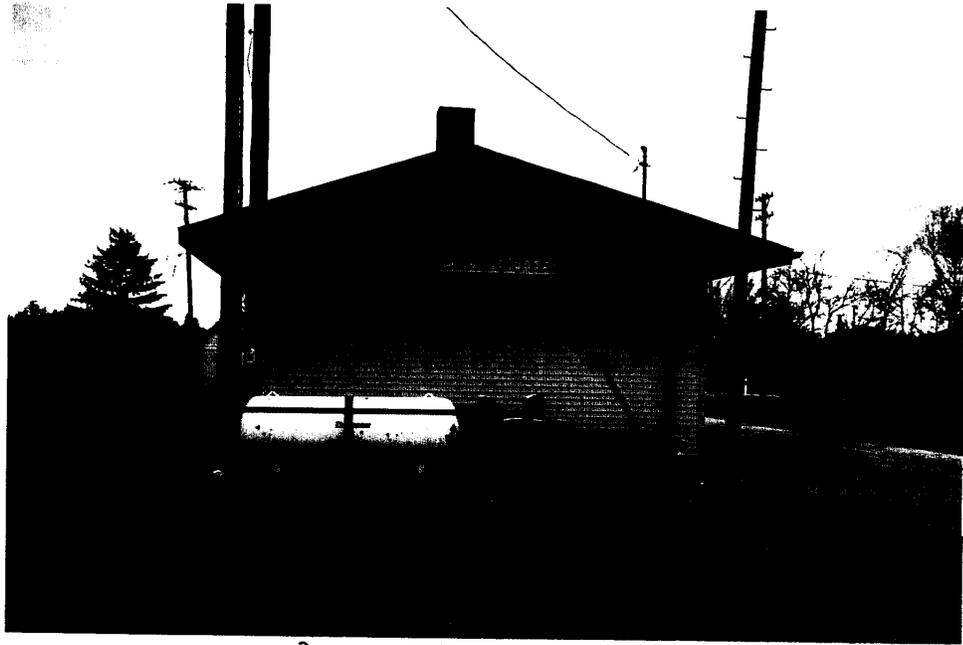
Br * U 86 4 Span pit bridge



M.P. 135.55 1 Span D.P.G. Onion Creek
Looking south



M.P. 137.66 2 Span R.P.G.



M.P. 139.20 Plymouth Depot
South elevation



M.P. 139.20 Plymouth Depot
North elevation

7-11-78



M.P. 139.35 Mill Creek
Looking west

7-1-41



Thur Plate Rider

Be * 139.41

M.S. 139.41

Looking west

7 11 8



M.P. 141.81 1 Span D.P. G.
Looking west

8 10 5



M.P. 143.34 1 Span D.P.G. Mullet Creek
Looking west



M.P. 147.92 - 2 Span T.P.G. Sheboygan River

7-10-5



M.P. 149.14 1 Span P.B.

700



M.P. 149.92 10 Span P.B. Sheboygan River
Looking north



M.P. 151.51
Looking east



11 Span Pile Bridge
Sheboygan River



M.P. 155-20 2 Span Pile Bridge
Looking west

2-19-44



W.P. 157.44 1 Span D.P.G.



M.P. 159.70
Looking west

2 Spoon P.B.



M.P. 160.62 3 Span P.B.
Looking west