



November 1, 2004



**VIA U.P.S. OVERNIGHT**

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

ENTERED  
Office of Proceedings

NOV 2 2004

Part of  
Public Record

**Attention:** Victoria Rutson

**RE: Docket No. AB-33(Sub-No.219X), Union Pacific Railroad Company**  
- **Abandonment Exemption - - In Douglas and Champaign Counties,**  
- **Illinois (Westville Industrial Lead)**

Dear Ms. Rutson:

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

Union Pacific anticipates filing a Petition for Exemption in this matter on or after November 22, 2004.

Sincerely,

Enclosures

O:\ABANDONMENTS\33-224X\STB-EHR.wpd

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

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

BEFORE THE  
SURFACE TRANSPORTATION BOARD

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Docket No. AB-33 (Sub-No. 219X)

UNION PACIFIC RAILROAD COMPANY  
-- ABANDONMENT EXEMPTION --  
IN DOUGLAS AND CHAMPAIGN COUNTIES, ILLINOIS  
(WESTVILLE INDUSTRIAL LEAD)

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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: November 1, 2004  
Filed: November 2, 2004

O:\ABANDON\33-219\EHR

BEFORE THE  
SURFACE TRANSPORTATION BOARD

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Docket No. AB-33 (Sub-No. 219X)

UNION PACIFIC RAILROAD COMPANY  
-- ABANDONMENT EXEMPTION --  
IN DOUGLAS AND CHAMPAIGN COUNTIES, ILLINOIS  
(WESTVILLE INDUSTRIAL LEAD)

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Combined Environmental and Historic Report

Union Pacific Railroad Company ("UP") submits this Combined Environmental and Historic Report pursuant to 49 C.F.R. § 1105.7(e) and 49 C.F.R. § 1105.8(d), respectively, for an exempt abandonment of the Westville Industrial Lead from milepost 164.87 at Villa Grove to the end of the track at milepost 155.0 near Broadlands, a distance of 9.87 miles in Douglas and Champaign Counties, Illinois (the "Line").

The Line traverses U. S. Postal Service Zip Codes 61816 and 61956. A Notice of Exemption to abandon the Lines pursuant to 49 C.F.R. § 1152.50 (no local traffic for at least two years) will be filed on or after November 22, 2004.

A map of the Line marked **Attachment No. 1** is attached hereto and hereby made part hereof. UP's letter to federal, state and local government agencies is marked **Attachment No. 2**, and is attached hereto and hereby made a part hereof. Responses received to UP's letters to date are attached and sequentially numbered as indicated below.

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

(1) **Proposed action and alternatives.** Describe the proposed action, including commodities transported, the planned disposition (if any) of any rail line and other structures that may be involved, and any possible changes in current operations or maintenance practices. Also describe any reasonable alternatives to the proposed action. Include a readable, detailed map and drawings clearly delineating the project.

**Response:** The proposed action involves the abandonment and discontinuance of service over the Westville Industrial Lead from milepost 164.87 at Villa Grove to the end of the track at milepost 155.0 near Broadlands, a distance of 9.87 miles, in Douglas and Champaign Counties, Illinois (the "Line"). There are no shippers on the Line, and no commodities have originated or terminated on the Line for over two years. There is no overhead traffic over the Line.

The Line was constructed in 1887 by the Chicago, Danville & St. Louis Railroad. The first four miles of the Line consists of 112-pound welded rail; the balance of the Line consists primarily of 100-pound jointed rail.

There appears to be no reasonable alternative to the abandonment. There has been no local traffic nor overhead traffic for at least two years. After abandonment, the closest rail stations would be Villa Grove on the UP, approximately six miles west of Longview, and Homer on the Norfolk Southern ("NS"), approximately 12 miles northeast of Broadlands.

The Towns of Broadlands and Longview lie on county roads that provide access to state routes. State Route 130 is approximately six miles west of Longview, and State Route 49 is approximately two miles east of Broadlands. Both of these state routes connect to major east-west routes, U.S. 36 on the south and Interstate 74 on the north.

In addition, Interstate 57, a major north-south route, can be accessed by either U.S. 36 or Interstate 74.

Based on information in the UP's possession, the Line proposed for abandonment does not contain federally granted right-of-way. Any documentation in the railroad's possession will be made available promptly to those requesting it. A map of the Line is attached hereto as **Attachment No. 1** and is hereby made a part hereof.

(2) **Transportation System.** Describe the effects of the proposed action on regional or local transportation systems and patterns. Estimate the amount of traffic (passenger or freight) that will be diverted to other transportation systems or modes as a result of the proposed action.

**Response:** There will be no effect on regional or local transportation systems and patterns and no diversion of traffic to other transportation systems or modes. The subject Line has not been used for local freight traffic for at least two years.

(3) **Land Use.**(i) Based on consultation with local and/or regional planning agencies and/or a review of the official planning documents prepared by such agencies, state whether the proposed action is consistent with existing land use plans. Describe any inconsistencies.

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

(iii) If the action effects land or water uses within a designated coastal zone, include the coastal zone information required by 49 C.F.R. § 1105.9.

(iv) If the proposed action is an abandonment, state whether or not the right-of-way is suitable for alternative public use under 49 U.S.C. § 10905 and explain why.

**Response:** (i) UP is unaware of any adverse effects on local and existing land use plans. Champaign and Douglas County, Illinois officials have been contacted. To date UP has received no response.

(ii) The Illinois Natural Resource Conservation Service office has been contacted. To date UP has received no response

(iii) The Lake Michigan Management Section of the Division of Water Resources has been contacted. To date UP has received no response

(iv) The right-of-way is approximately 75% reversionary and therefore its use would be restricted as a public road or recreational trail unless it is progressed as a rails-to-trails corridor. No one has shown any interest at this time but an effort will be made to contact local agencies. If no interest is generated, the reversionary property will revert and the fee property will be sold to adjacent landowners.

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

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

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

(iv) If the proposed action will cause diversions from rail to motor carriage of more than:

(A) 1,000 rail carloads a year, or

(B) an average of 50 rail carloads per mile per year for any part of the affected line, quantify the resulting net change in energy consumption and show the data and methodology used to arrive at the figure given.

**Response:** (i) There are no effects on the transportation of energy resources in view of the absence of rail shipments on the Line.

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

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

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

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

(A) an increase in rail traffic of at least 100% (measured in gross ton miles annually) or an increase of at least eight trains a day on any segment of rail line affected by the proposal, or

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

(C) an average increase in truck traffic of more than 10% of the average daily traffic or 50 vehicles a day on any affected road segment, quantify the anticipated effect on air emissions. For a proposal under 49 U.S.C. §10901 (or §10505) to construct a new line or reinstitute service over a previously abandoned line, only the eight train a day provision in §§(5)(i)(A) will apply.

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

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

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

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

(C) an average increase in truck traffic of more than 10% of the average daily traffic or 50 vehicles a day on a given road segment, then state whether any expected increased emissions are within the parameters established by the State Implementation Plan. However, for a rail construction under 49 U.S.C. §10901 (or 49 U.S.C. §10505), or a case involving the reinstatement of service over a previously abandoned line, only the three train a day threshold in this item shall apply.

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

(5) **Air.** (iii) If transportation of ozone depleting materials (such as nitrogen oxide and freon) is contemplated, identify: the materials and quantity; the frequency of service; safety practices (including any speed restrictions); the applicant's

safety record (to the extent available) on derailments, accidents and spills; contingency plans to deal with accidental spills; and the likelihood of an accidental release of ozone depleting materials in the event of a collision or derailment.

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

(6) **Noise.** If any of the thresholds identified in item (5)(i) of this section are surpassed, state whether the proposed action will cause:

(i) an incremental increase in noise levels of three decibels Ldn or more or

(ii) an increase to a noise level of 65 decibels Ldn or greater. If so, identify sensitive receptors (e.g., schools, libraries, hospitals, residences, retirement communities, and nursing homes) in the project area and quantify the noise increase for these receptors if the thresholds are surpassed.

**Response:** Not applicable.

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

(ii) If hazardous materials are expected to be transported, identify: the materials and quantity; the frequency of service; whether chemicals are being transported that, if mixed, could react to form more hazardous compounds; safety practices (including any speed restrictions); the applicant's safety record (to the extent available) on derailments, accidents and hazardous spills; the contingency plans to deal with accidental spills; and the likelihood of an accidental release of hazardous materials.

(iii) If there are any known hazardous waste sites or sites where there have been known hazardous materials spills on the right-of-way, identify the location of those sites and the types of hazardous materials involved.

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

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

(iii) UP is not aware of any hazardous materials on the Line.

(8) **Biological resources.** (i) Based on consultation with the U.S. Fish and Wildlife Service, state whether the proposed action is likely to adversely affect endangered or threatened species or areas designated as a critical habitat, and if so, describe the effects.

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

**Response:** (i) The U. S. Fish and Wildlife Service has been contacted.

To date UP has received no response.

(ii) The National Park Service has been contacted. To date

UP has received no response.

(9) **Water.** (i) Based on consultation with State water quality officials, state whether the proposed action is consistent with applicable Federal, State or local water quality standards. Describe any inconsistencies.

(ii) Based on consultation with the U.S. Army Corps of Engineers, state whether permits under section 404 of the Clean Water Act (33 U.S.C. § 1344) are required for the proposed action and whether any designated wetlands or 100-year flood plains will be affected. Describe the effects.

(iii) State whether permits under section 402 of the Clean Water Act (33 U.S.C. § 1342) are required for the proposed action. (Applicants should contact the U.S. Environmental Protection Agency or the state environmental protection or equivalent agency if they are unsure whether such permits are required.)

**Response:** (i) Region V of the U. S. Environmental Protection Agency has been contacted. To date UP has received no response

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

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

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

**Response:** Potential environmental impacts as defined by the DEQ are being reviewed by UP's Environmental Department

HISTORIC REPORT  
49 C.F.R. § 1105.8(d)

(1) A U.S.G.S. topographic map (or an alternate map drawn to scale and sufficiently detailed to show buildings and other structures in the vicinity of the proposed action) showing the location of the proposed action, and the locations and approximate dimensions of railroad structures that are 50 years old or older and are part of the proposed action:

**Response:** See **Attachment No. 1.**

(2) A written description of the right-of-way (including approximate widths to the extent known), and the topography and urban and/or rural characteristics of the surrounding area:

**Response:** The right-of-way is generally 66 feet in width; however, there are a few segments that are wider. The topography of the Line is level and the land use is predominately agricultural.

(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:** UP has provided the Illinois State Historic Preservation Officer with photographs of the two bridge locations which are over fifty (50) years in age. The UP letter is attached as **Attachment No. 3**, and is hereby made part hereof. To date UP has received no response.

(4) The date(s) of construction of the structure(s), and the date(s) and extent of any major alterations to the extent such information is known:

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

(5) A brief narrative history of carrier operations in the area, and an explanation of what, if any, changes are contemplated as a result of the proposed action:

**Response:** See UP's response to question (1) in the environmental Report for a brief history and description. The Line has not been used for rail operations for at least two years.

(6) A brief summary of documents in the carrier's possession, such as engineering drawings, that might be useful in documenting a structure that is found to be historic:

**Response:** UP believes there are no structures over fifty years old which can be found to be historic.

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

**Response:** At this time, UP knows of no historic sites or structures or archeological resources in the project area and believes that any archeological sites within the scope of the right-of-way would have been disturbed during the construction of the Line. Any salvage activities should not affect any previously undisturbed sites. Abandonment of the Line will have no impact on any prehistoric sites. The Illinois State Historic Preservation Office has been notified of the proposed abandonment and has been provided photographs of structures in excess of fifty (50) years of age.

(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:

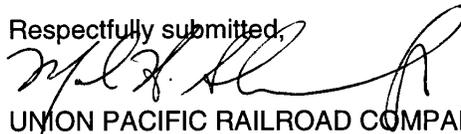
**Response:** UP does not have any such readily available information.

(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 groups of properties immediately adjacent to the railroad right-of-way. Photographs of specified properties that can be readily seen from the railroad right-of-way (or other public rights-of-way adjacent to the property) and a written description of any previously discovered archeological sites, identifying the locations and type of the site (i.e., prehistoric or native American):

**Response:** Not applicable.

Dated this 1<sup>st</sup> day of November, 2004.

Respectfully submitted,



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

CERTIFICATE OF SERVICE  
OF THE  
COMBINED ENVIRONMENTAL AND HISTORIC REPORT

The undersigned hereby certifies that a copy of the foregoing Combined Environmental and Historic Report in Docket No. AB-33 (Sub-No. 219X), the Westville Industrial Lead in Champaign and Douglas Counties, Illinois was served by first class mail on the 1<sup>st</sup> day of November, 2004 on the following:

**State Clearinghouse (or alternate):**

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

**State Environmental Protection Agency:**

Illinois Environmental Protection Agency  
1021 N. Grand Avenue East  
P. O. Box 19276  
Springfield, IL 62794-9276

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

Mr. Daniel Injerd, Chief  
Lake Michigan Management Section  
Division of Water Resources  
Illinois Department of Transportation  
310 South Michigan Ave., Room 1606  
Chicago, IL 60604

**Head of each County:**

Champaign County Commissioners  
101 E. Main Street  
Urbana, IL 61801-2703

Douglas County Commissioners  
P. O. Box 467  
County Courthouse  
Tuscola, IL 61953-0467

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

Ken Westlake  
U.S. Environmental Protection Agency  
Region V  
77 West Jackson Boulevard  
Chicago, IL 60604-3590

**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, Chicago  
111 North Canal Street  
Chicago, IL 60606

**National Park Service:**

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

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

Natural Resource Conservation Service  
2118 W. Park Court  
Champaign, IL 61821

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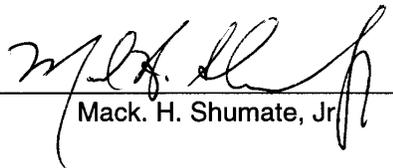
**National Geodetic Survey:**

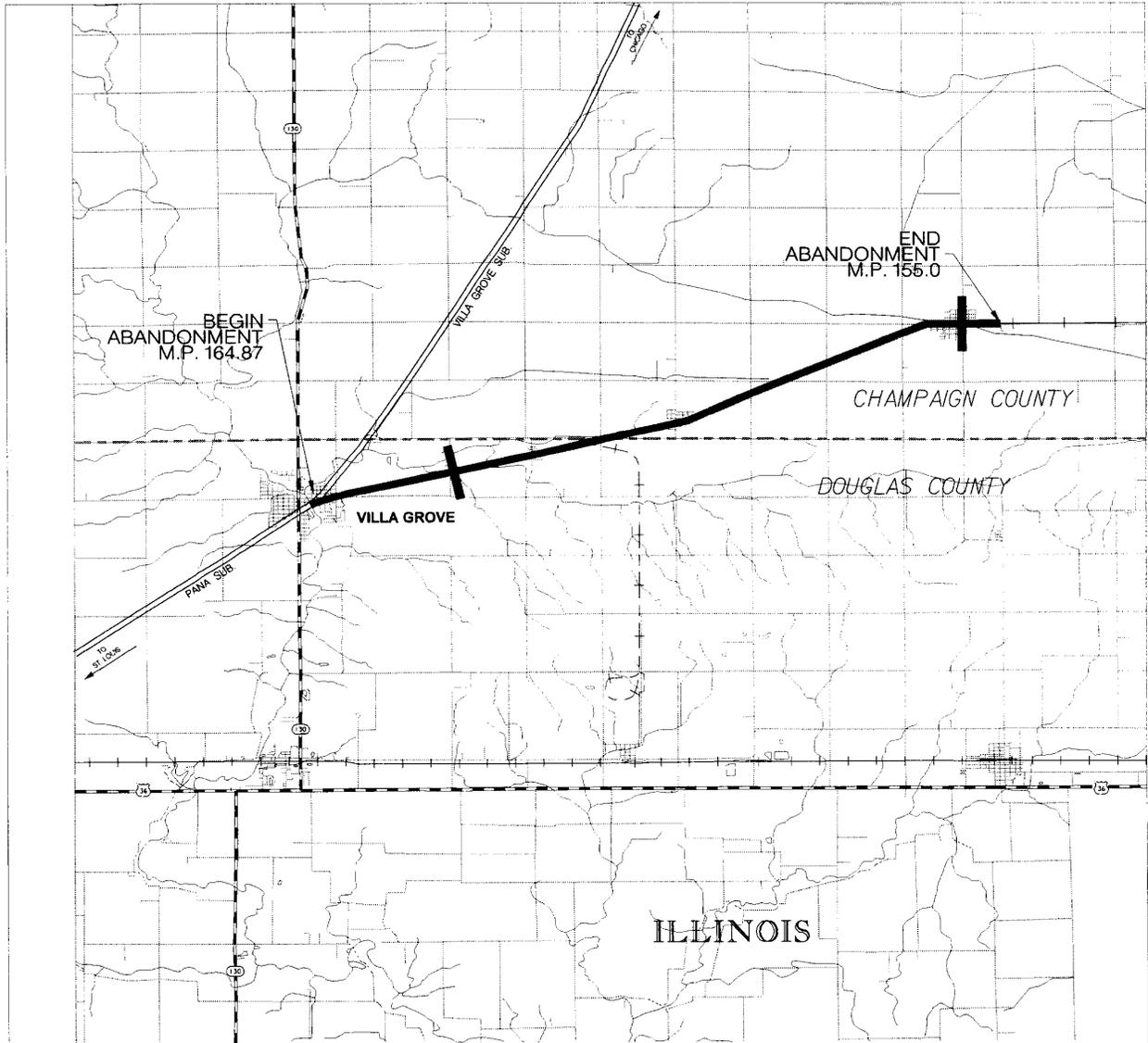
National Geodetic Survey  
Edward J. McKay, Chief  
Spatial Reference System Division  
NOAA N/NGS2  
1315 E-W Highway  
Silver Spring, MD 20910-3282

**State Historic Preservation Office:**

Mr. William L. Wheeler  
State Historic Preservation Officer  
Illinois Historic Preservation Agency  
1 Old State Capitol Plaza  
Springfield, IL 62701-1512

Dated this 1<sup>st</sup> day of November, 2004.

  
Mack. H. Shumate, Jr.



BRIDGE NO.	BRIDGE TYPE	TOTAL LENGTH	DATE
155.5	1 SPAN TPG-2 SPAN TPTOD	102'	1997
162.9	4 SPAN TPTCD	192'	1948

LEGEND

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

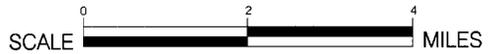
WESTVILLE INDUSTRIAL LEAD

4.11 MILES IN DOUGLAS COUNTY, ILLINOIS  
 5.76 MILES IN CHAMPAIGN COUNTY, ILLINOIS  
 A TOTAL OF 9.87 MILES

UNION PACIFIC RAILROAD CO.

WESTVILLE INDUSTRIAL LEAD

VILLA GROVE TO BROADLANDS, ILLINOIS  
 INCLUDING 50+ YEAR OLD STRUCTURES



FILE: Q:\abandonments\ab0342\_westville.dgn

DATE: 11-Mar-04 14:34

CHARLES W. SAYLORS  
DIRECTOR-LEGAL SUPPORT SERVICES

UNION PACIFIC RAILROAD COMPANY

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



March 30, 2004

**State Clearinghouse (or alternate):**

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

**State Environmental Protection Agency:**

Illinois Environmental Protection Agency  
1021 N. Grand Avenue East  
P. O. Box 19276  
Springfield, IL 62794-9276

**State Coastal Zone Management Agency**

**(if applicable):**

Mr. Daniel Injerd, Chief  
Lake Michigan Management Section  
Division of Water Resources  
Illinois Department of Transportation  
310 South Michigan Ave., Room 1606  
Chicago, IL 60604

**Head of each County:**

Champaign County Commissioners  
101 E. Main Street  
Urbana, IL 61801-2703

Douglas County Commissioners  
P. O. Box 467  
County Courthouse  
Tuscola, IL 61953-0467

**Environmental Protection Agency**

**(Regional Office):**

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

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

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

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

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

**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  
2118 W. Park Court  
Champaign, IL 61821

**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:**

Mr. William L. Wheeler  
State Historic Preservation Officer  
Illinois Historic Preservation Agency  
1 Old State Capitol Plaza  
Springfield, IL 62701-1512

Re: Proposed Abandonment of the Westville Industrial Lead from M. P. 164.87 at Villa Grove to the end of the track at M. P. 155.0 near Broadlands, a distance of 9.87 miles in Douglas and Champaign Counties, Illinois ; STB Docket No. AB-33 (Sub-No. 219X)

Dear Sirs:

Union Pacific Railroad Company plans to request authority from the Surface Transportation Board (STB) to abandon the Westville Industrial Lead from M. P. 164.87 at

Villa Grove to the end of the track at M. P. 155.0 near Broadlands, a distance of 9.87 miles in Douglas and Champaign Counties, Illinois. 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.

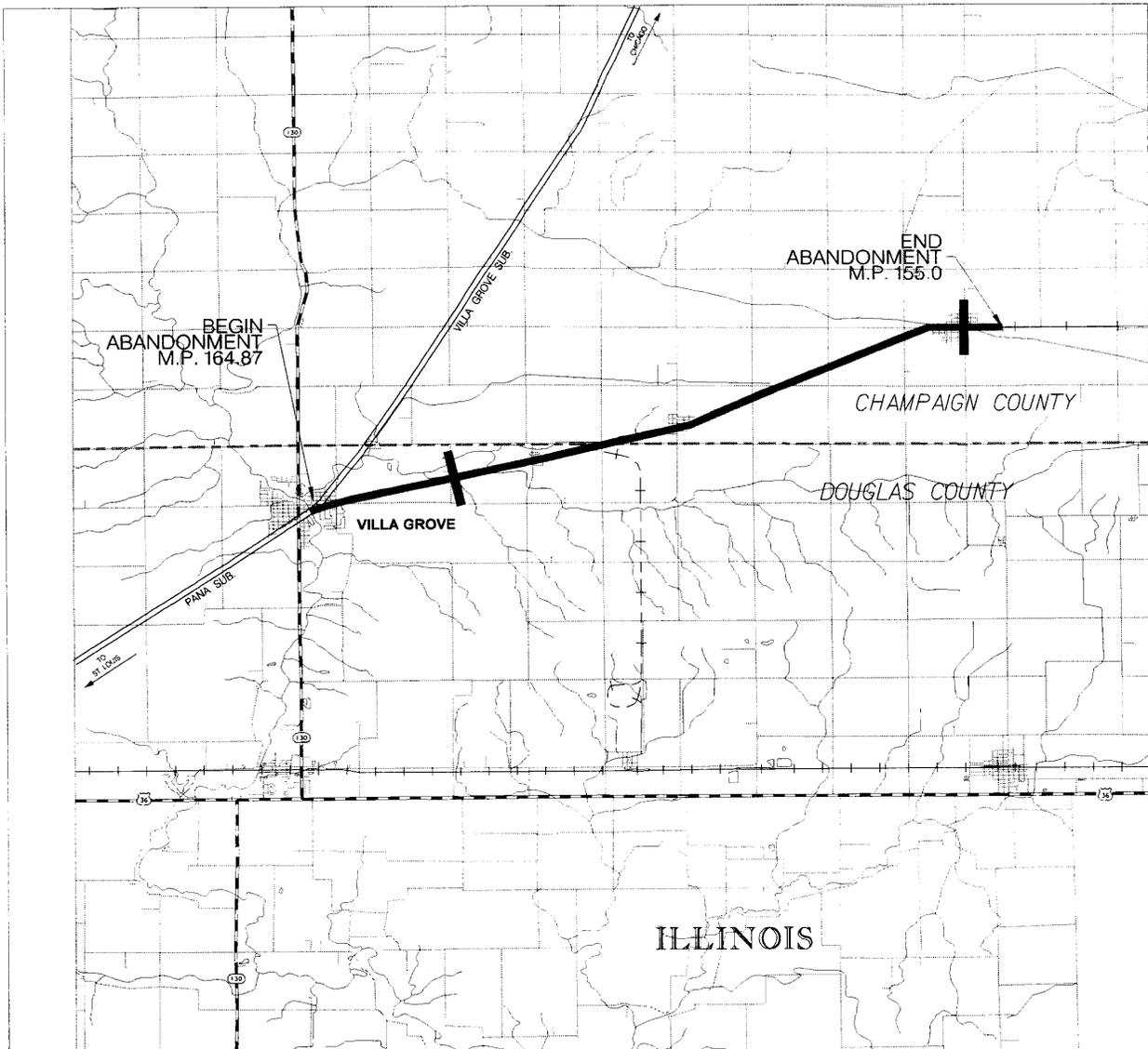
U. S. ENVIRONMENTAL PROTECTION AGENCY AND STATE ENVIRONMENTAL PROTECTION (OR EQUIVALENT AGENCY). (1) Identify any potential effects on the surrounding area, (2) identify the location of hazardous waste sites and known hazardous material spills on the right-of-way and list the types of hazardous materials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

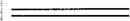
  
Charles W. Saylor

Attachment



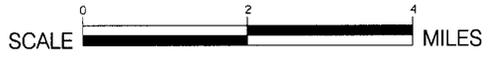
BRIDGE NO.	BRIDGE TYPE	TOTAL LENGTH	DATE
155.6	1 SPAN TPG-2 SPAN TPTOD	102'	1897
162.9	4 SPAN TPTCD	192'	1948

**LEGEND**

-  UPRR LINES TO BE ABANDONED
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-  OTHER RAILROADS
-  PRINCIPAL HIGHWAYS
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**VILLA GROVE TO BROADLANDS, ILLINOIS**  
 INCLUDING 50+ YEAR OLD STRUCTURES



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DATE: 11-Mar-04 14:34



August 11, 2004

Mr. William L. Wheeler  
 State Historic Preservation Officer  
 Illinois Historic Preservation Agency  
 1 Old State Capitol Plaza  
 Springfield, IL 62701-1512

Re: Proposed Abandonment of the Westville Industrial Lead from M. P. 164.87 at Villa Grove to the end of the track at M. P. 155.0 near Broadlands, a distance of 9.87 miles in Douglas and Champaign Counties, Illinois ; STB Docket No. AB-33 (Sub-No. 219X)

Dear Sir:

Enclosed for your review are four photographs of each of the bridges at milepost 155.6 and at milepost 162.9 located on the Westville Industrial Lead. The bridges are described as follows:

<u>Milepost</u>	<u>Description</u>	<u>Year Constructed</u>
155.6	1 Span TPG-2 Span TPTOD Total Length: 102 Feet	1897
162.9	4 Span TPTOD Total Length: 192 Feet	1948

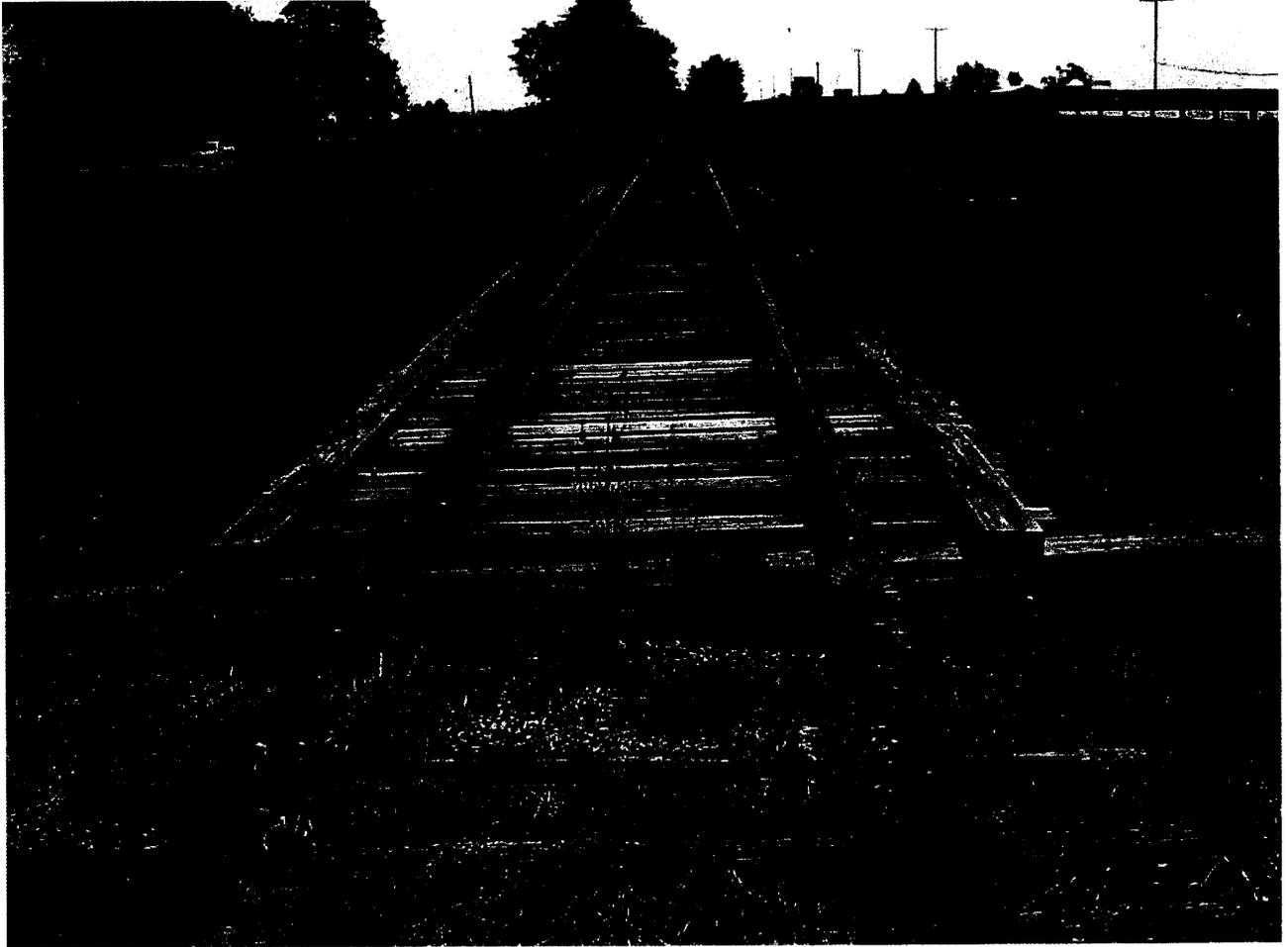
Please advise if you believe there is any historical significance to either of the bridges. Thank you for your assistance.

Sincerely,

*Charles W. Saylor*  
 Charles W. Saylor  
 (402) 544-4861

Attachment

Law Department



Milepost 155.6



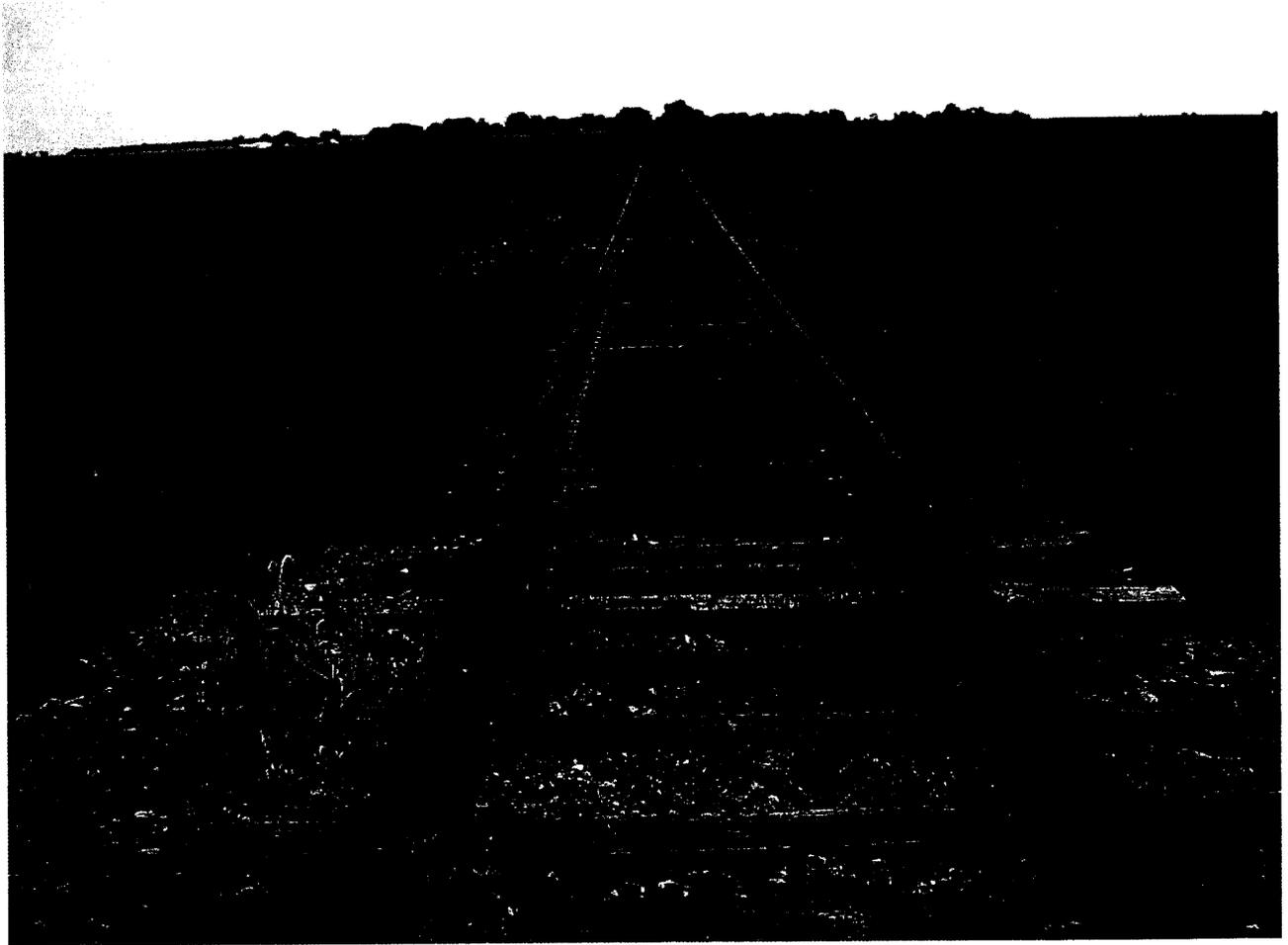
Milepost 155.6



Milepost 155.6



Milepost 155.6



Milepost 162.9



Milepost 162.9



Milepost 162.9



Milepost 162.9