

12782



December 14, 2004



VIA U.P.S. OVERNIGHT

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

Attention: Victoria Rutson

**RE: Docket No. AB-33(Sub-No.225X), Union Pacific Railroad Company
- Abandonment of the Thornton Industrial Lead from Milepost 2.0 near Flint
to Milepost 17.14 near Thornton, a distance of 15.14 miles in Cerro Gordo
County, Iowa**

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 January 4, 2005.

Sincerely,

ENTERED
Office of Proceedings

DEC 15 2004

Part of
Public Record

Enclosures

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

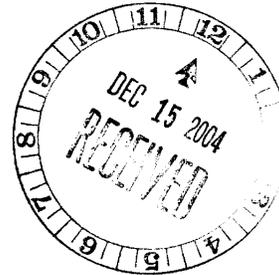
UNION PACIFIC RAILROAD
101 N. Wacker Dr., Rm. 1920, Chicago, IL 60606-1718
ph. (312) 777-2055 fx. (312) 777-2065

212782

BEFORE THE
SURFACE TRANSPORTATION BOARD

Docket No. AB-33 (Sub-No. 225X)

UNION PACIFIC RAILROAD COMPANY
-- ABANDONMENT EXEMPTION --
IN CERRO GORDO COUNTY, IOWA
(THORNTON INDUSTRIAL LEAD)



Combined Environmental and Historic Report

ENTERED
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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: December 14, 2004
Filed: December 15, 2004

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BEFORE THE
SURFACE TRANSPORTATION BOARD

Docket No. AB-33 (Sub-No. 225X)

UNION PACIFIC RAILROAD COMPANY
-- ABANDONMENT EXEMPTION --
IN CERRO GORDO COUNTY, IOWA
(THORNTON INDUSTRIAL LEAD)



Combined Environmental and Historic Report

Union Pacific Railroad Company ("UP") submits this Combined Environmental and Historic Report pursuant to 49 C.F.R. § 1105.7(e) and 49 C.F.R. § 1105.8(d), respectively, for an exempt abandonment and discontinuance of service over the Thornton Industrial Lead from milepost 2.0 near Flint to milepost 17.14 near Thornton, a distance of 15.14 miles in Cerro Gordo County, Iowa (the "Line"). The Line traverses U. S. Postal Service Zip Codes 50477 and 50479.

The UP anticipates that a Petition for Exemption to abandon the Line will be filed at the STB on or after January 4, 2005.

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 marked **Attachment No. 2** is attached hereto and hereby made a part hereof. Responses received to UP's letters to date are attached and sequentially numbered.

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 Thornton Industrial Lead from milepost 2.0 near Flint to milepost 17.14 near Thornton, a distance of 15.14 miles in Cerro Gordo County, Iowa. That portion of the Line south of Burchinal, including the stations of Swaledale and Thornton, is out of service and embargoed due to a string of washouts caused by spring rains. North Iowa Coop, the sole active customer at Swaledale and Thornton, has indicated that it will not seek additional rail service and will not protest abandonment of the Line. The recent shipping profile for the Line is as follows:

North Iowa Coop
105 South First Street
Thornton, IA 50479 (active at both Swaledale and Thornton)

Swaledale activity:

2003: Potassium chloride, STCC 2812534, 3 cars, 300 tons.
Urea, STCC 2818170, 1 car, 91 tons.
Diammonium phosphate, STCC 2871235, 2 cars, 191 tons.
Monoammonium phosphate, STCC 2871236, 8 cars, 804 tons.
Total: 14 cars, 1386 tons./

2004: Potassium chloride, STCC 2812534, 6 cars, 595 tons.

Thornton activity:

2003: Corn, STCC 0113215, 50 cars, 5512 tons.

2004: No activity.

There appears to be no reasonable alternative to the abandonment. The abandonment will have no adverse effect on the sole shipper, North Iowa Coop, which has made other transportation plans and has informed UP that it has no intention of using the Line again or of opposing the abandonment. The Line serves an agricultural area that is not viewed as a potential location for heavy rail using industries. The Line is not utilized for overhead traffic. After abandonment, the closest rail service would be provided by UP at Flint, adjacent to the north end of the abandonment. Flint is on the south side of Mason City, which is served by the Iowa, Chicago and Eastern Railroad; Dakota, Minnesota & Eastern Railroad; and the Iowa Traction Railroad in addition to UP. The Line is served as needed by a train based in Mason City. Due to significant washouts caused by heavy rain in the spring of 2004, the line south of Burchinal has been out of service since that time. Burchinal, Swaledale, and Thornton lie on local roads and each such local road makes a direct connection to Interstate 35, a major north-south route, within five miles. The major east-west route in the area is U.S. 18, approximately five miles north of Burchinal.

The Line was constructed in 1886 by the Mason City & Ft. Dodge Railroad. It is laid with 77.5-pound rail.

UP does not believe the property proposed for abandonment is suitable for other public purposes, including roads or highways, other forms of mass transportation, conservation, energy production or transmission, as the area is adequately served by existing roads and utility lines. The Line may be suitable for recreation purposes especially since the state is currently considering a trail for the portion of the connecting Line to the southwest, which was previously abandoned. The Line contains mostly reversionary property. Based on information in UP's possession, the Line does not contain federally

granted right-of-way. Any documentation in UP's possession will be made available to those requesting it.

A map of the Line is attached as **Attachment No. 1**.

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

Response: In that the last active customer has already shifted its operations to other non-rail transportation alternatives, no rail traffic is forecast on the Line. Accordingly, existing regional or local transportation systems or patterns should not be affected by the proposed abandonment, and there will be no additional diversion of freight traffic to other modes or systems.

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

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

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

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

Response: (i) The Cerro Gordo County Commissioners Office has been contacted. To date UP has received no response.

(ii) The United States Natural Resources Conservation Service has been contacted and they expressed concern that a proper analysis of "50 plus year old structures" be conducted and an evaluation be made of the effect the potential removal of railroad rails and bed will have on the adjoining agricultural drainage systems. The State

Historic Preservation Office has been contacted, provided with photographs of 50 plus year old structures, and asked to determine the historical significance of the structures. UP will work with the Natural Resources Conservation Service to address any adverse environmental impact on any prime agricultural land. The Natural Resources Conservation Service's response is attached as **Attachment No. 3**, and is hereby made part hereof.

(iii) Not Applicable.

(iv) The property is generally not suitable for other public purposes including roads or highways, other forms of mass transportation, conservation, energy production or transmission, as the area because of its limited population base is adequately served by existing roads and utility lines at the present time.

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

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

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

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

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

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

Response: (i) There will be no effects on the transportation of energy resources.

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

(iii) Since there is no longer any traffic on the Line, the action has no impact on energy efficiency.

(iv)(A)(B) There will be no diversions caused by the proposed abandonment.

(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 of these magnitudes as a result of the proposed action.

(5) **Air.** (iii) If transportation of ozone depleting materials (such as nitrogen oxide and freon) is contemplated, identify: the materials and quantity; the frequency of service; safety practices (including any speed restrictions); the applicant's safety record (to the extent available) on derailments, accidents and spills; contingency plans to deal with

accidental spills; and the likelihood of an accidental release of ozone depleting materials in the event of a collision or derailment.

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

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

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

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

Response: Not applicable.

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

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

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

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

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

(iii) There are no known hazardous material waste sites or sites where known hazardous material spills have occurred on or along the subject right-of-way.

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

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

Response: (i) The U. S. Fish and Wildlife Service has been contacted and commented that they do not have any concerns regarding the proposed abandonment. The Fish and Wildlife Service response is attached as **Attachment No. 4** and is hereby made part hereof.

(ii) UP is not aware of any wildlife sanctuaries or refuges, or of any National or State parks or forests, that will be affected by the proposed abandonment.

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

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

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

Response: (i) The Iowa Department of Natural Resources has been contacted and to date UP has received no response.

(ii) The U.S. Army Corps of Engineers has been contacted and determined that the project does not require a Section 404 permit. The U.S. Army Corps of Engineers response is attached as **Attachment No. 5** and is hereby made part hereof.

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

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

Response: There are no known adverse environmental impacts.

HISTORIC REPORT
49 C.F.R. § 1105.8(d)

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

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

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

Response: The Line is generally 100 feet in width and is adjacent to very good agricultural land and passes through several small towns. The topography of the land is mostly level to slightly hilly.

(3) Good quality photographs (actual photographic prints, not photocopies) of railroad structures on the property that are 50 years old or older and of the immediately surrounding area:

Response: The State Historical Society of Iowa has been provided with photographs of each of the structures on the property that are 50 years old or older. A copy of the letter to the Historical Society and photographs are attached as **Attachment No. 6.** To date UP has received no response from the State Historical Society.

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

Response: The bridges and their dates of construction are listed on the map, **Attachment No. 1**, and in the letter, **Attachment No. 6**.

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

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

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

Response: Not applicable.

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

Response: At this time, UP knows of no historic sites or structures or archeological resources on the Line or in the project area. UP believes that there is nothing in the scope of the project that merits historical comment and that any archeological sites within the scope of the right-of-way would have previously been disturbed during the construction of the Line.

(8) A description (based on readily available information in the railroad's possession) of any known prior subsurface ground disturbance or fill, environmental conditions (naturally occurring or manmade) that might affect the archeological recovery of resources (such as swampy conditions or the presence of toxic wastes), and the surrounding terrain:

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

(9) Within 30 days of receipt of the historic report, the State Historic Preservation Officer may request the following additional information regarding specified nonrailroad owned properties or group of properties immediately adjacent to the railroad right-of-way. Photographs of specified properties that can be readily seen from the railroad right-of-way (or other public rights-of-way adjacent to the property) and a written description

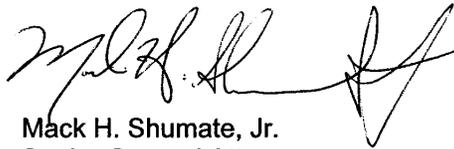
of any previously discovered archeological sites, identifying the locations and type of the site (i.e., prehistoric or native American):

Response: Not applicable.

Dated this 14th day of December, 2004.

Respectfully submitted,

UNION PACIFIC RAILROAD COMPANY

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

Mack H. Shumate, Jr.
Senior General Attorney
101 North Wacker Drive, Room 1920
Chicago, 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. 225X) for the Thornton Industrial Lead in Cerro Gordo County, Iowa was served by first class mail on the 14th day of December, 2004 on the following:

State Clearinghouse (or alternate):

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

State Environmental Protection Agency:

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

State Coastal Zone Management Agency
(if applicable):

Not applicable.

Head of each County:

Cerro Gordo County Board of Supervisors
220 North Washington
County Courthouse
Mason City, IA 50401-3254

Environmental Protection Agency
(regional office):

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

U.S. Fish and Wildlife:

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

U.S. Army Corps of Engineers:

U.S. Army Engineer District
Rock Island
P. O. Box 2004
Rock Island, IL 61204-2004

National Park Service:

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

U.S. Natural Resources Conservation Service:

Natural Resource Conservation Service
693 Federal Bldg.
210 Walnut Street
Des Moines, IA 50309-2180

National Geodetic Survey:

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

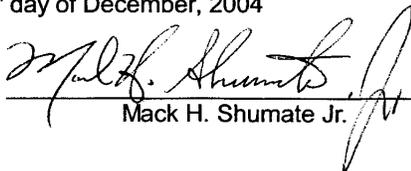
State Historic Preservation Office:

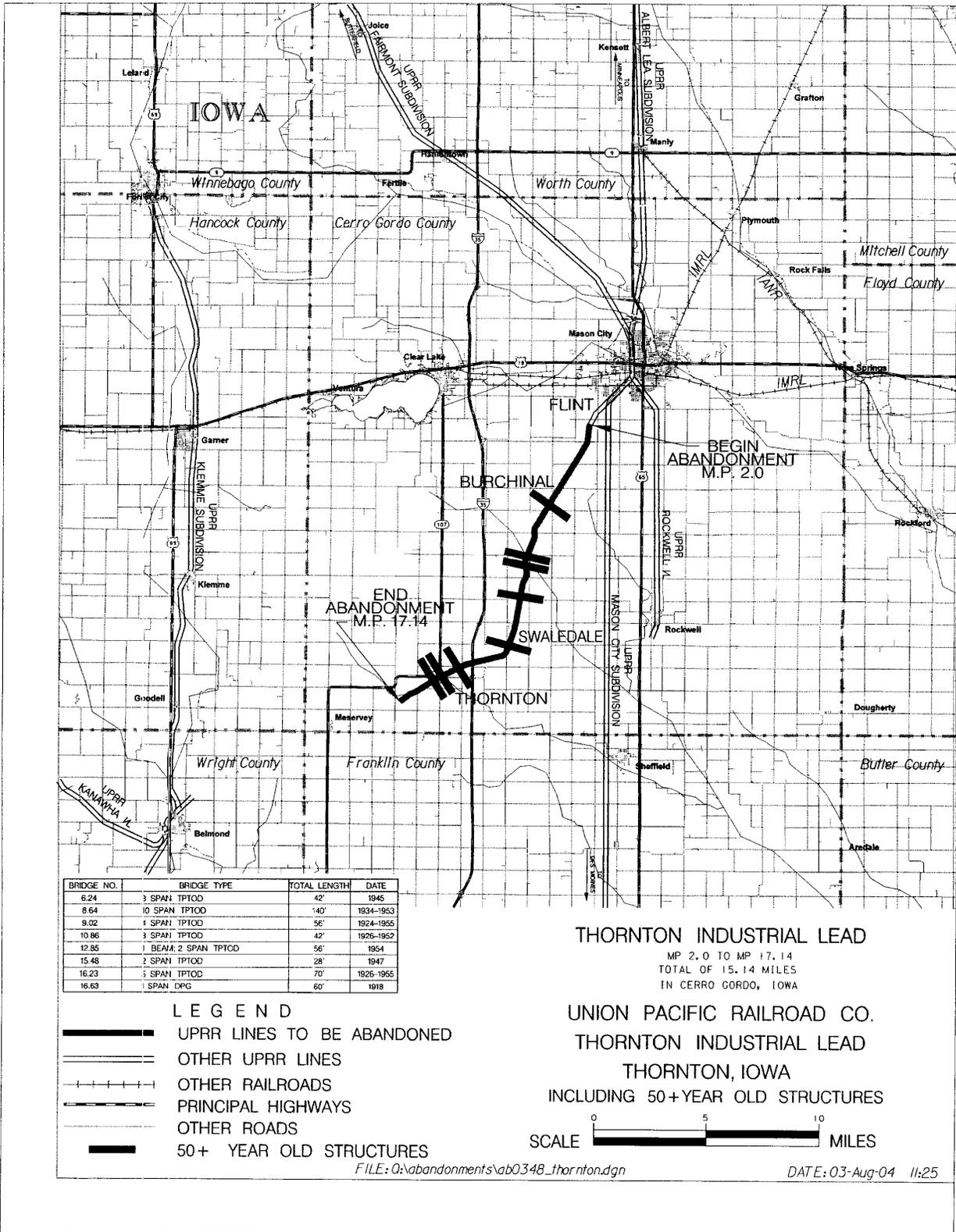
State Historical Society of Iowa
Attn: R&C Coordinator
600 East Locust Street
Des Moines, IA 50319-0290

Shipper:

North Iowa Coop
105 South First Street
Thornton, IA 50479

Dated this 14th day of December, 2004


Mack H. Shumate Jr.



BRIDGE NO.	BRIDGE TYPE	TOTAL LENGTH	DATE
6.24	3 SPAN TPTOD	42'	1945
8.64	10 SPAN TPTOD	140'	1934-1953
9.02	4 SPAN TPTOD	56'	1924-1956
10.86	3 SPAN TPTOD	42'	1926-1952
12.85	1 BEAM 2 SPAN TPTOD	56'	1954
15.48	2 SPAN TPTOD	28'	1947
16.23	5 SPAN TPTOD	70'	1926-1955
16.63	1 SPAN DRG	60'	1918

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

THORNTON INDUSTRIAL LEAD
 MP 2.0 TO MP 17.14
 TOTAL OF 15.14 MILES
 IN CERRO GORDO, IOWA

UNION PACIFIC RAILROAD CO.
 THORNTON INDUSTRIAL LEAD
 THORNTON, IOWA
 INCLUDING 50+ YEAR OLD STRUCTURES





August 10, 2004

State Clearinghouse (or alternate):

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

State Environmental Protection Agency:

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

State Coastal Zone Management Agency

(if applicable):

Not applicable.

Head of each County:

Cerro Gordo County Board of Supervisors
220 North Washington
County Courthouse
Mason City, IA 50401-3254

Environmental Protection Agency

(regional office):

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

U.S. Fish and Wildlife:

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

U.S. Army Corps of Engineers:

U.S. Army Engineer District
Rock Island
P. O. Box 2004
Rock Island, IL 61204-2004

National Park Service:

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

U.S. Natural Resources Conservation Service:

Natural Resource Conservation Service
693 Federal Bldg.
210 Walnut Street
Des Moines, IA 50309-2180

National Geodetic Survey:

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

State Historic Preservation Office:

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

Re: Proposed Abandonment of the Thornton Industrial Lead from Milepost 2.0 near Flint to Milepost 17.14 near Thornton, a distance of 15.14 miles in Cerro Gordo County, Iowa; STB Docket No. AB-33 (Sub-No. 225X)

Dear Sirs:

Union Pacific Railroad Company plans to request authority from the Surface Transportation Board (STB) to abandon the Thornton Industrial Lead from Milepost 2.0 near Flint to Milepost 17.14 near Thornton, a distance of 15.14 miles in Cerro Gordo County, Iowa. A map of the proposed track abandonment shown in black is attached.

Law Department

UNION PACIFIC RAILROAD
1400 Douglas St., Stop 1580, Omaha, NE 68179-1580
fx. (402) 501-0127

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.

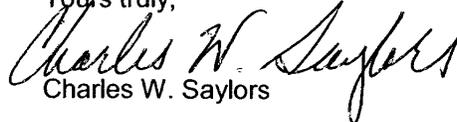
STATE WATER QUALITY OFFICIALS. State whether the proposed action is consistent with applicable Federal, State or Local water quality standards. Describe any inconsistencies.

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.

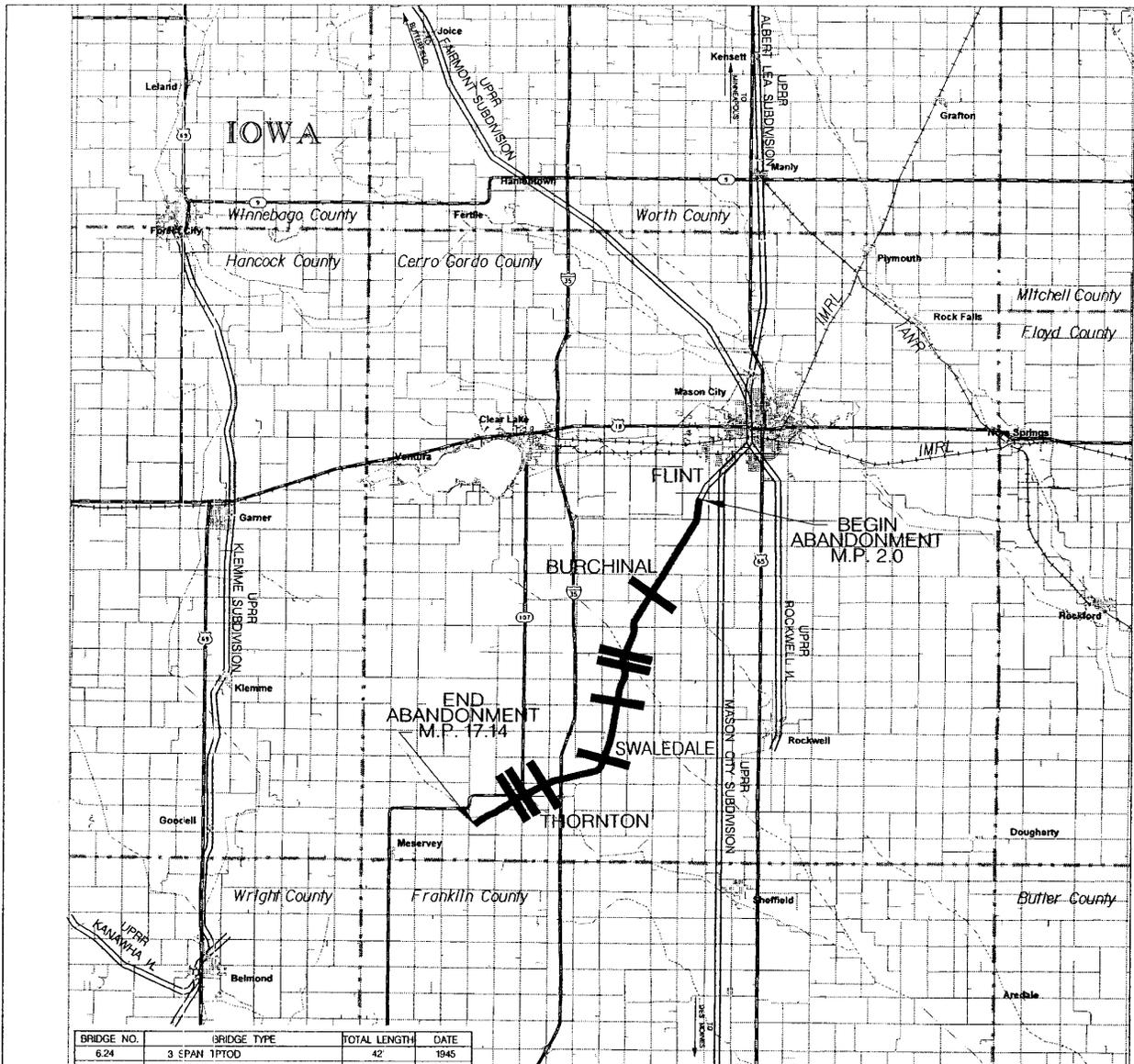
U. S. ENVIRONMENTAL PROTECTION AGENCY AND STATE ENVIRONMENTAL PROTECTION (OR EQUIVALENT AGENCY). (1) Identify any potential effects on the surrounding area, (2) identify the location of hazardous waste sites and known hazardous material spills on the right-of-way and list the types of hazardous materials 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, 1400 Douglas Street, Mail Stop 1580, Omaha, NE, 68179. If you need further information, please contact me at (402) 544-4861.

Yours truly,


Charles W. Saylor

Attachment



BRIDGE NO.	BRIDGE TYPE	TOTAL LENGTH	DATE
6.24	3 SPAN TPTOD	42'	1945
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LEGEND

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- OTHER UPRR LINES
- OTHER RAILROADS
- PRINCIPAL HIGHWAYS
- OTHER ROADS
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THORNTON INDUSTRIAL LEAD

MP 2.0 TO MP 17.14
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UNION PACIFIC RAILROAD CO.
 THORNTON INDUSTRIAL LEAD
 THORNTON, IOWA
 INCLUDING 50+ YEAR OLD STRUCTURES



FILE: Q:\abandonments\ab0348_thornton.dgn

DATE: 03-Aug-04 11:25

United States Department of Agriculture



Natural Resources Conservation Service
210 Walnut Street
693 Federal Building
Des Moines, IA 50309-2180

August 17, 2004

RE: STB Docket No. AB-33
(Sub-No. 225X)

Mr. Charles W. Saylor
Union Pacific Railroad
1400 Douglas Street
Mail Stop 1580
Omaha, NE 68179

Dear Mr. Saylor:

In review of the proposed rail line abandonment in Cerro Gordo County, Iowa, I find the following concerns:

1. There needs to be a proper analysis of the "50 plus year old structures" to determine their historic and cultural impact. In addition, the structures' potential for future use as recreational passages should be determined.
2. An evaluation of the effect the potential removal of railroad rails and bed will have on the adjoining agricultural drainage systems.

Please contact Mr. Tony Moore, NRCS District Conservationist, at 1415 South Monroe Avenue, Suite B, Mason City, Iowa 50401-5615. His telephone number is 641/424-4452.

Sincerely,

A handwritten signature in black ink, appearing to read "Richard Van Klaveren".

Richard Van Klaveren
State Conservationist



United States Department of the Interior

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

IN REPLY REFER TO:

FWS/NWRS-RE - General
Railroad Abandonments

August 13, 2004

Mr. Chuck Saylor
Union Pacific Railroad
1400 Douglas Street
Mail Stop 1580
Omaha, Nebraska 68179

Dear Mr. Saylor:

Thank you for the opportunity to comment on the proposed abandonment of the Thornton Industrial Lead from Milepost 2.0 near Flint to Milepost 17.14 near Thornton, in Cerro Gordo County, Iowa; STB Docket Number AB-33 (Sub-No. 225X).

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

Sincerely,

Patrick G. Carroll
Senior Realty Officer
Division of Realty



REPLY TO
ATTENTION OF

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

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

August 16, 2004

Operations Division

SUBJECT: CEMVR-OD-P-2004-1152

Mr. Chuck Saylor
Union Pacific Railroad
1400 Douglas Street
Mail Stop 1580
Omaha, Nebraska 68179

Dear Mr. Saylor:

Our office reviewed all information provided concerning the proposed abandonment of a rail line from MP 2 to MP 17.14 in various sections of Cerro Gordo County, Iowa.

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

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

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

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

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

Sincerely,

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

Michael D. Hayes
Project Manager
Enforcement Section

Copies Furnished: (w/o enclosures)

Mr. Jack Riessen
Iowa Department of Natural Resources
Henry A. Wallace Building
900 East Grand Avenue
Des Moines, Iowa 50319



August 23, 2004

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

Re: Proposed Abandonment of the Thornton Industrial Lead from Milepost 2.0 near Flint to Milepost 17.14 near Thornton, a distance of 15.14 miles in Cerro Gordo County, Iowa; STB Docket No. AB-33 (Sub-No. 225X)

Dear R&C Coordinator:

Enclosed for your review are two photographs of each of the eight bridges located on the Thornton Industrial Lead, which are over 50 years old along with a map of the proposed abandonment. The bridges are described as follows:

<u>Milepost</u>	<u>Description</u>	<u>Length</u>	<u>Year Constructed</u>
6.24	3 Span TPTOD	42 Ft.	1945
8.64	10 Span TPTOD	140 Ft.	1934 - 1953
9.02	4 Span TPTOD	56 Ft.	1924 - 1955
10.86	3 Span TPTOD	42 Ft.	1926 - 1952
12.85	1 Beam, 2 Span TPTOD	56 Ft.	1954
15.48	2 Span TPTOD	28 Ft.	1947
16.23	5 Span TPTOD	70 Ft.	1926 - 1955
16.63	1 Span DPG	60 Ft.	1918

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

Sincerely,

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

Attachments

Law Department

UNION PACIFIC RAILROAD
 1400 Douglas St., Stop 1580, Omaha, NE 68179-1580
 fx. (402) 501-0127



Milepost 6.24



Milepost 6.24



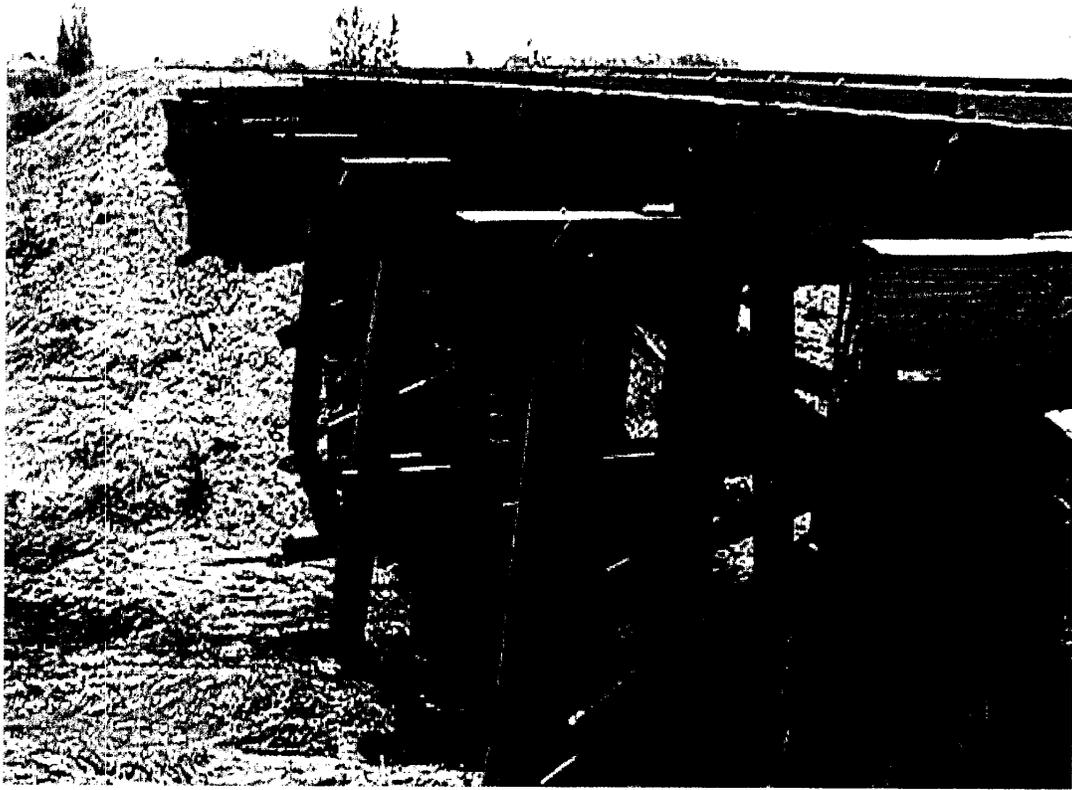
Milepost 8.64



Milepost 8.64



Milepost 9.02



Milepost 9.02



Milepost 10.86



Milepost 10.86



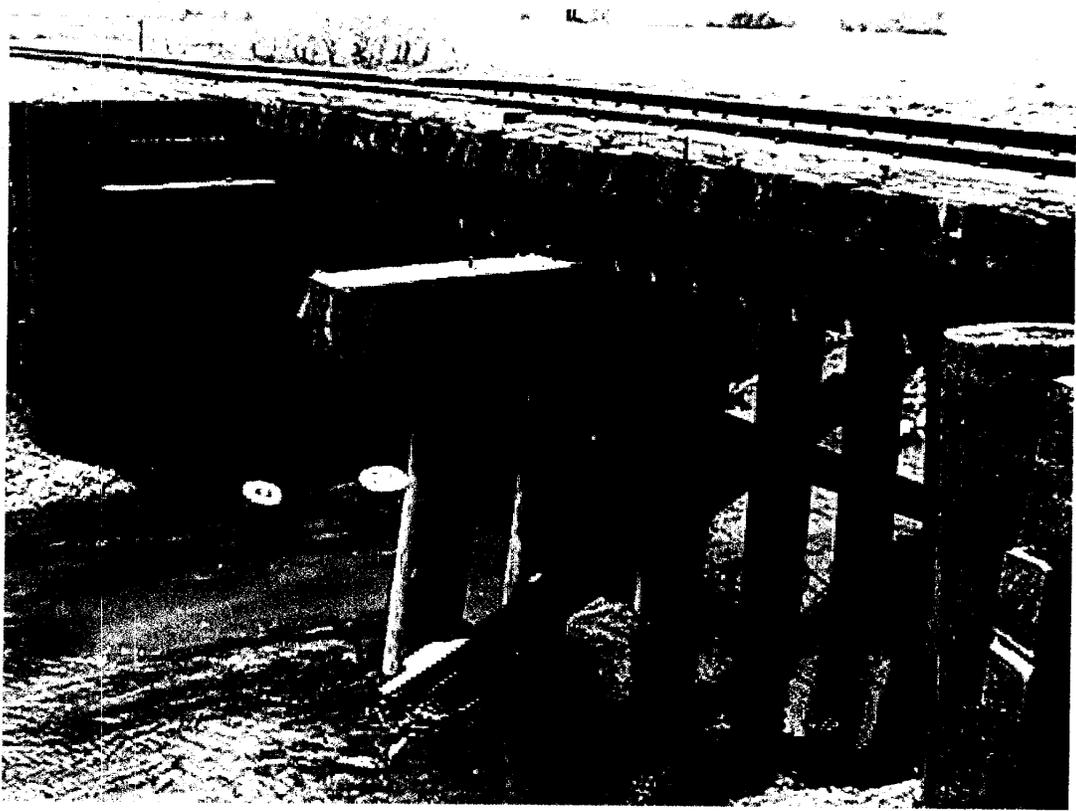
Milepost 12.85



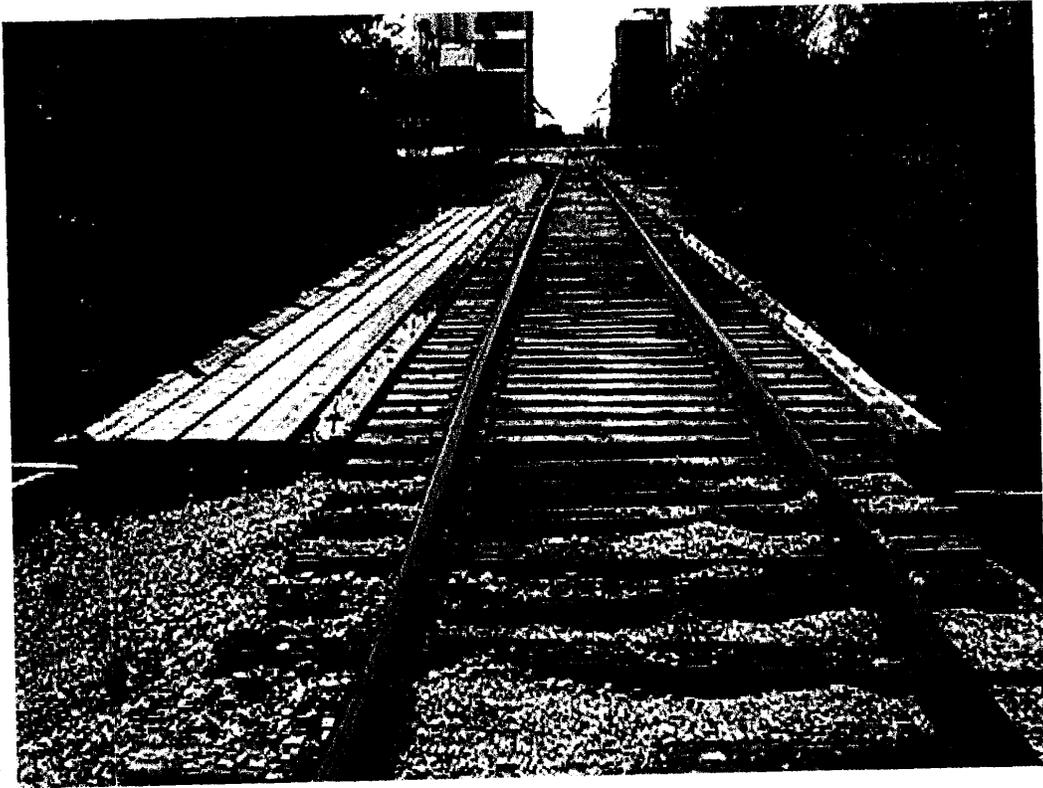
Milepost 12.85



Milepost 15.48



Milepost 15.48



Milepost 16.23



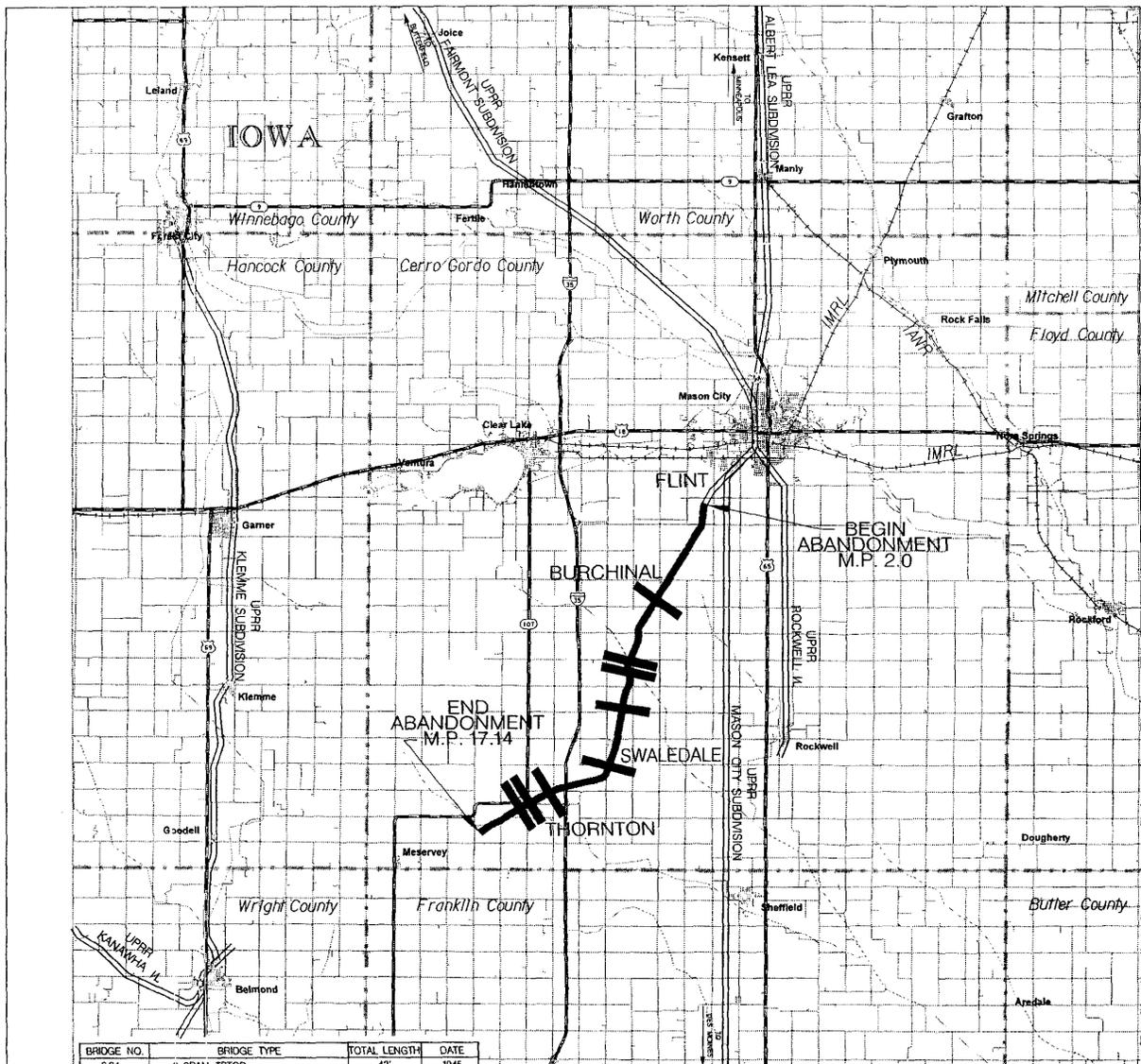
Milepost 16.23



Milepost 16.63



Milepost 16.63



BRIDGE NO.	BRIDGE TYPE	TOTAL LENGTH	DATE
6.24	3 SPAN TPTOD	42'	1945
8.64	10 SPAN TPTOD	140'	1934-1953
9.02	1 SPAN TPTOD	58'	1924-1955
10.86	3 SPAN TPTOD	42'	1926-1952
12.85	1 BEAM 2 SPAN TPTOD	56'	1954
15.48	2 SPAN TPTOD	28'	1947
16.23	2 SPAN TPTOD	70'	1926-1955
16.63	1 SPAN DPG	60'	1918

LEGEND

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

THORNTON INDUSTRIAL LEAD

MP 2.0 TO MP 17.14
TOTAL OF 15.14 MILES
IN CERRO CORDO, IOWA

UNION PACIFIC RAILROAD CO.
THORNTON INDUSTRIAL LEAD
THORNTON, IOWA
INCLUDING 50+ YEAR OLD STRUCTURES

SCALE  MILES