



222595
Gabriel S Meyer
Assistant General Attorney

June 9, 2008

Via UPS 2nd Day Air

Surface Transportation Board
395 E Street, SW
Washington, DC 20024

ENTERED
Office of Proceedings

JUN 12 2008

Part of
Public Record

Attention: Victoria Rutson

Re: Proposed Abandonment of the Elm Industrial Lead, from Milepost 461.5 to Milepost 486.2—STB Docket No. AB-33 (Sub-No. 262X)

Dear Ms Rutson

Enclosed for filing in the above-referenced matter is the original and ten (10) copies of Union Pacific Railroad Company's Combined Environmental and Historic Report prepared pursuant to 49 C F R Sections 1105 7 and 1105 8, with a Certificate of Service and a transmittal letter pursuant to 49 C F R Section 1105 11

Union Pacific anticipates filing a Notice of Exemption in this matter on or after July 1, 2008 Please do not hesitate to contact me if you have any questions

Sincerely,

Gabriel S Meyer

Enclosures

222595

**BEFORE THE
SURFACE TRANSPORTATION BOARD**

Docket No. AB-33 (Sub-No. 262X)

**UNION PACIFIC RAILROAD COMPANY
-- ABANDONMENT EXEMPTION --
IN FULTON AND PEORIA COUNTIES, IL
(ELM INDUSTRIAL LEAD)**

**ENTERED
Office of Proceedings**

JUN 12 2008

**Part of
Public Record**

Combined Environmental and Historic Report

UNION PACIFIC RAILROAD COMPANY

**Gabriel S Meyer
Assistant General Attorney
1400 Douglas Street, Mail Stop 1580
Omaha, Nebraska 68179
(402) 544-1658
(402) 501-3393 FAX**

**Dated June 9, 2008
Filed June 11, 2008**

**BEFORE THE
SURFACE TRANSPORTATION BOARD**

Docket No. AB-33 (Sub-No. 262X)

**UNION PACIFIC RAILROAD COMPANY
-- ABANDONMENT EXEMPTION --
IN FULTON AND PEORIA COUNTIES, IL
(ELM INDUSTRIAL LEAD)**

Combined Environmental and Historic Report

Union Pacific Railroad Company ("UP") submits this Combined Environmental and Historic Report ("EHR") pursuant to 49 C F R § 1105 7(e) and 49 C F R § 1105 8(d), respectively, for an exempt abandonment of the Elm Industrial Lead, from Milepost 461 5 near Middle Grove to Milepost 486 2 at Molitor Junction, a distance of 24 7 miles in Fulton and Peoria Counties, Illinois (the "Line") The Line traverses U S Postal Service Zip Codes 61529, 61531, 61536, 61569, and 61604 UP anticipates that it will file a Notice of Exemption to abandon the Line on or after July 1, 2008

A map of the Line (**Attachment No. 1**), and UP's letter to federal, state and local government agencies (**Attachment No. 2**) are attached to this EHR Responses received thus far to UP's letters are also attached

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 an exempt abandonment of UP's Elm Industrial Lead The Line proposed for abandonment extends from Milepost 461 5 near Middle Grove to Milepost 486 2 at Molitor Junction, in Fulton and Peoria Counties, Illinois, a total distance of 24 7 miles A map of the Line is attached as **Attachment No. 1**

The Line was originally constructed in 1882 and 1883 by the Peoria and Farmington Railway The 2 5 miles of track at the Molitor Junction (eastern) end of the Line is comprised of 100-pound jointed rail put down in 1930, while the balance of the Line is comprised of 100-pound jointed rail installed from 1942 through 1944

The right-of-way proposed for abandonment could be suitable for other public purposes, including roads or highways, other forms of mass transportation, conservation, energy production or transmission, or recreation However, due to the limited population base in the area, there appears to be no need for such uses of the right-of-way The Line contains approximately 29 acres of reversionary property

Based upon information in UP's possession, the Line does not contain any federally granted right-of-way Any documentation in UP's possession will be made available to those requesting it

After the proposed abandonment, the closest available rail service available to communities on the western portion of the Line would be provided by BNSF, which

crosses the Line at Farmington. The closest rail service available to communities on the eastern end of the Line would be provided at Peoria by a number of rail carriers including

- UP
- Toledo
- Peoria and Western Railway
- Norfolk Southern Railway, Canadian National Railway Company
- BNSF Railway Company
- Iowa Interstate Railroad, Ltd
- Illinois and Midland Railroad Company
- Central Illinois Railroad
- Tazewell and Peoria Railroad
- Pioneer Industrial Railway Company

Additionally, Barge service is available on the Illinois River at Peoria. The Line is paralleled by Illinois Route 116, which connects with Interstate 74 at Peoria.

No local traffic has moved over the Line during the past two years, and there is no overhead traffic or passenger service on the Line. No complaint regarding cessation of service has been filed, is pending, or has been ruled upon in favor of a complainant during the two year period.

(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: Given that no traffic uses the Line, the proposed abandonment will have no impact on area transportation systems and patterns.

(3) Land Use

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

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

(iii) If the action affects 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. The Fulton and Peoria County Board of Supervisors' Offices have been contacted. To date, UP has received no response.

(ii) The Natural Resources Conservation Service ("NRCS") has been contacted. Upon review, the NRCS found no direct, permanent conversion of prime farmland or impacts that would directly affect wetland areas resulting from the proposed abandonment. The NRCS response for Fulton County is attached as **Attachment No. 3**, and the NRCS response for Peoria County is attached as **Attachment No. 4**.

(iii) Not Applicable

(iv) The right-of-way proposed for abandonment could be suitable for other public purposes, including roads or highways, other forms of mass transportation, conservation, energy production or transmission, or recreation. However, due to the limited population base in the area, there appears to be no need to use the right-of-way for any of these purposes. UP believes the highest and best use of the property would be to dispose of UP's interests through sales to adjacent property owners.

(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

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

(iii) There will be no change in energy consumption from the proposed action

(iv)(A)(B) UP does not anticipate that there will be any 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 subsection (5)(i)(A) will apply

Response: UP does not anticipate any such effects

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

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

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

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

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

(5) Air. (iii) If transportation of ozone depleting materials (such as nitrogen oxide and freon) is contemplated, identify the materials and quantity, the frequency of service, safety practices (including any speed restrictions), the applicant's safety record (to the extent available) on derailments, accidents and spills, contingency plans to deal with accidental spills, and the likelihood of an accidental release of ozone depleting materials in the event of a collision or derailment

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

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

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

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

Response: Not applicable

(7) Safety

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

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

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

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

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

(iii) There are no known hazardous materials 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 upon review determined they had no concerns regarding the proposed abandonment The U S Fish and Wildlife Service response is attached as **Attachment No. 5.**

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

(9) Water

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

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

(iii) State whether permits under Section 402 of the Clean Water Act (33 U S C § 1342) are required for the proposed action (Applicants should

contact the U S Environmental Protection Agency or the state environmental protection or equivalent agency if they are unsure whether such permits are required)

Response: (i) The U S Environmental Protection Agency Regional Office and Illinois Environmental Protection Agency have been contacted To date, UP has received no response

(ii) The U S Army Corps of Engineers has been contacted, and upon review determined the proposed abandonment does not require any Section 404 permits The U S Army Corps of Engineers response is attached as **Attachment No. 6.**

(iii) UP does not anticipate that 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 topography is generally level The Line runs through a primarily agricultural region, with some wooded areas and several small towns The right-of-way width generally varies from 66 to 99 feet, although it is wider in some locations

(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 Illinois Historic Preservation Agency 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 Deputy State Historic Preservation Officer and photographs are attached as **Attachment No. 7** 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: See Attachment No. 1.

(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

(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 does not have any relevant documentation

(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 on the Line or in the project area UP is of the opinion that there is nothing in the scope of the proposed abandonment or discontinuance of service 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 and maintenance of the Line

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

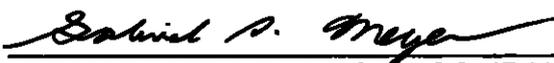
Response: UP does not have any such readily available information

(9) Within 30 days of receipt of the historic report, the State Historic Preservation Officer may request the following additional information regarding specified non-railroad 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 9th day of June, 2008

Respectfully submitted,



UNION PACIFIC RAILROAD COMPANY
Gabriel S Meyer
Assistant General Attorney
1400 Douglas Street, Mail Stop 1580
Omaha, Nebraska 68179
(402) 544-1658
(402) 501-3393 FAX

CERTIFICATE OF SERVICE

The undersigned hereby certifies that a copy of the foregoing Combined Environmental and Historic Report in Docket No AB-33 (Sub-No 262X), the Elm Industrial Lead in Fulton and Peoria Counties, Illinois was served by First Class U S Mail, postage prepaid, on the 9th day of June, 2008, on the following parties

State Clearinghouse (or alternate):

Mr Steve Klokenga
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:

Fulton County Board
P O Box 226
Lewistown, IL 61542

Peona County Board
324 Main Street
County Courthouse, Room 502
Peona, IL 61602-1368

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, Rock Island
Attn Regulatory Branch
Clock Tower Building
P O Box 2004
Rock Island, IL 61204-2004

National Park Service:

National Park Service
Midwest Region
1709 Jackson, St
Omaha, NE 68102

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

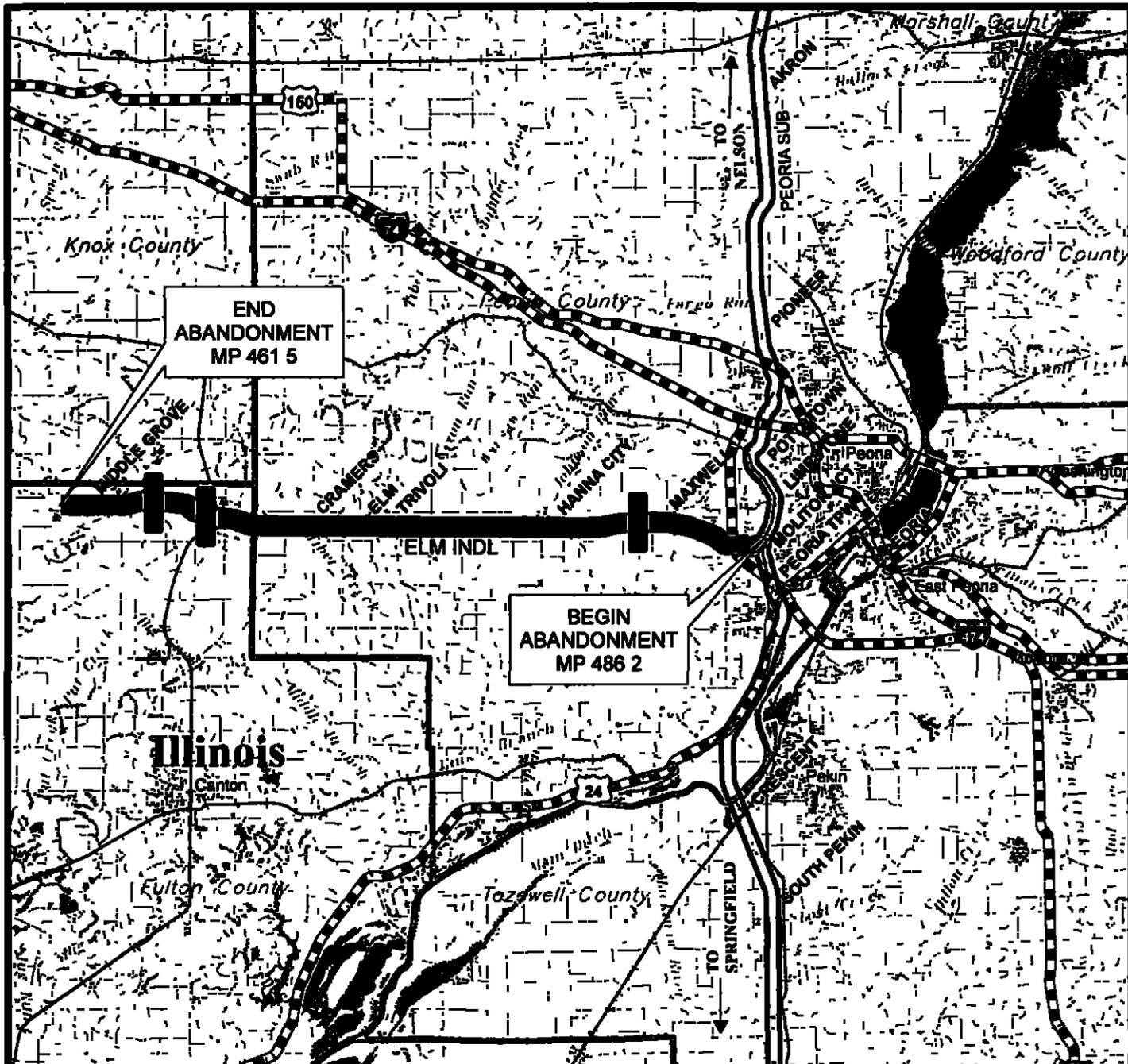
State Historic Preservation Office:

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

Dated this 9th day of June, 2008



Gabriel S Meyer



BRIDGE NO	BRIDGE TYPE	TOTAL LENGTH	DATE
464 72	1 SPAN I-BEAM	45'	1951
466 64	4 SPAN TIMBER PILE TRESTLE BALLAST DECK	53'	1946
481 70	3 SPAN TIMBER PILE TRESTLE BALLAST DECK	30'	1950

Legend

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

ELM INDUSTRIAL LEAD

MP 461 5 TO MP 486 2
 TOTAL 24 7 MILES
 IN FULTON COUNTY ILLINOIS = 6 98 MILES
 IN PEORIA COUNTY ILLINOIS = 17 72 MILES

**UNION PACIFIC RAILROAD CO
 ELM INDUSTRIAL LEAD
 ILLINOIS**

INCLUDING 50+ YEAR OLD STRUCTURES





Law Department
(402) 501-0127 (FAX)

December 19, 2007

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:

Fulton County Board
P O Box 226
Lewistown, IL 61542

Peoria County Board
324 Main Street
County Courthouse, Room 502
Peoria, IL 61602-1368

**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, Rock Island
Attn Regulatory Branch
Clock Tower Building
P O Box 2004
Rock Island, IL 61204-2004

National Park Service:

National Park Service
Midwest Region
1709 Jackson, St
Omaha, NE 68102

**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 Elm Industrial Lead from M. P. 461.5 near Middle Grove to M. P. 486.2 near Molitor Junction, a distance of 24.7 miles in Fulton and Peoria Counties, Illinois; STB Docket No. AB-33 (Sub-No. 262X)

Dear Sirs

Union Pacific Railroad Company plans to request authority from the Surface Transportation Board (STB) to abandon and discontinue service on the Elm Industrial Lead from M P 461 5 near Middle Grove to M P 486 2 near Molitor Junction, a distance of 24 7 miles in Fulton and Peoria 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

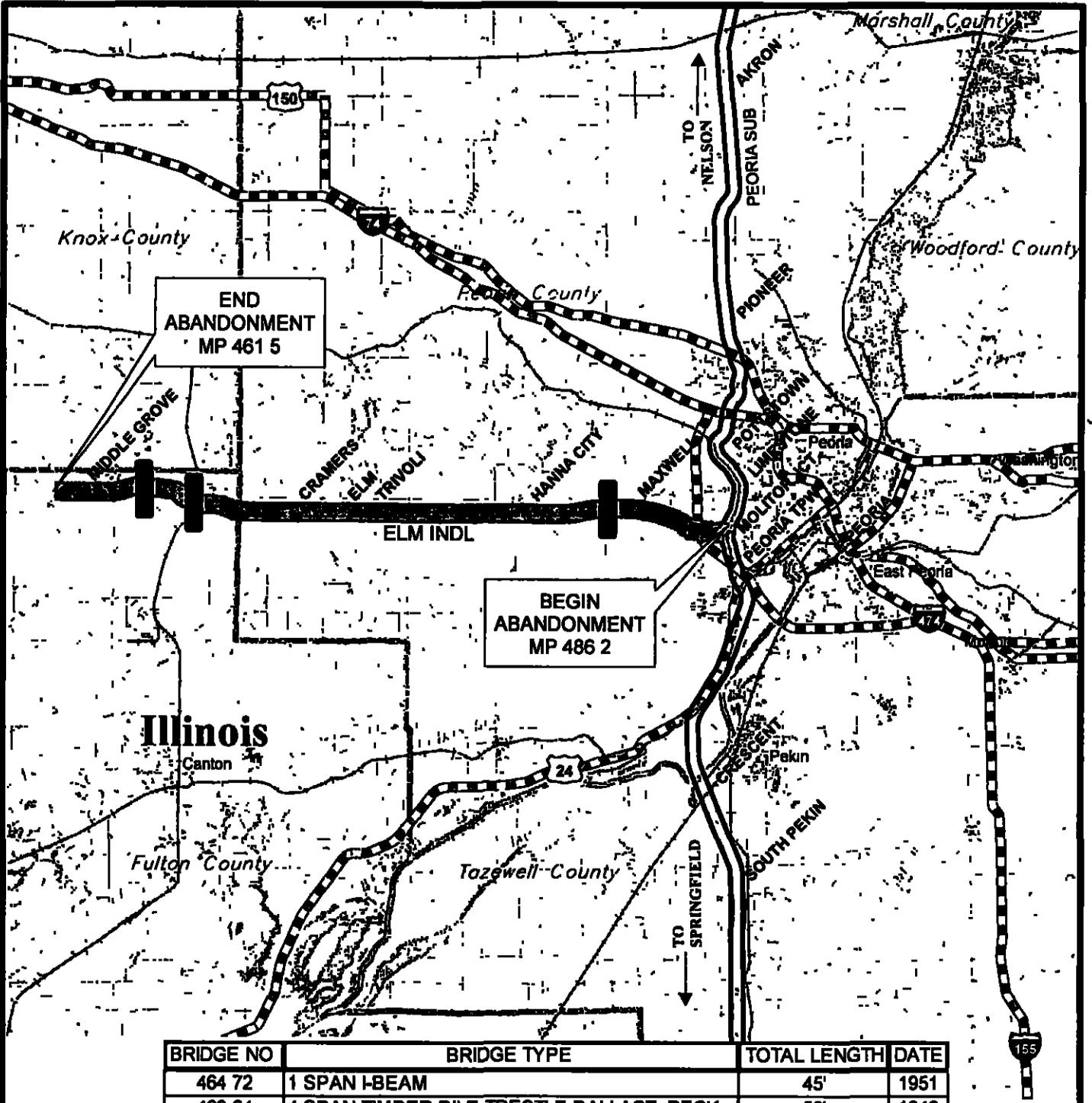
U S ENVIRONMENTAL PROTECTION AGENCY AND STATE ENVIRONMENTAL PROTECTION (OR EQUIVALENT AGENCY) (1) Identify any potential effects on the surrounding area, (2) identify the location of hazardous waste sites and known hazardous material spills on the right-of-way and list the types of hazardous materials 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, 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
464 72	1 SPAN I-BEAM	45'	1951
466 64	4 SPAN TIMBER PILE TRESTLE BALLAST DECK	53'	1946
481 70	3 SPAN TIMBER PILE TRESTLE BALLAST DECK	30'	1950

Legend

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ELM INDUSTRIAL LEAD

MP 461 5 TO MP 486 2
 TOTAL OF 24 7 MILES
 IN FULTON COUNTY, ILLINOIS - 6 98 MILES
 IN PEORIA COUNTY ILLINOIS - 17 72 MILES

**UNION PACIFIC RAILROAD CO
 ELM INDUSTRIAL LEAD
 ILLINOIS**

INCLUDING 50+ YEAR OLD STRUCTURES



United States Department of Agriculture



Natural Resources Conservation Service
15381 N State Hwy 100
Lewistown, IL 61542
(309) 547-2215 ext 3

January 8, 2008

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

Subject Proposed Abandonment of the Elm Industrial Lead near Middle Grove to Molitor Junction, Fulton and Peoria Counties in Illinois

Dear Mr Saylor,

I have reviewed the proposed abandonment of the Elm Industrial Lead for the 6.98 miles in Fulton County, Illinois for the impacts on the prime agricultural land

This railroad does run through many areas of what is considered prime farmland, however just the act of abandoning the rail line in its present condition will not have any adverse impact on those areas of prime farm land

If you need further information, please contact me at (309) 547-2215 ext 3

Sincerely,

A handwritten signature in black ink, appearing to read "K. D. Smail".

Kim D Smail
District Conservationist
Natural Resource Conservation Service

Helping People Help the Land

An Equal Opportunity Provider and Employer



United States Department of Agriculture



Natural Resources Conservation Service
6715 N Smith Rd
Edwards, IL 61528

Ph (309) 671-7040 ext 3 Fax (309) 671-7325
Website www.ilnrcs.usda.gov

January 7, 2008

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

RE Elm Industrial Lead/Illinois

I find that there are no effects concerning the proposed abandonment of the Elm Industrial Lead located in Peoria County, Illinois to local prime farmlands

Please contact me with any questions

Sincerely,

A handwritten signature in cursive script that reads "Scott Wallace".

Scott Wallace, District Conservationist
USDA-Natural Resources Conservation Service

cc: Bob McLeese





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

January 2, 2008

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

Dear Mr Saylor

Thank you for the opportunity to comment on the proposed abandonment of the Elm Industrial Lead from M P 461 5 near Middle Grove to M P 486 2 near Molitor Junction, a distance of 24 7 miles in Fulton and Peoria Counties, Illinois, STB Docket No AB-33 (Sub-No 262X), and proposed abandonment of the Marshall Industrial Lead from Milepost 0 0 near Miami to Milepost 2 20 near Marshall, a distance of 2 20 miles in Saline County, Missouri, STB Docket No AB-33 (Sub-No 264X)

We have researched our ownerships in the vicinities and have determined we do not own any lands or interests in land in the vicinities of the proposed abandonments We do not have any concerns regarding real estate matters in the proposals

Sincerely,

Patrick G Carroll
Senior Realty Officer
Division of Realty



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

REPLY TO
 ATTENTION OF

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

January 29, 2008

Operations Division

SUBJECT CEMVR-OD-P-2008-31

Mr Charles W Saylor
 Union Pacific Railroad Company
 1400 Douglas Street
 Omaha, Nebraska 68179-1580

Dear Mr Saylor

Our office reviewed all information provided to us concerning the proposed abandonment of the Elm Industrial Lead from M P 461.5 near Middle Grove to M P 486.2 near Molitor Junction in Fulton and Peoria Counties, Illinois

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) provided track and bridge removal activities do not result in the placement of fill material into waters of the US. 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.

Our office has completed a Preliminary Jurisdictional Determination concerning your project area. A Preliminary Jurisdictional Determination is not appealable.

Although a DA permit will not be required for the project, this does not eliminate the requirement that 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 309/794-5674.

Sincerely,

Gene W Walsh
 Project Manager
 Enforcement Section

Copies Furnished:

**Mr. Mike Diedrichsen, P E
Office of Water Resources
IL Department of Natural Resources
One Natural Resources Way
Springfield, Illinois 62701-1271**

**Mr Bruce Yurdin
Illinois Environmental Protection Agency
Watershed Management Section, Permit Sec 15
1021 North Grand Avenue East
Post Office Box 19276
Springfield, Illinois 62794-9276**

**U S Army Corps of Engineers
Illinois Waterway Project Office
257 Grant Street
Peoria, Illinois 61603**



Law Department

May 29, 2008

Ms Anne E Haaker
 Deputy State Historic Preservation Officer
 Illinois Historic Preservation Agency
 1 Old State Capitol Plaza
 Springfield, IL 62701-1512

Re Proposed Abandonment of the Elm Industrial Lead from M. P. 461.5 near Middle Grove to M P. 486.2 near Molitor Junction, a distance of 24.7 miles in Fulton and Peoria Counties, Illinois, STB Docket No AB-33 (Sub-No. 262X)

Dear Ms Haaker

On December 19, 2007 we sent you a letter announcing our intent to abandon the Elm Industrial Lead from M P 461 5 near Middle Grove to M P 486 2 near Molitor Junction You asked for current color photos of affected structures and a project address for Molitor Junction Our records indicate that Molitor Junction is south of the intersection of West Plank Road and Airport Road about one quarter mile northeast of the airport

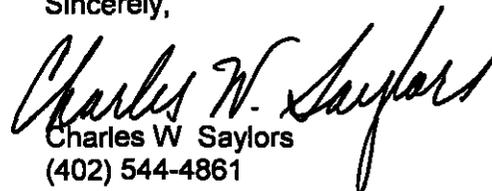
Enclosed for your review are six photographs of the bridges located on the Millard Industrial Lead which are over 50 years old The bridges are described as follows

<u>Milepost</u>	<u>Description</u>	<u>Length</u>	<u>Year Constructed</u>
464 72	1 Span I-Beam	45'	1951
466 64	4 Span Rail Timber Pile Trestle Ballast Deck (TPTBD)	53'	1946
481 70	3 Span Rail Timber Pile Trestle Ballast Deck (TPTBD)	30'	1950

A map of the proposed abandonment and discontinuance is also enclosed for your reference

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

Sincerely,


 Charles W Saylor
 (402) 544-4861

Attachments



MP 481.70



MP 481.70



MP 464.72



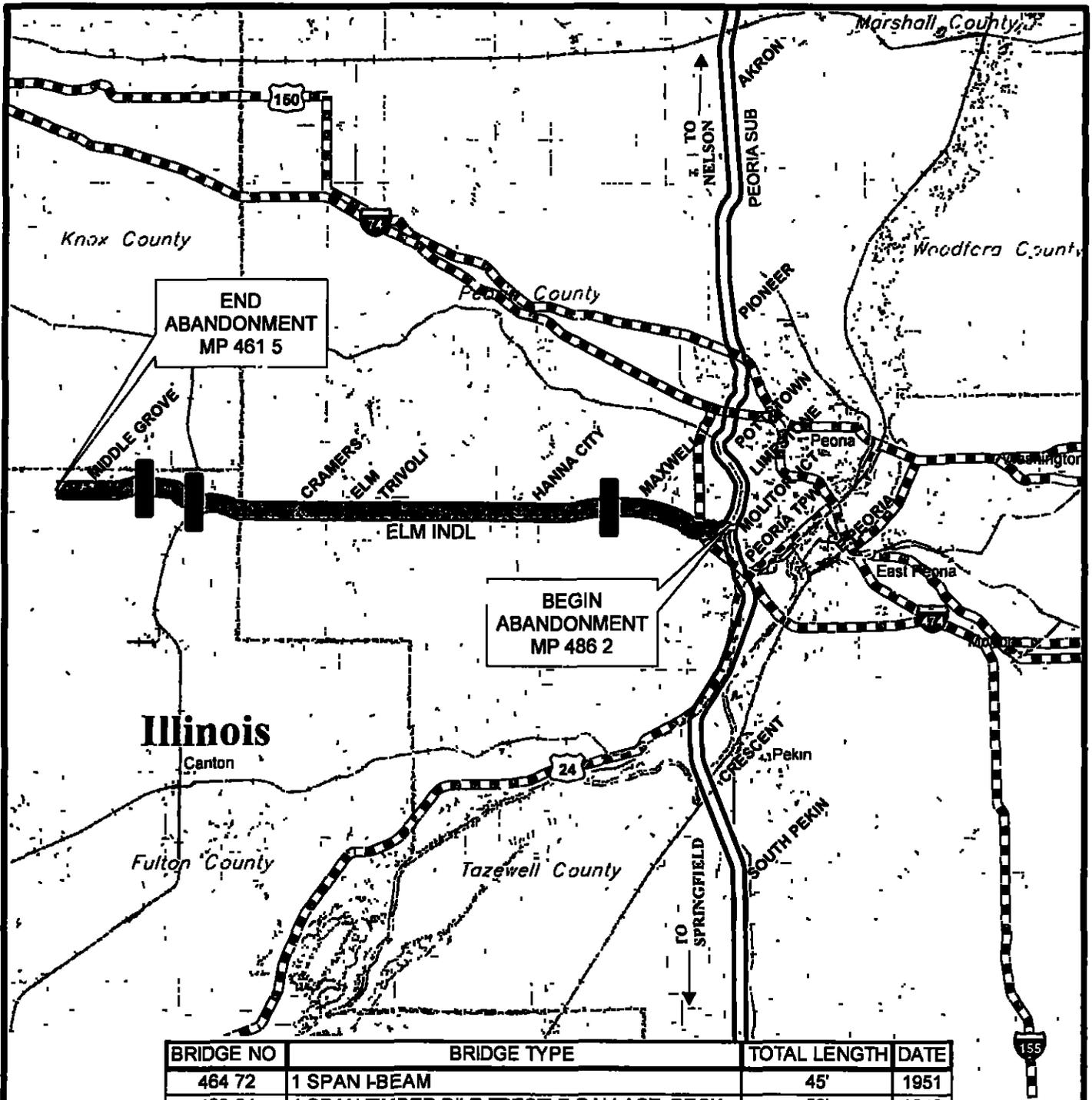
MP 46472



MP 466.66



MP 466.66



BRIDGE NO	BRIDGE TYPE	TOTAL LENGTH	DATE
464 72	1 SPAN I-BEAM	45'	1951
466 64	4 SPAN TIMBER PILE TRESTLE BALLAST DECK	53'	1946
481 70	3 SPAN TIMBER PILE TRESTLE BALLAST DECK	30'	1950

Legend

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

ELM INDUSTRIAL LEAD
 MP 461 5 TO MP 486 2
 TOTAL OF 24.7 MILES
 IN FULTON COUNTY, ILLINOIS = 6.98 MILES
 IN PEORIA COUNTY, ILLINOIS = 17.72 MILES

UNION PACIFIC RAILROAD CO
ELM INDUSTRIAL LEAD
ILLINOIS
 INCLUDING 50+ YEAR OLD STRUCTURES

