

216820



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



June 20, 2006

**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

JUN 21 2006

Part of  
Public Record

**Attention:** Victoria Rutson

**Re: Proposed Abandonment of the New Madrid Subdivision from Milepost 36.62 near Lilbourn to Milepost 57.52 near Malden, a distance of 20.90 miles in Dunklin and New Madrid Counties, Missouri; STB Docket No. AB-33 (Sub-No. 240X)**

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 Notice of Exemption in this matter on or after July 11, 2006.

Sincerely,

Mack H. Shumate, Jr.

Enclosures

O:\ABANDONMENTS\33-240X\STB-EHR.doc

BEFORE THE  
SURFACE TRANSPORTATION BOARD

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Docket No. AB-33 (Sub-No. 240X)

UNION PACIFIC RAILROAD COMPANY  
-- ABANDONMENT EXEMPTION --  
IN DUNKLIN AND NEW MADRID COUNTIES, MISSOURI  
(NEW MADRID SUBDIVISION)

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Combined Environmental and Historic Report

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Office of Proceedings

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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: June 20, 2006  
Filed: June 21, 2006

BEFORE THE  
SURFACE TRANSPORTATION BOARD

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Docket No. AB-33 (Sub-No. 240X)

UNION PACIFIC RAILROAD COMPANY  
-- ABANDONMENT EXEMPTION --  
IN DUNKLIN AND NEW MADRID COUNTIES, MISSOURI  
(NEW MADRID SUBDIVISION)

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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 New Madrid Subdivision from M. P. 36.62 near Lilbourn to M. P. 57.52 near Malden Junction, a distance of 20.90 miles in Dunklin and New Madrid Counties, Missouri (the "Line").

The Line traverses U. S. Postal Service Zip Codes 63862 and 63863. 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 July 11, 2006.

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 of the New Madrid Subdivision from M. P. 36.62 near Lilbourn to M. P. 57.52 near Malden Junction, a distance of 20.90 miles in Dunklin and new Madrid Counties, Missouri (the "Line").

The majority of the Line was constructed by the Texas and St. Louis Railway in 1882. The easternmost approximate mile around Lilbourn was constructed by the Little River Valley and Arkansas Railroad in 1876. The Line is currently constructed with 112-pound, 115-pound, 132-pound, and 136-pound segments of welded rail.

After abandonment, UP intends to retain the first three miles of the Line at Malden Junction for storage and other railroad purposes. The closest rail service will be provided by UP on the western end of the segment at Malden Junction and by UP and BNSF on the eastern end of the segment at Lilbourn. Barge transportation on the Mississippi River is available approximately seven miles east of Lilbourn at New Madrid. The Line is paralleled by two east-west roads, County Route D and U. S. 62. These roads tie into north-south Interstate 55 between Lilbourn and New Madrid.

There has been no local traffic on the Line for the past two years, and no formal complaint regarding cessation of service has been filed, is pending, or has been decided in favor of a complainant within that period. The function of the Line in recent years has been to serve as a route for moving overhead traffic between Malden Junction and UP customers at New Madrid, approximately seven miles east of Lilbourn. Since February, 2006, such traffic has been shifted to another route involving trackage

rights over BNSF between Rockview, Missouri and Lilbourn.

There is no overhead traffic over the Line. Based on information in the UP's possession, the Line proposed for abandonment does not contain federally granted right-of-way.

A map of the Line is attached hereto 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:** There will be no effect on regional or local transportation systems and patterns and no diversion of traffic to other transportation systems or modes.

(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. The Dunklin County Supervisors' Office and the New Madrid County Commissioners' Office have been contacted. The New Madrid County Presiding Commissioner stated the New Madrid County Commission does not anticipate any adverse environmental impacts resulting from the proposed abandonment. The New Madrid County Commission's response is attached as

**Attachment No. 3**, and is hereby made part hereof. To date UP has received no response from the Dunklin County Supervisors' Office.

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

(iii) Not Applicable.

(iv) The property proposed for abandonment is not suitable for public purposes such as roads, highways, or other forms of mass transportation, conservation, energy production or transmission, or recreation as the area is adequately served by existing roads and utility lines at the present time. The plan for disposition of the small amount of non-reversionary land would be to work with any adjacent landowners to the property.

(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) 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 reviewed the proposed abandonment and have determined that they do not own any lands or interests in land in the vicinity and have no concerns. The U.S. Fish and Wildlife Service response is attached as **Attachment No. 4**, and is hereby made part hereof.

(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 Missouri Department of Natural Resources 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 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 right-of-way is typically 100 feet in width. The right of way passes through a rural area of New Madrid County and the cities of Malden and Lilbourn. The topography of the adjacent land outside the city limits is typically average farmland and pasture.

(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 Missouri State Historic Preservation Officer 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 State Historic Preservation Officer and photographs are attached as **Attachment No. 5**, and are hereby made part hereof. The State Historic Preservation Office reviewed the information and determined there will be no historic properties affected by the proposed abandonment. The Historic Preservation Officer's response indicating that there will be no historic properties affected by the current project is attached hereto as **Attachment No. 6**, and is hereby made part hereof.

(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. 2**.

(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 been out of service for over 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:** Not Applicable.

(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 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:

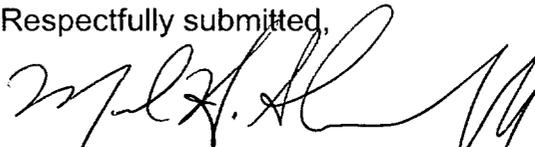
**Response:** UP does not have any such readily available information.

(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 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 20<sup>th</sup> day of June, 2006.

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. 240X), the New Madrid Subdivision in Dunklin and New Madrid Counties, Missouri was served by first class mail on the 20<sup>th</sup> day of June, 2006 on the following:

**State Clearinghouse (or alternate):**

Missouri Department of Transportation  
105 West Capitol Avenue  
P. O. Box 270  
Jefferson City, MO 65102

**State Environmental Protection Agency:**

Missouri Department of Natural Resources  
P. O. Box 176  
Jefferson City, MO 65102

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

Not applicable.

**Head of County (Planning):**

Dunklin County Supervisors  
P.O. Box 188  
County Courthouse  
Kennett, MO 63857-0188

New Madrid County Commissioners  
P. O. Box 68  
County Courthouse  
New Madrid, MO 63869-0068

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

U.S. Environmental Protection Agency  
Region 7  
901 N. 5th Street  
Kansas City, KS 66101

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

U.S. Fish and Wildlife Service  
Region 3  
1 Federal Drive  
BHW Federal Building  
Fort Snelling, MN 55111

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

Department of the Army  
Corps of Engineers, St. Louis District  
1222 Spruce Street  
St. Louis, MO 63103-2833

**National Park Service:**

Midwest Regional Office  
National Park Service  
1709 Jackson Street  
Omaha, NE 68102

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

State Conservationist  
USDA, Natural Resources Conservation Service  
Missouri State Office  
Parkade Center, Suite 250  
601 Business Loop 70 West  
Columbia, MO 65203-2546

**National Geodetic Survey:**

National Geodetic Survey  
Frank Maida, Chief  
Spatial Reference System Division  
NOAA N/NGS23  
1315 E-W Highway  
Silver Spring, MD 20910-3282

**State Historic Preservation Office:**

Mr. Stephen Mahfood  
State Historic Preservation Officer  
Department of Natural Resources  
P. O. Box 176  
Jefferson City, MO 65102

Dated this 20<sup>th</sup> day of May, 2006.

  
\_\_\_\_\_  
Mack. H. Shumate, Jr.



| STATION  | MILE POST |
|----------|-----------|
| LILBOURN | 36.70     |
| PARMA    | 48.50     |

| BRIDGE NO. | BRIDGE TYPE  | TOTAL LENGTH | DATE | BRIDGE NO. | BRIDGE TYPE                                   | TOTAL LENGTH | DATE |
|------------|--|--------------|------|------------|---|--------------|------|
| 38.13      | 4 SPAN STEEL BEAM (BM) - 40'                       | 110'         | 1970 | 43.98      | 4 SPAN TIMBER PILE TRESTLE OPEN DECK (TPTOD)  | 54'          | 1946 |
|            | 5 SPAN TIMBER PILE TRESTLE OPEN DECK (TPTOD) - 70' |              | 1950 | 44.44      | 10 SPAN TIMBER PILE TRESTLE OPEN DECK (TPTOD) | 136'         | 1955 |
| 38.59      | 4 SPAN TIMBER PILE TRESTLE OPEN DECK (TPTOD) - 53' | 53'          | 1950 | 44.99      | 4 SPAN TIMBER PILE TRESTLE OPEN DECK (TPTOD)  | 54'          | 1955 |
| 39.62      | 1 SPAN STEEL BEAM (BM) - 32'                       | 56'          | 1946 | 46.04      | 4 SPAN TIMBER PILE TRESTLE OPEN DECK (TPTOD)  | 54'          | 1955 |
|            | 2 SPAN TIMBER PILE TRESTLE OPEN DECK (TPTOD) - 26' |              | 1946 | 47.13      | 5 SPAN TIMBER PILE TRESTLE OPEN DECK (TPTOD)  | 66'          | 1950 |
| 40.65      | 1 SPAN DECK PLATE GIRDER (DPG) 24"                 | 66'          | 1917 | 49.08      | 5 SPAN TIMBER PILE TRESTLE OPEN DECK (TPTOD)  | 68'          | 1950 |
|            | 3 SPAN TIMBER PILE TRESTLE OPEN DECK (TPTOD) - 42' |              | 1939 | 50.11      | 4 SPAN TIMBER PILE TRESTLE OPEN DECK (TPTOD)  | 54'          | 1928 |
| 41.73      | 1 SPAN DECK PLATE GIRDER (DPG) - 25"               | 79'          | 1909 | 50.56      | 1 SPAN TIMBER PILE TRESTLE OPEN DECK (TPTOD)  | 13'          | 1930 |
|            | 4 SPAN TIMBER PILE TRESTLE OPEN DECK (TPTOD) - 54' |              | 1946 | 51.13      | 6 SPAN TIMBER PILE TRESTLE OPEN DECK (TPTOD)  | 81'          | 1929 |
| 42.86      | 5 SPAN TIMBER PILE TRESTLE OPEN DECK (TPTOD) - 70' | 70'          | 1952 | 52.20      | 5 SPAN TIMBER PILE TRESTLE OPEN DECK (TPTOD)  | 67'          | 1929 |
| 43.43      | 2 STEEL BEAM (BM) - 20'                            | 143'         | 1946 | 53.62      | 7 SPAN TIMBER PILE TRESTLE OPEN DECK (TPTOD)  | 93'          | 1929 |
|            | 1 STEEL BEAM (BM) - 18'                            |              | 1946 | 54.78      | 8 SPAN TIMBER PILE TRESTLE OPEN DECK (TPTOD)  | 94'          | 1937 |
|            | 1 STEEL BEAM (BM) - 12'                            |              | 1946 | 55.55      | 6 SPAN TIMBER PILE TRESTLE OPEN DECK (TPTOD)  | 82'          | 1946 |
|            | 3 STEEL BEAM (BM) - 40'                            |              | 1970 | 56.15      | 10 SPAN TIMBER PILE TRESTLE OPEN DECK (TPTOD) | 128'         | 1937 |
|            | 2 STEEL BEAM (BM) - 33'                            |              | 1970 |            |   |              |      |
|            | 1 STEEL BEAM (BM) - 20'                            |              | 1970 |            |   |              |      |

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

**NEW MADRID SUBDIVISION**  
 MP 36.62 TO MP 57.52  
 0.26 MILES IN DUNKLIN COUNTY  
 20.64 MILES IN NEW MADRID COUNTY  
**UNION PACIFIC RAILROAD CO.**  
**NEW MADRID SUBDIVISION**  
**MISSOURI**  
 INCLUDING 50+ YEAR OLD STRUCTURES



FILE: O:\abandonments\ab0240x\_malden\_v8.dgn

DATE: 31-Jan-06 08:37



February 6, 2006

**State Clearinghouse (or alternate):**

Missouri Department of Economic Development  
301 W. High Street  
P. O. Box 1157  
Jefferson City, MO 65102

**State Environmental Protection Agency:**

Missouri Department of Natural Resources  
P. O. Box 176  
Jefferson City, MO 65102

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

Not applicable.

**Head of County (Planning):**

Dunklin County Supervisors  
P.O. Box 188  
County Courthouse  
Kennett, MO 63857-0188

New Madrid County Commissioners  
P. O. Box 68  
County Courthouse  
New Madrid, MO 63869-0068

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

U.S. Environmental Protection Agency  
Region 7  
901 N. 5th Street  
Kansas City, KS 66101

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

U.S. Fish and Wildlife Service  
Region 3  
1 Federal Drive  
BHW Federal Building  
Fort Snelling, MN 55111

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

Department of the Army  
Corps of Engineers, St. Louis District  
1222 Spruce Street  
St. Louis, MO 63103-2833

**National Park Service:**

Midwest Regional Office  
National Park Service  
1709 Jackson Street  
Omaha, NE 68102

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

State Conservationist  
USDA, Natural Resources Conservation Service  
Missouri State Office  
Parkade Center, Suite 250  
601 Business Loop 70 West  
Columbia, MO 65203-2546

**National Geodetic Survey:**

National Geodetic Survey  
Frank Maida, Chief  
Spatial Reference System Division  
NOAA N/NGS23  
1315 E-W Highway  
Silver Spring, MD 20910-3282

**State Historic Preservation Office:**

Mr. Stephen Mahfood  
State Historic Preservation Officer  
Department of Natural Resources  
P. O. Box 176  
Jefferson City, MO 65102

Re: Proposed Abandonment of the New Madrid Subdivision from Milepost 36.62 near Lilbourn to Milepost 57.52 near Malden, a distance of 20.90 miles in Dunklin and New Madrid Counties, Missouri; STB Docket No. AB-33 (Sub-No. 240X)

Law Department

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

Dear Sirs:

Union Pacific Railroad Company plans to request authority from the Surface Transportation Board (STB) to abandon and discontinue service on the New Madrid Subdivision from Milepost 36.62 near Lilbourn to Milepost 57.52 near Malden, a distance of 20.90 miles in Dunklin and New Madrid Counties, Missouri. 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.

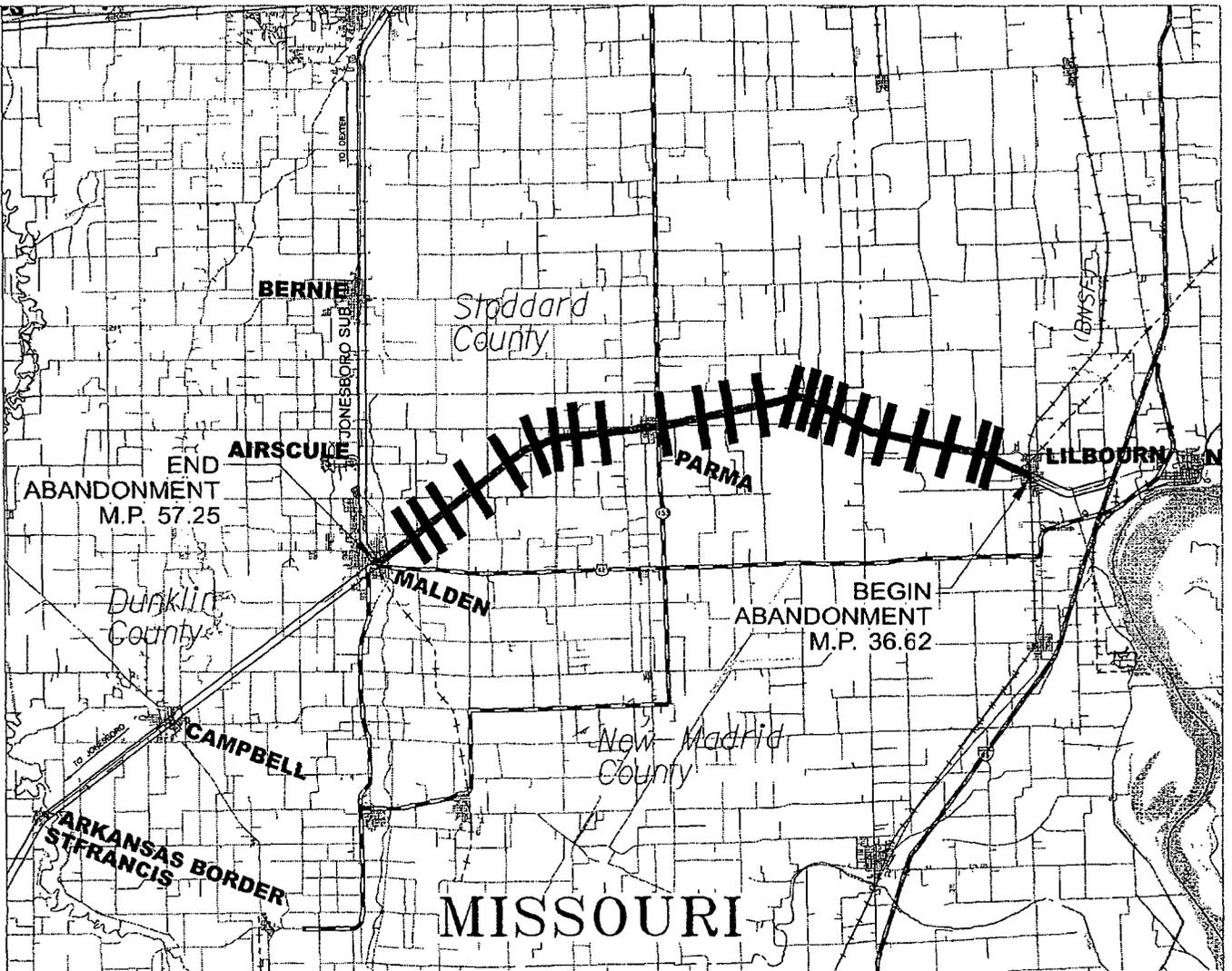
U. S. ENVIRONMENTAL PROTECTION AGENCY AND STATE ENVIRONMENTAL PROTECTION (OR EQUIVALENT AGENCY). (1) Identify any potential effects on the surrounding area, (2) identify the location of hazardous waste sites and known hazardous material spills on the right-of-way and list the types of hazardous materials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

Attachment



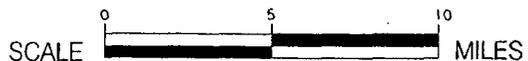
| STATION  | MILE POST |
|----------|-----------|
| LILBOURN | 36.70     |
| PARMA    | 48.50     |

| BRIDGE NO. | BRIDGE TYPE  | TOTAL LENGTH | DATE | BRIDGE NO. | BRIDGE TYPE                                   | TOTAL LENGTH | DATE |
|------------|--|--------------|------|------------|---|--------------|------|
| 38.13      | 4 SPAN STEEL BEAM (BM) - 40'                       | 110'         | 1970 | 43.98      | 4 SPAN TIMBER PILE TRESTLE OPEN DECK (TPTOD)  | 54'          | 1946 |
|            | 5 SPAN TIMBER PILE TRESTLE OPEN DECK (TPTOD) - 70' |              | 1950 | 44.44      | 10 SPAN TIMBER PILE TRESTLE OPEN DECK (TPTOD) | 136'         | 1955 |
| 38.59      | 4 SPAN TIMBER PILE TRESTLE OPEN DECK (TPTOD) - 53' | 53'          | 1950 | 44.99      | 4 SPAN TIMBER PILE TRESTLE OPEN DECK (TPTOD)  | 54'          | 1955 |
| 39.62      | 1 SPAN STEEL BEAM (BM) - 32'                       | 58'          | 1946 | 46.04      | 4 SPAN TIMBER PILE TRESTLE OPEN DECK (TPTOD)  | 54'          | 1955 |
|            | 2 SPAN TIMBER PILE TRESTLE OPEN DECK (TPTOD) - 26' |              | 1946 | 47.13      | 5 SPAN TIMBER PILE TRESTLE OPEN DECK (TPTOD)  | 66'          | 1950 |
| 40.65      | 1 SPAN DECK PLATE GIRDER (DPG) 24'                 | 66'          | 1917 | 49.08      | 5 SPAN TIMBER PILE TRESTLE OPEN DECK (TPTOD)  | 68'          | 1950 |
|            | 3 SPAN TIMBER PILE TRESTLE OPEN DECK (TPTOD) - 42' |              | 1939 | 50.11      | 4 SPAN TIMBER PILE TRESTLE OPEN DECK (TPTOD)  | 54'          | 1929 |
| 41.73      | 1 SPAN DECK PLATE GIRDER (DPG) - 25'               | 79'          | 1909 | 50.56      | 1 SPAN TIMBER PILE TRESTLE OPEN DECK (TPTOD)  | 13'          | 1930 |
|            | 4 SPAN TIMBER PILE TRESTLE OPEN DECK (TPTOD) - 54' |              | 1946 | 51.13      | 8 SPAN TIMBER PILE TRESTLE OPEN DECK (TPTOD)  | 81'          | 1929 |
| 42.86      | 5 SPAN TIMBER PILE TRESTLE OPEN DECK (TPTOD) - 70' | 70'          | 1952 | 52.20      | 5 SPAN TIMBER PILE TRESTLE OPEN DECK (TPTOD)  | 67'          | 1929 |
| 43.43      | 2 STEEL BEAM (BM) - 20'                            | 143'         | 1946 | 53.62      | 7 SPAN TIMBER PILE TRESTLE OPEN DECK (TPTOD)  | 93'          | 1929 |
|            | 1 STEEL BEAM (BM) - 18'                            |              | 1946 | 54.78      | 8 SPAN TIMBER PILE TRESTLE OPEN DECK (TPTOD)  | 94'          | 1937 |
|            | 1 STEEL BEAM (BM) - 12'                            |              | 1946 | 55.55      | 6 SPAN TIMBER PILE TRESTLE OPEN DECK (TPTOD)  | 82'          | 1946 |
|            | 3 STEEL BEAM (BM) - 40'                            |              | 1970 | 56.15      | 10 SPAN TIMBER PILE TRESTLE OPEN DECK (TPTOD) | 128'         | 1937 |
|            | 2 STEEL BEAM (BM) - 33'                            |              | 1970 |            |   |              |      |
|            | 1 STEEL BEAM (BM) - 20'                            |              | 1970 |            |   |              |      |

**LEGEND**

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

**NEW MADRID SUBDIVISION**  
 MP 36.62 TO MP 57.52  
 0.26 MILES IN DUNKLIN COUNTY  
 20.64 MILES IN NEW MADRID COUNTY  
**UNION PACIFIC RAILROAD CO.**  
**NEW MADRID SUBDIVISION**  
**MISSOURI**  
 INCLUDING 50+ YEAR OLD STRUCTURES



**NEW MADRID COUNTY COMMISSION**

**PRESIDING COMMISSIONER  
CLYDE M. HAWES**

**COMMISSIONERS  
MARK BAKER  
DON DAY**

**CLEMENT CRAVENS, CLERK**

**NEW MADRID COUNTY  
P.O. BOX 68  
NEW MADRID, MO 63869  
PHONE: 573-748-2524 FAX: 573-748-9269**

March 17, 2006

Mr. Chuck Saylor  
1400 Douglas Street  
Mail Stop 1580  
Omaha, NE 68179

Dear Mr. Saylor,

Per your request for a written response regarding the environmental impact of the proposed abandonment of the New Madrid County subdivision from Milepost 36.62 near Lilbourn to Milepost 57.52 near Malden, the New Madrid County Commission does not anticipate any adverse environmental impacts locally.

If you have any questions, please contact the County Clerk's office at 573-748-2524.

Sincerely,



Clyde M. Hawes  
Presiding Commissioner



## 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

February 10, 2006

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 a proposed rail line abandonment of the New Madrid Subdivision from Milepost 36.62 near Lilbourn to Milepost 57.52 near Malden, a distance of 20.90 miles in Dunklin and New Madrid Counties, Missouri; STB Docket No. AB-33 (Sub-No. 240X).

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

Sincerely,

Patrick G. Carroll  
Senior Realty Officer  
Division of Realty



February 6, 2005

Mr. Stephen Mahfood  
 State Historic Preservation Officer  
 Department of Natural Resources  
 P. O. Box 176  
 Jefferson City, MO 65102

Re: Proposed Abandonment of the New Madrid Subdivision from Milepost 36.62 near Lilbourn to Milepost 57.52 near Malden, a distance of 20.90 miles in Dunklin and New Madrid Counties, Missouri; STB Docket No. AB-33 (Sub-No. 240X)

Dear Sir:

Enclosed for your review are forty-two photographs, two each of the twenty-one bridges located on the New Madrid Subdivision 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> |
|-----------------|---|---------------|-------------------------|
| 38.13           | 4 Span Steel Beam (BM) - 40'                          | 110 Ft.       | 1970                    |
|                 | 5 Span Timber Pile Trestle<br>Open Deck (TPTOD) - 70' |               | 1950                    |
| 38.59           | 4 Span TPTOD - 53'                                    | 53 Ft.        | 1950                    |
| 39.62           | 1 Span Steel Beam (BM) - 32'                          | 58 Ft.        | 1946                    |
|                 | 2 Span TPTOD - 26'                                    |               | 1946                    |
| 40.65           | 1 Span Deck Plate<br>Girder (DPG) - 24'               | 66 Ft.        | 1917                    |
|                 | 3 Span TPTOD - 42'                                    |               | 1939                    |
|                 |   |               |                         |
| 41.73           | 1 Span DPG - 25'                                      | 79 Ft.        | 1909                    |
|                 | 4 Span TPTOD - 54'                                    |               | 1946                    |
| 42.86           | 5 Span TPTOD - 70'                                    | 70 Ft.        | 1952                    |
| 43.43           | 2 Steel Beam (BM) - 20'                               | 143 Ft.       | 1946                    |
|                 | 1 Steel Beam (BM) - 18'                               |               | 1946                    |
|                 | 1 Steel Beam (BM) - 12'                               |               | 1946                    |
|                 | 3 Steel Beam (BM) - 40'                               |               | 1970                    |
|                 | 2 Steel Beam (BM) - 33'                               |               | 1970                    |
|                 | 1 Steel Beam (BM) - 20'                               |               | 1970                    |

Law Department

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

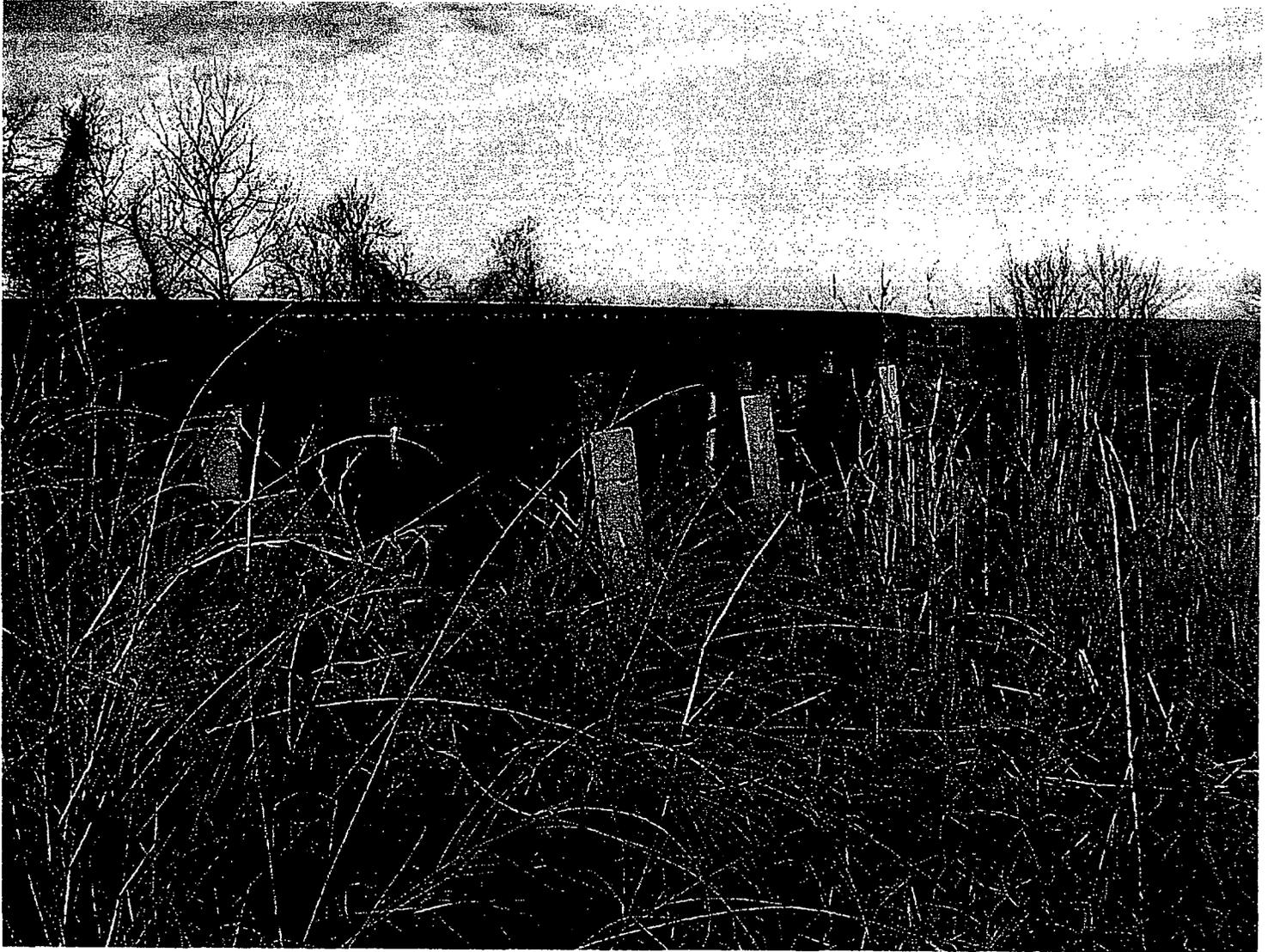
|       |                |         |      |
|-------|----------------|---------|------|
| 43.98 | 4 Span TPTOD - | 54 Ft.  | 1946 |
| 44.44 | 10 Span TOTPD  | 136 Ft. | 1955 |
| 44.99 | 4 Span TPTOD   | 54 Ft.  | 1955 |
| 46.04 | 4 Span TPTOD   | 54 Ft.  | 1955 |
| 47.13 | 5 Span TPTOD   | 66 Ft.  | 1950 |
| 49.08 | 5 Span TPTOD   | 68 Ft.  | 1950 |
| 50.11 | 4 Span TPTOD   | 54 Ft.  | 1929 |
| 50.56 | 1 Span TPTOD   | 13 Ft.  | 1930 |
| 51.13 | 6 Span TPTOD   | 81 Ft.  | 1929 |
| 52.20 | 5 Span TPTOD   | 67 Ft.  | 1929 |
| 53.62 | 7 Span TPTOD   | 93 Ft.  | 1929 |
| 54.78 | 8 Span TPTOD   | 94 Ft.  | 1937 |
| 55.55 | 6 Span TPTOD   | 82 Ft.  | 1946 |
| 56.15 | 10 Span TPTOD  | 128 Ft. | 1937 |

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



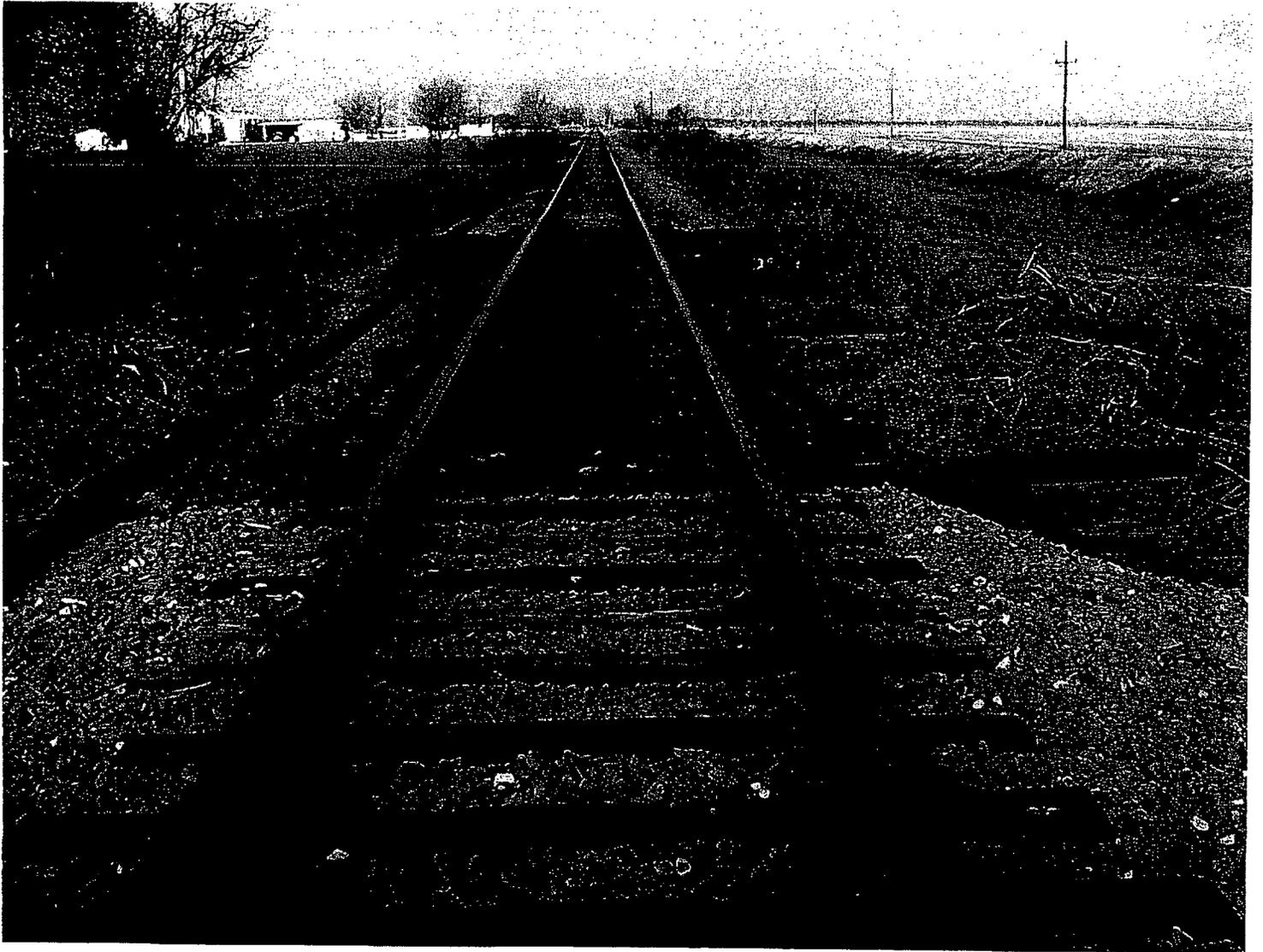
MP 38.13



MP 38.13



MP 38.59



MP 38.59



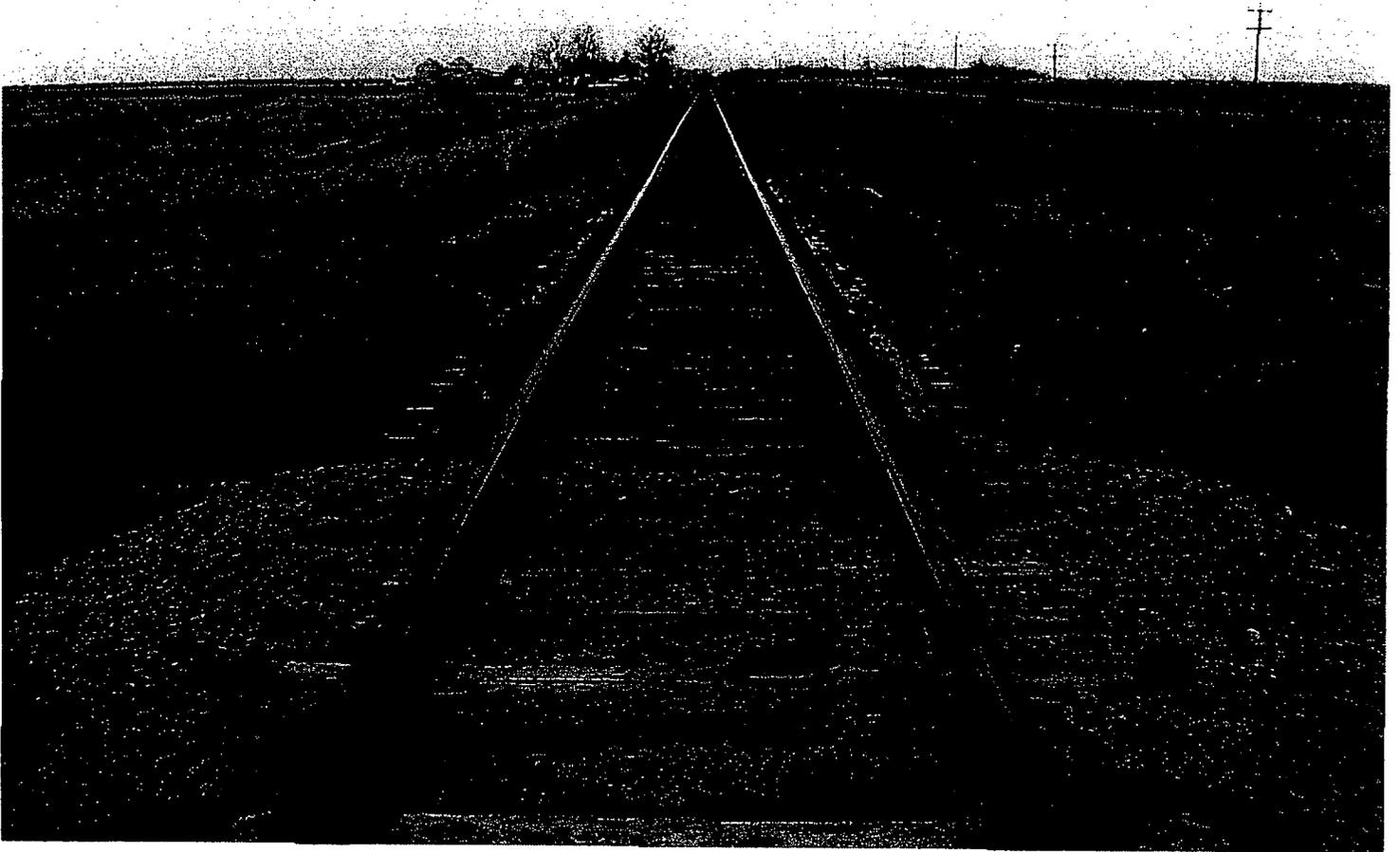
MP 39.6Z



MP 39.62



MP 40.65



MP 40.65



MP 41.73



MP 41.73



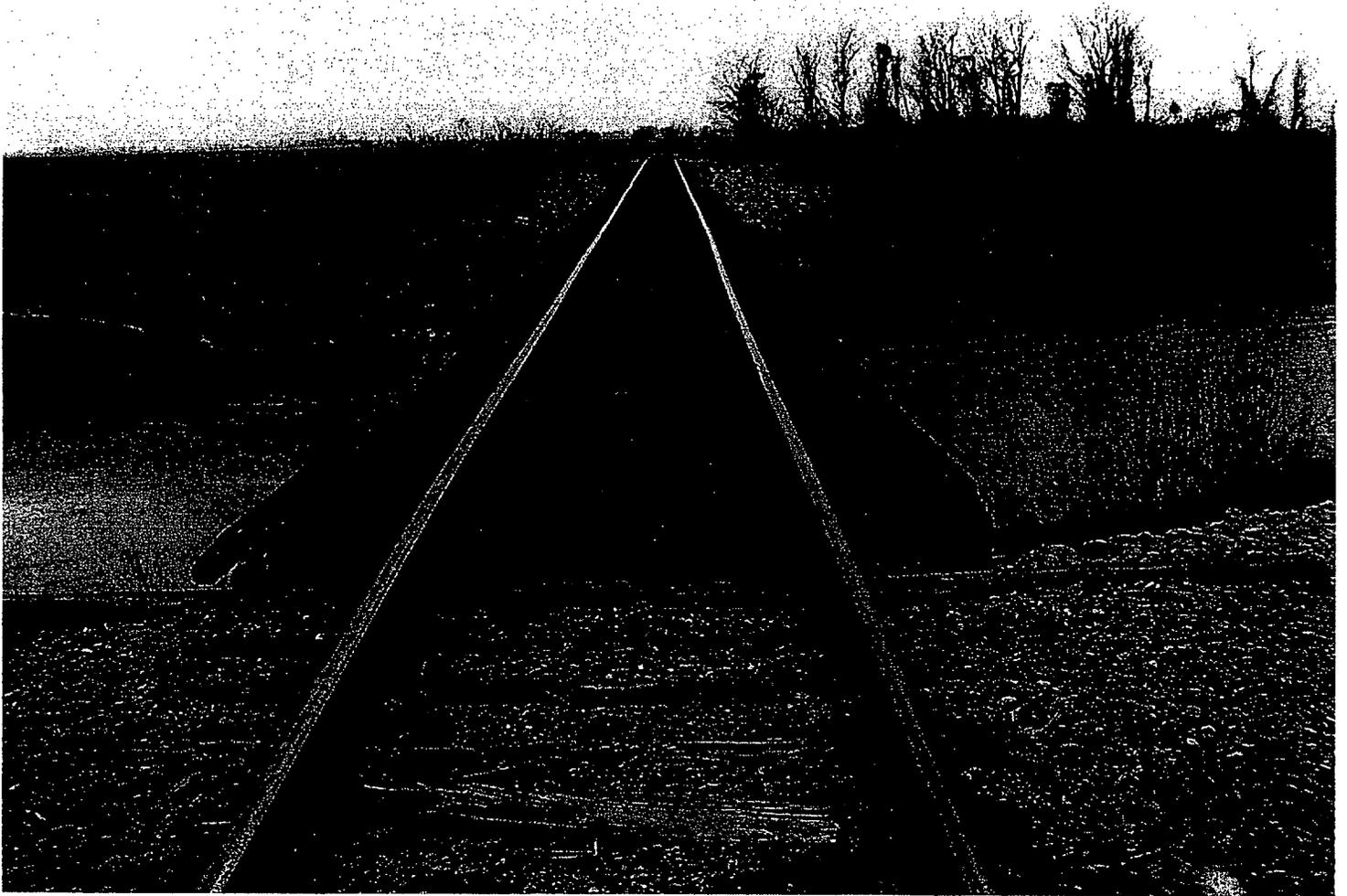
MP 42.86



MP 42.86



MP 43.43



MP 43.43



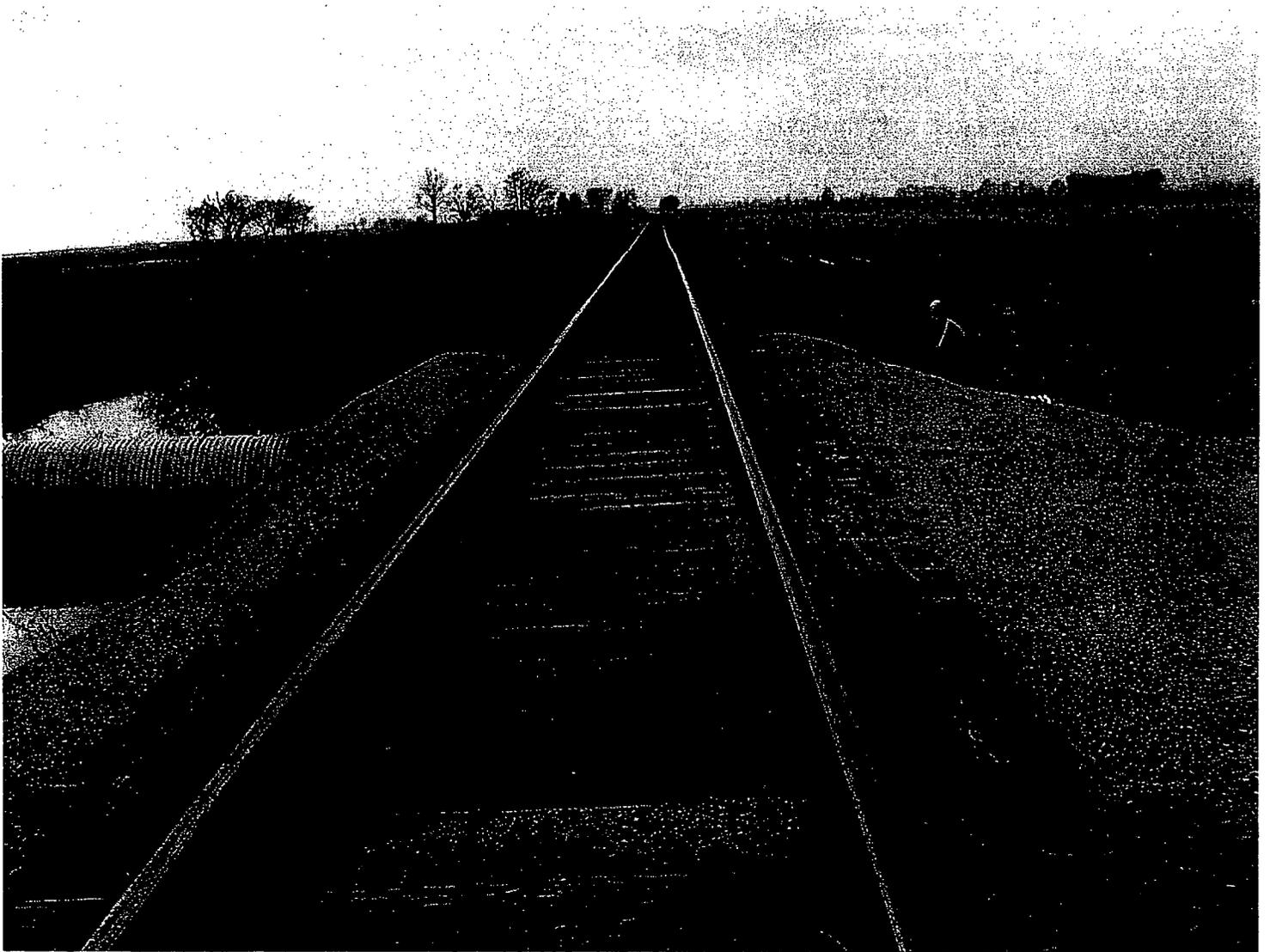
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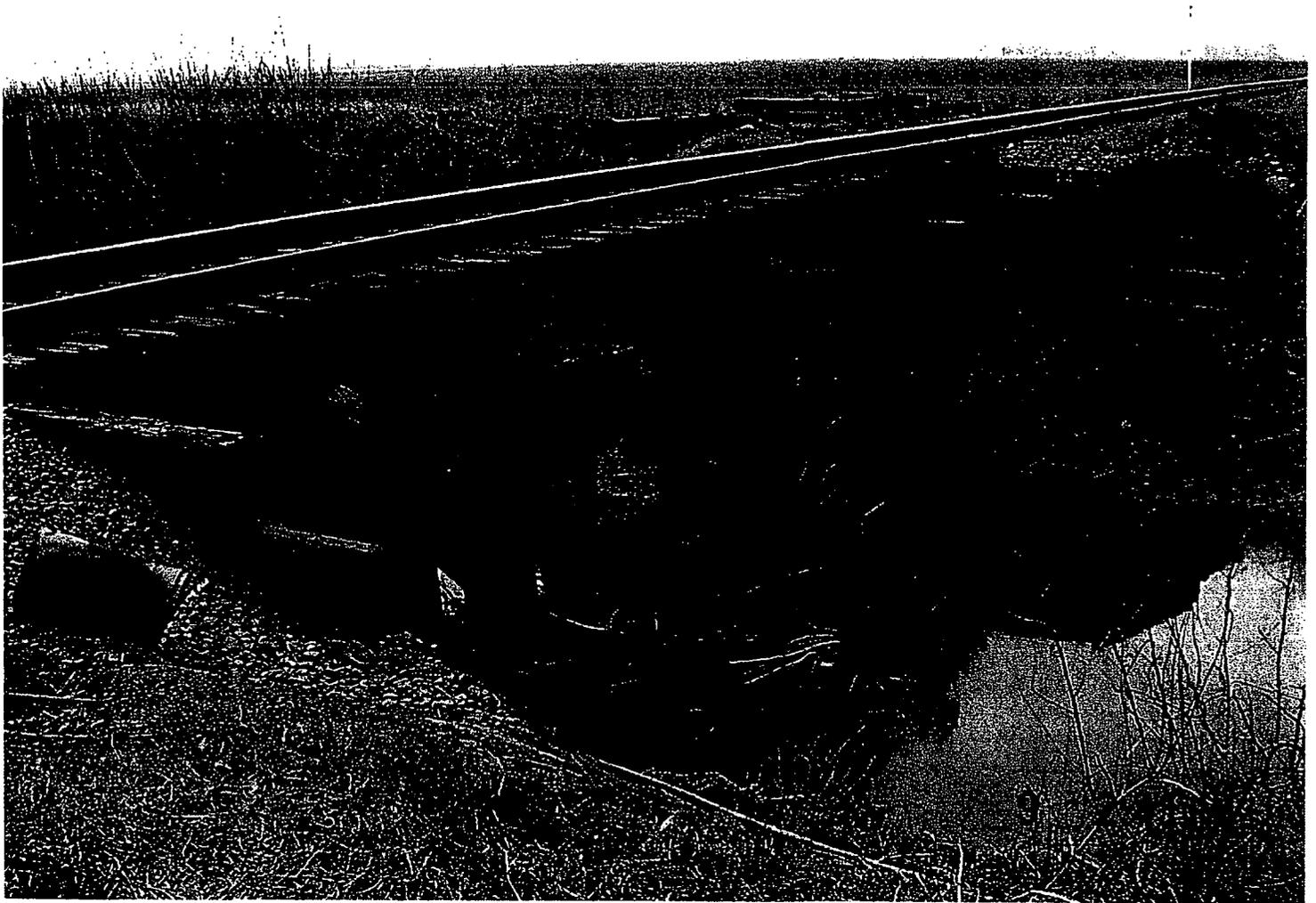
MP 43.98



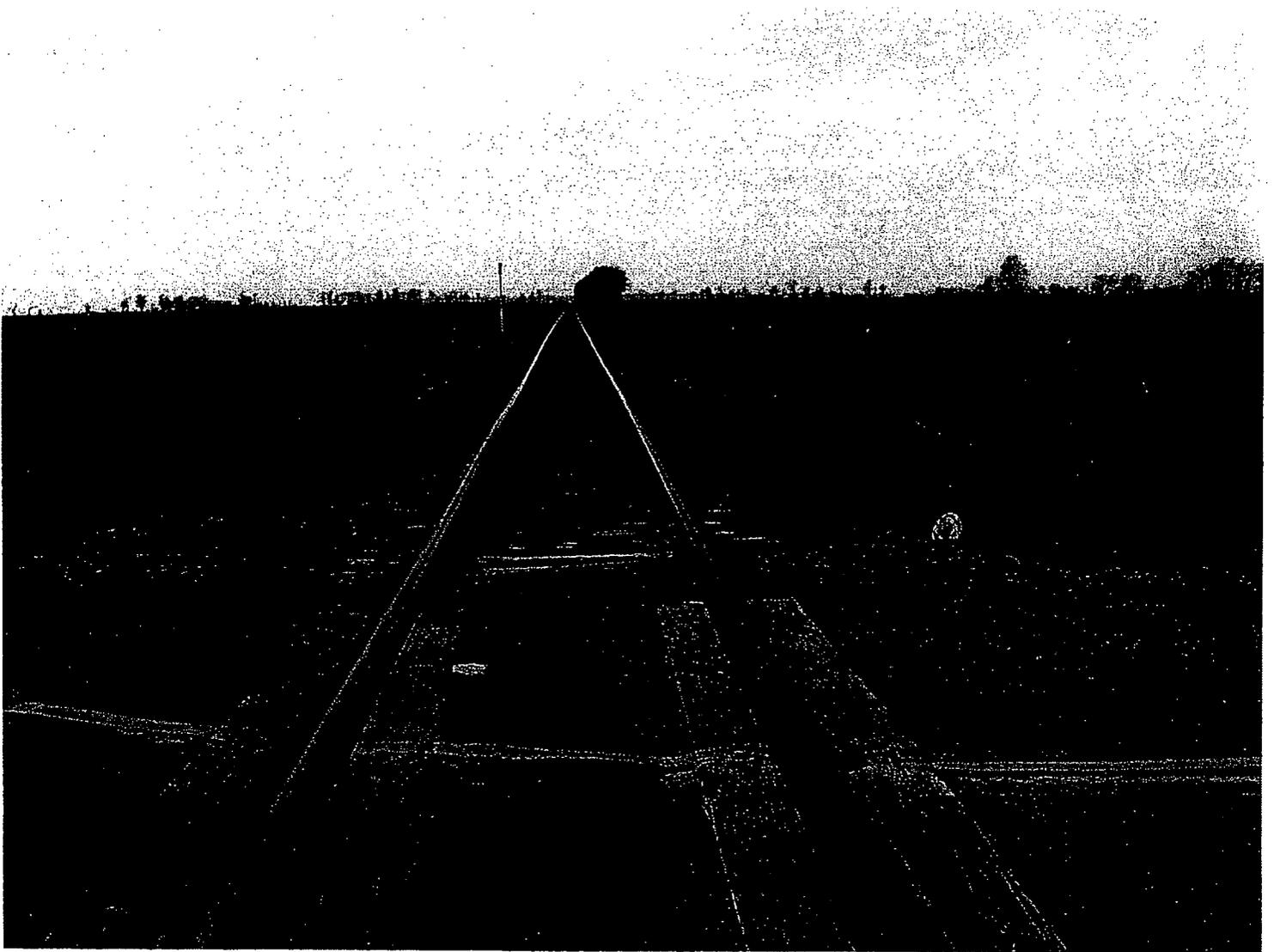
MP 44.4A



MP 44.44



MP 44.99



MP44.99



HP 46.04



MP 46.04



MP 47.13



MP 47.13



MP 49.08



MP 49.08



9 1:27 PM

MP 50.11



MP 50.11



MP 50.56



MP 50.56



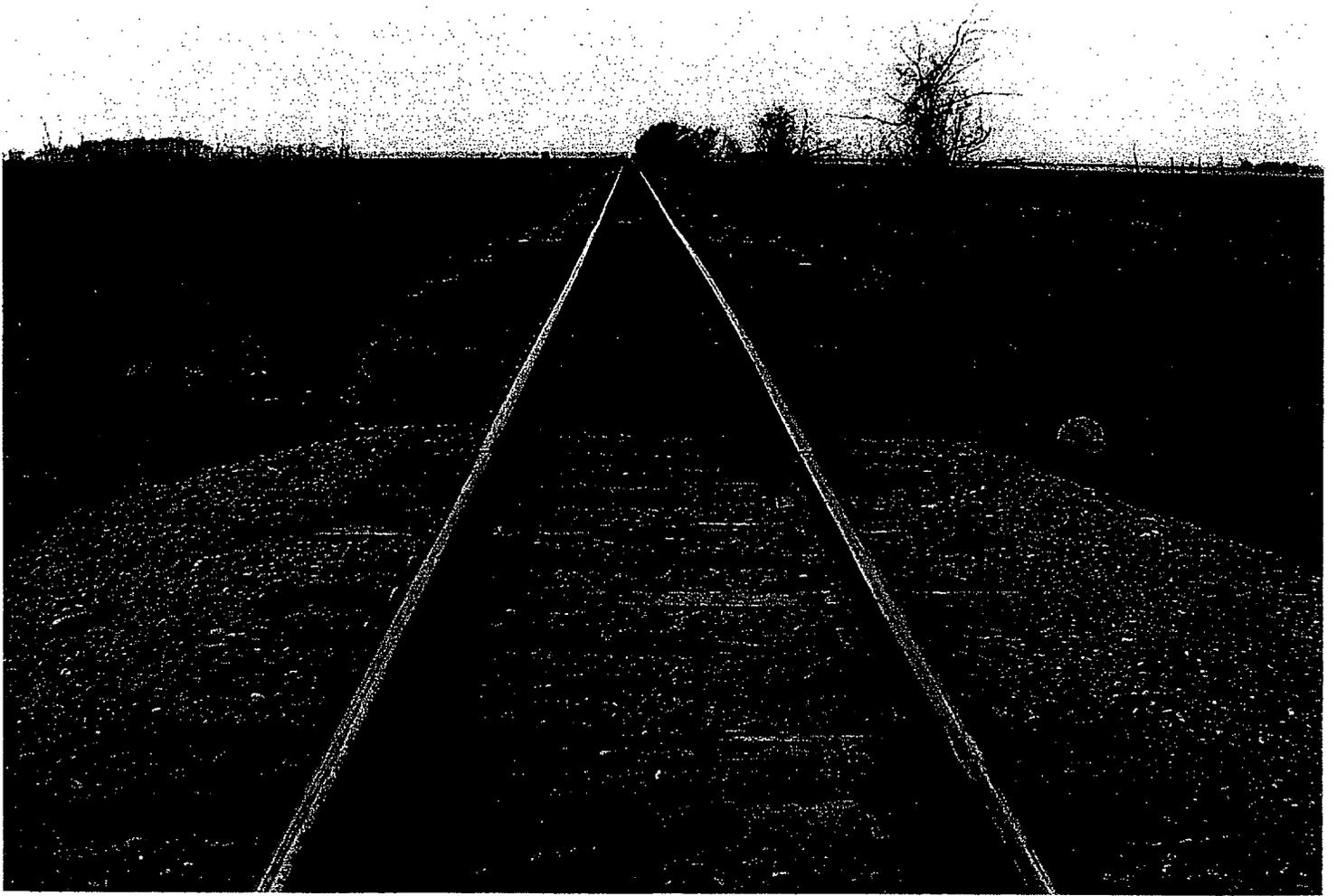
MP 51.13



MP 51.13



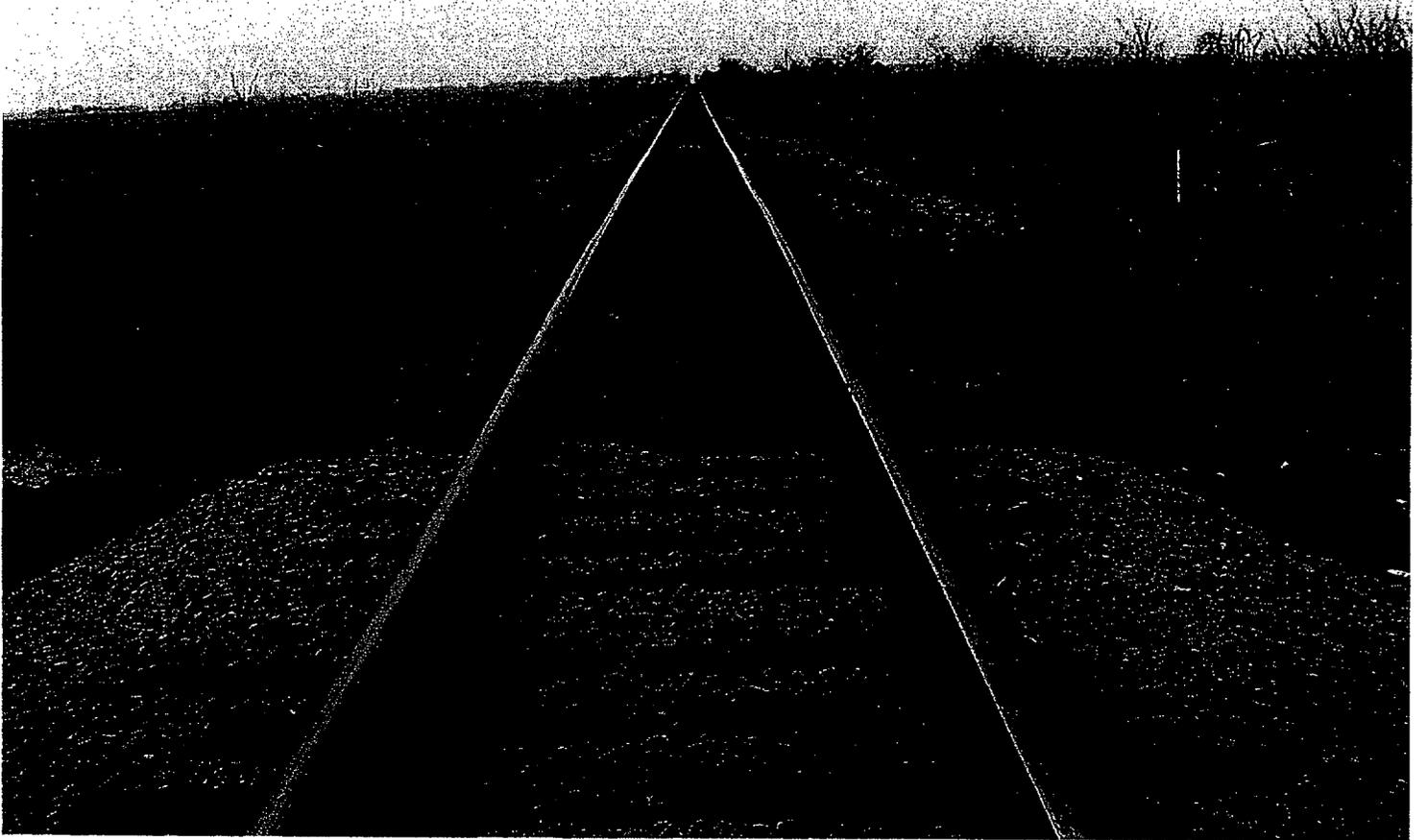
MP 52.20



MP 52.20



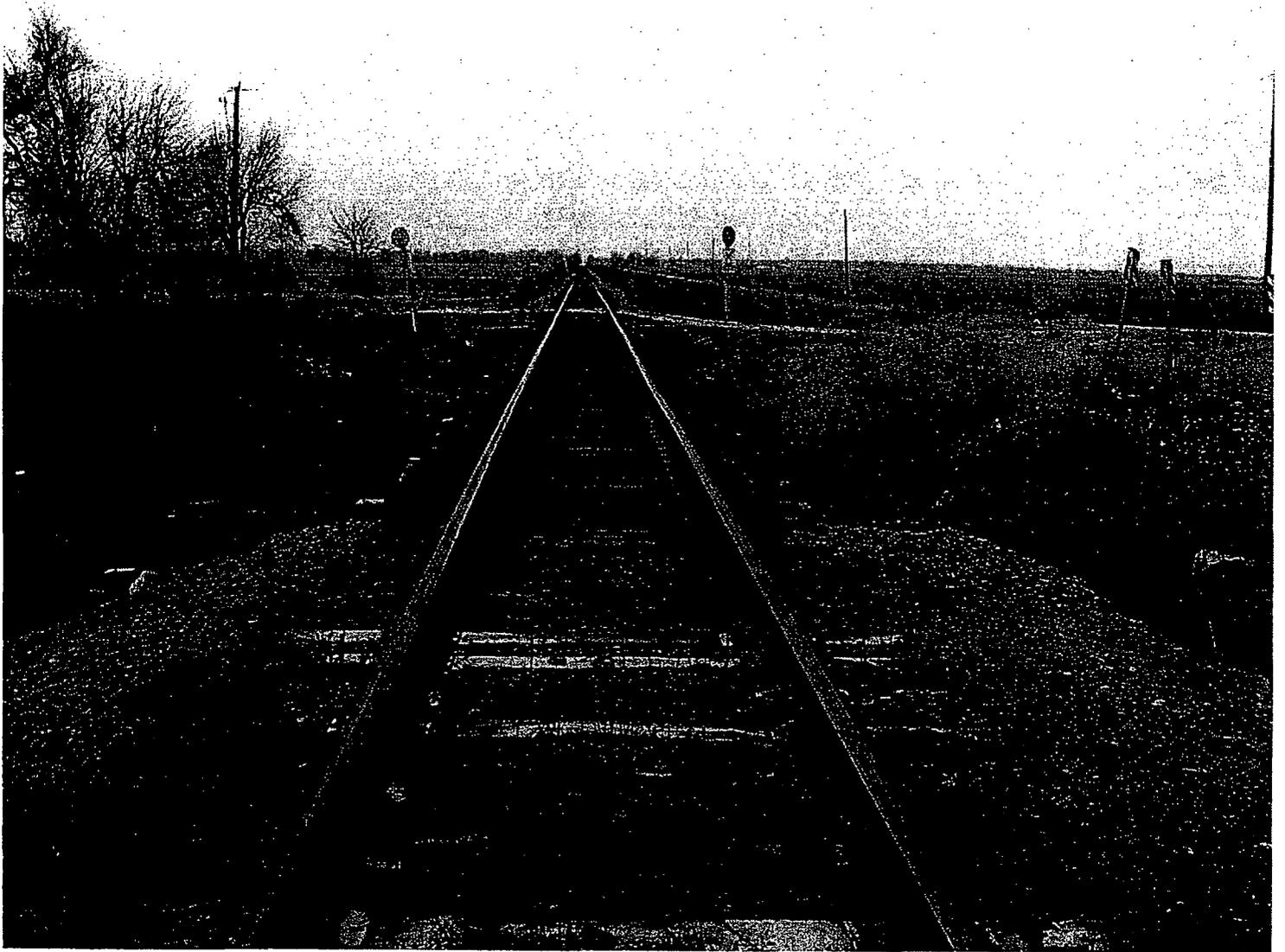
MP 53.62



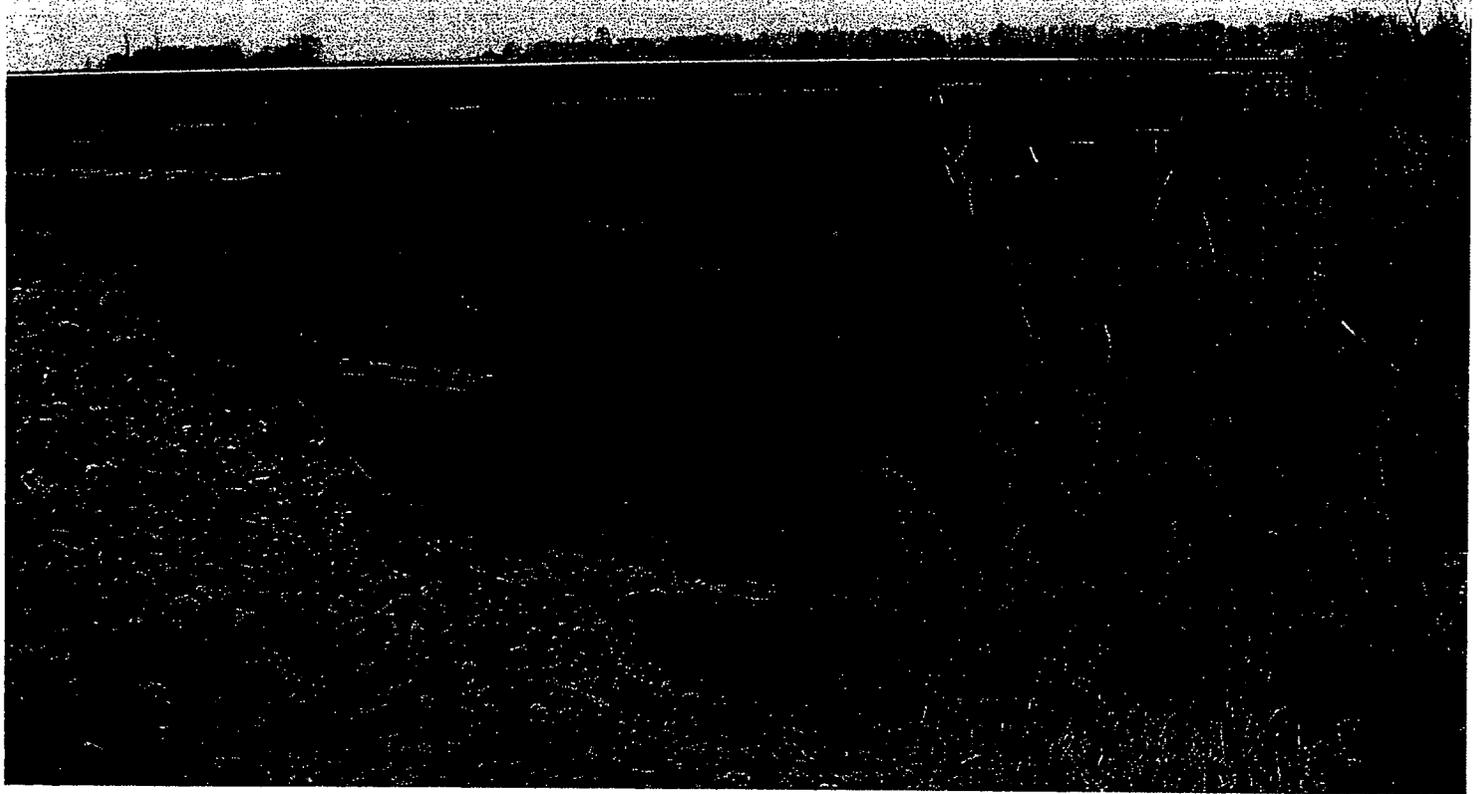
MP 53.62



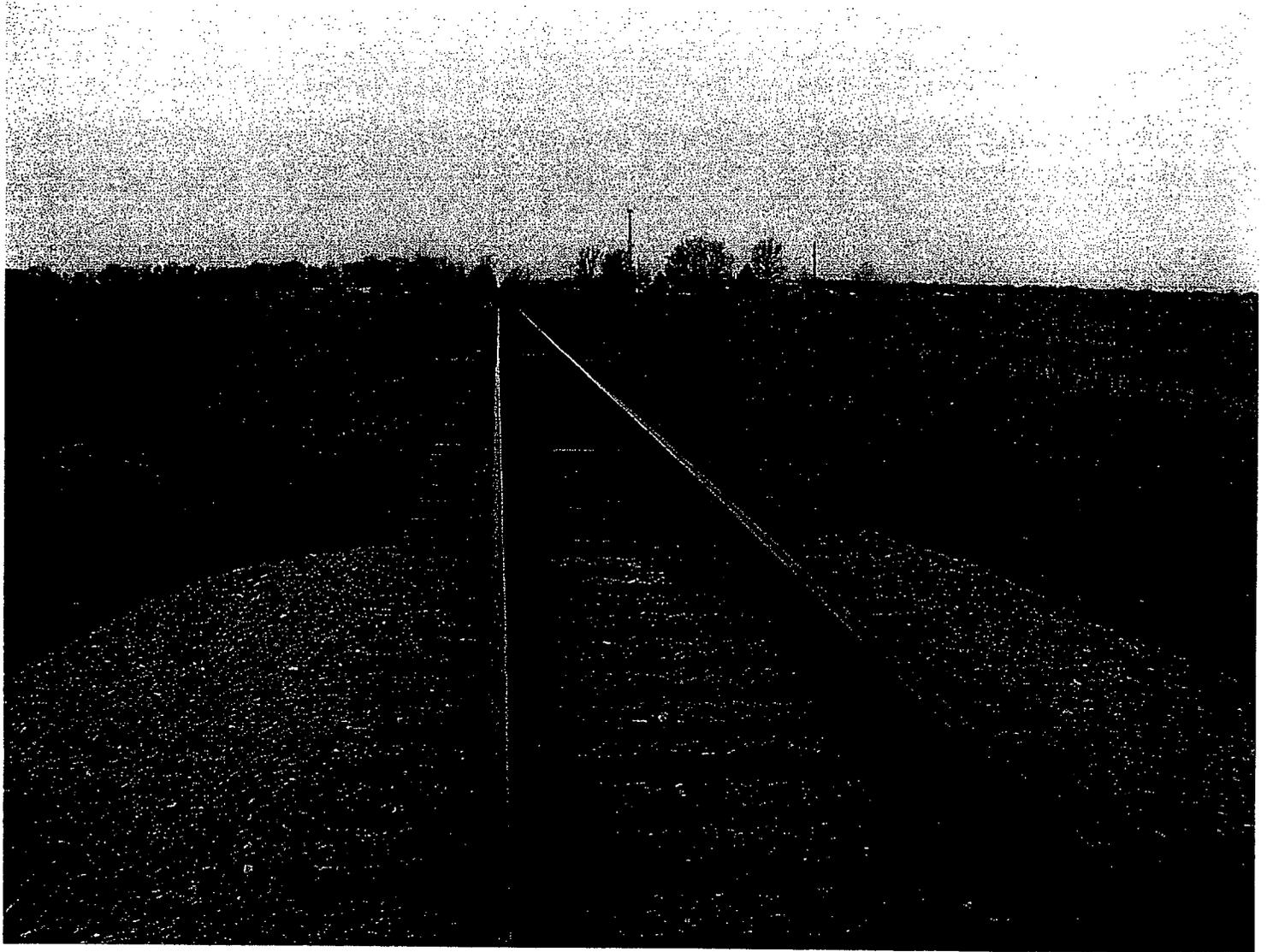
MP 54.78



MP 54.78



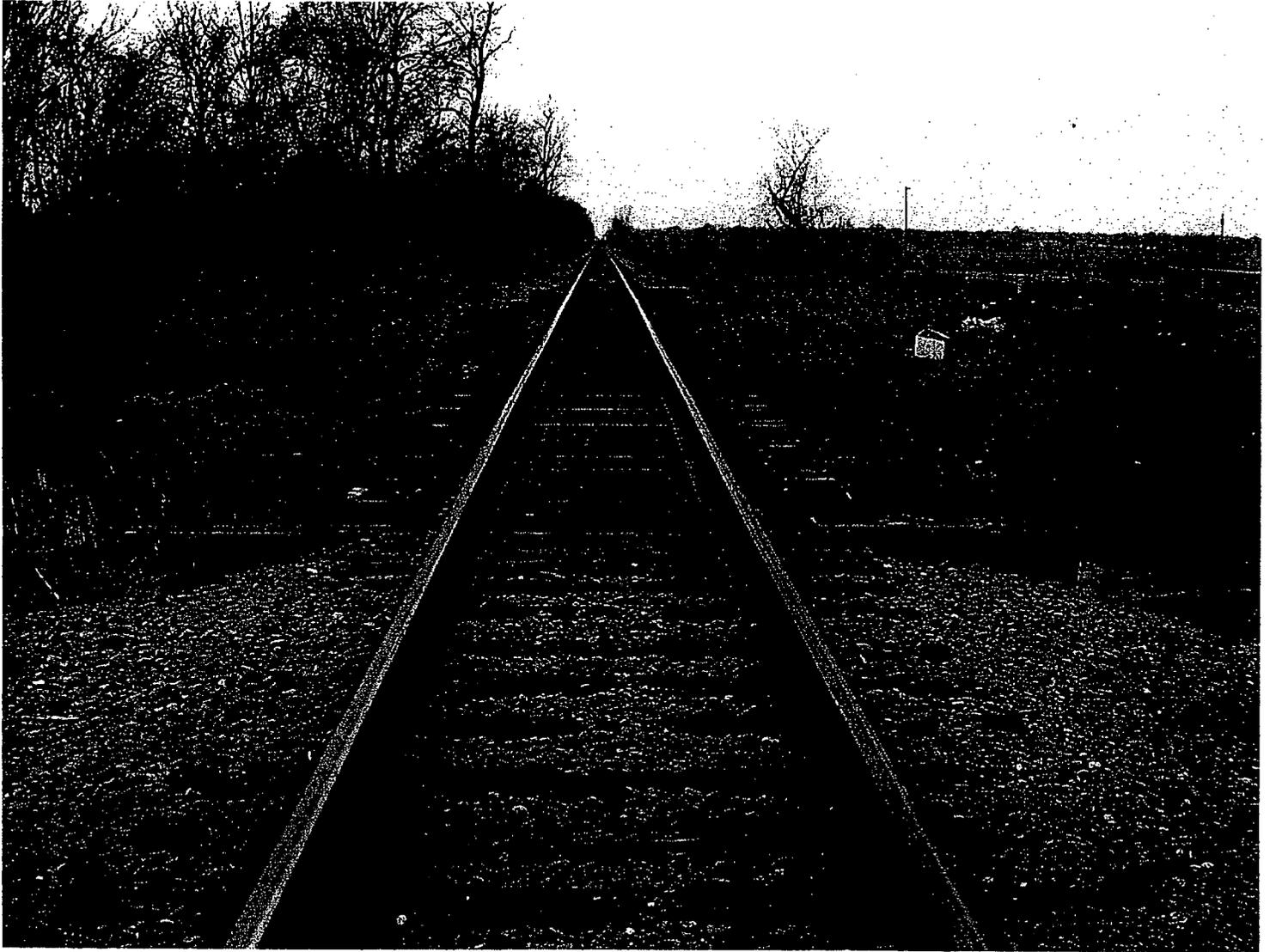
MP 55.55



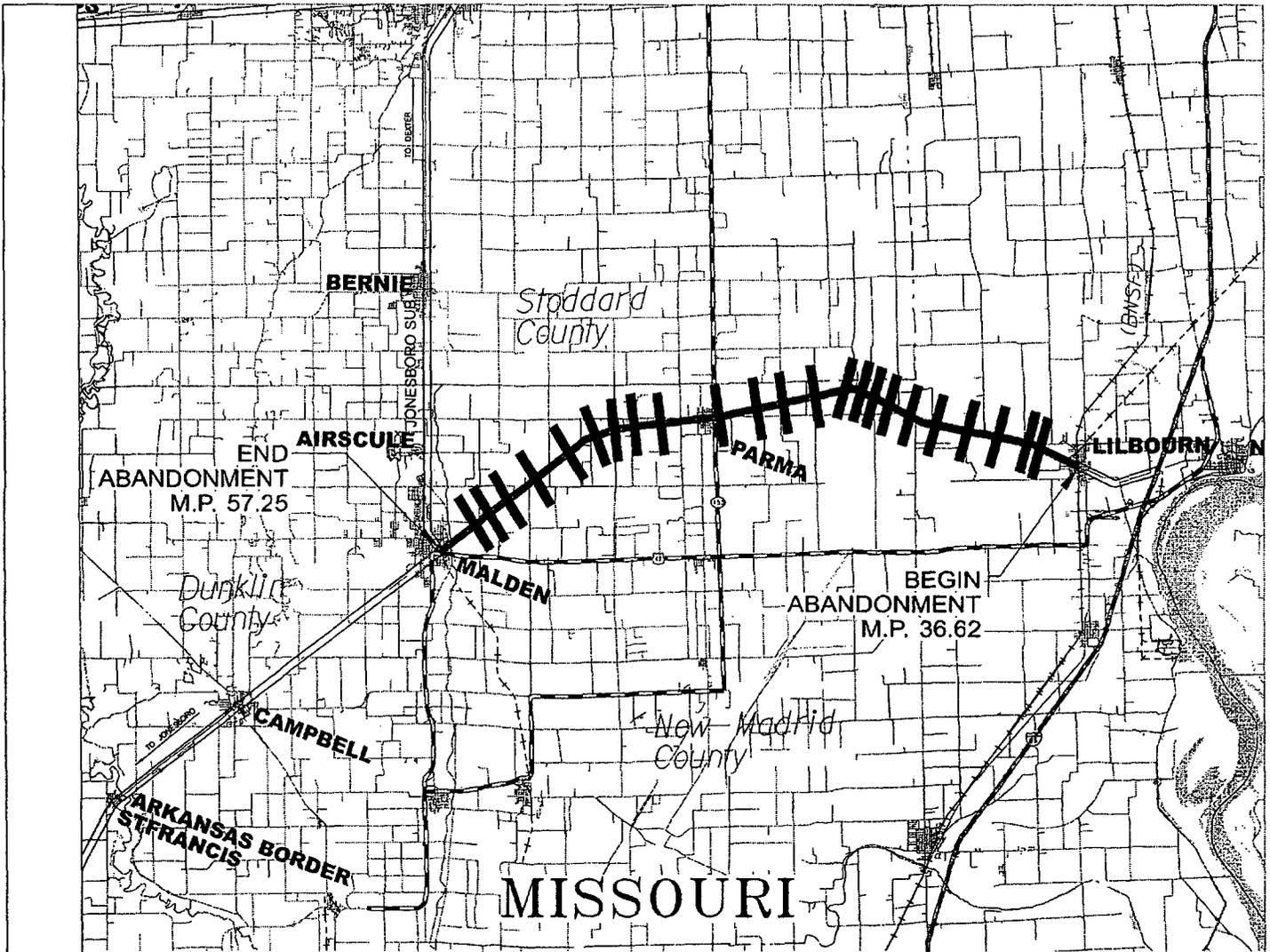
MP 55.55



MP 56.15



MP 56.15



| STATION  | MILE POST |
|----------|-----------|
| LILBOURN | 36.70     |
| PARMA    | 48.50     |

| BRIDGE NO. | BRIDGE TYPE  | TOTAL LENGTH | DATE | BRIDGE NO. | BRIDGE TYPE                                   | TOTAL LENGTH | DATE |
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|            | 1 STEEL BEAM (BM) - 20'                            |              | 1970 |            |   |              |      |

**LEGEND**

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- OTHER UPRR LINES
- OTHER RAILROADS
- RAILROADS (abandoned)
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**NEW MADRID SUBDIVISION**  
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 20.64 MILES IN NEW MADRID COUNTY  
**UNION PACIFIC RAILROAD CO.**  
**NEW MADRID SUBDIVISION**  
**MISSOURI**  
 INCLUDING 50+ YEAR OLD STRUCTURES



FILE: Q:\abandonments\ab0240x\_malden\_v8.dgn

DATE: 31-Jan-06 08:37

## CULTURAL RESOURCE ASSESSMENT Section 106 Review

CONTACT PERSON/ADDRESS

C:

Mr. Charles Saylor  
Union Pacific Railroad  
1400 Douglas St., Stop 1580  
Omaha, Nebraska 68179-1580

PROJECT:

Proposed abandonment of Union Pacific line from mile post 36.62 (Libourn) – 57.52 (Malden)

FEDERAL AGENCY

STB

COUNTY:

NEW MADRID

DUNKLIN

The State Historic Preservation Office has reviewed the information submitted on the above referenced project. Based on this review, we have made the following determination:

After review of initial submission, the project area has a low potential for the occurrence of cultural resources. A cultural resource survey, therefore, is not warranted.

Adequate documentation has been provided (36 CFR Section 800.11). There will be "no historic properties affected" by the current project.

An adequate cultural resource survey of the project area has been previously conducted. It has been determined that for the proposed undertaking there will be "no historic properties affected".

For the above checked reason, the State Historic Preservation Office has no objection to the initiation of project activities. PLEASE BE ADVISED THAT, IF THE CURRENT PROJECT AREA OR SCOPE OF WORK ARE CHANGED, A BORROW AREA IS INCLUDED IN THE PROJECT, OR CULTURAL MATERIALS ARE ENCOUNTERED DURING CONSTRUCTION, APPROPRIATE INFORMATION MUST BE PROVIDED TO THIS OFFICE FOR FURTHER REVIEW AND COMMENT. Please retain this documentation as evidence of compliance with Section 106 of the National Historic Preservation Act, as amended.

By:

*Mark A. Miles*  
Mark A. Miles, Director

February 23, 2006

Date

MISSOURI DEPARTMENT OF NATURAL RESOURCES  
STATE HISTORIC PRESERVATION OFFICE  
P.O. Box 176, Jefferson City, Missouri 65102

For additional information, please contact Brant Vollman, (573) 526-1680. Please be sure to refer to the project number: 010DU06