



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

November 6, 2009



225983

VIA U.P.S. OVERNIGHT

The Honorable Anne K. Quinlan
Acting Secretary
Surface Transportation Board
395 E Street, S.W.
Washington, DC 20423-0001

Re: Abandonment of the Fort Dodge Subdivision from M.P. 48.12 near Belmond to M.P. 75.95 near Forest City, a distance of 27.83 miles in Hancock, Winnebago and Wright Counties, Iowa; STB Docket No. AB-33 (Sub-No. 276)

Dear Secretary Quinlan:

Attached for filing in the above-referenced docket is the 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 an Application for Abandonment in this matter on or after November 30, 2009.

Sincerely,

ENTERED
Office of Proceedings

NOV 09 2009

Attachment **Part of
Public Record**

cc: All Concerned Parties

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**BEFORE THE
SURFACE TRANSPORTATION BOARD**

Docket No. AB-33 (Sub-No. 276)

**UNION PACIFIC RAILROAD COMPANY
-- ABANDONMENT --
IN HANCOCK, WINNEBAGO, AND WRIGHT COUNTIES, IA
(FORT DODGE SUBDIVISION)**



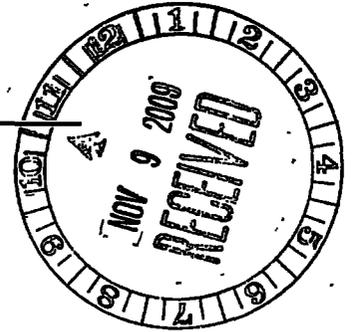
Combined Environmental and Historic Report

UNION PACIFIC RAILROAD COMPANY

**Mack H. Shumate, Jr.
Senior General Attorney
101 North Wacker Drive, #1920
Chicago, Illinois 60606
(312) 777-2055 (Tel.)
(312) 777-2065 (FAX)**

**Dated: November 6, 2009
Filed: November 9, 2009**

BEFORE THE
SURFACE TRANSPORTATION BOARD



Docket No. AB-33 (Sub-No. 276)

UNION PACIFIC RAILROAD COMPANY
-- ABANDONMENT --
IN HANCOCK, WINNEBAGO, AND WRIGHT COUNTIES, IA
(FORT DODGE SUBDIVISION)

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 authorization to abandon its Fort Dodge Subdivision, from Milepost 48.12 near Belmond to Milepost 75.95 near Forest City, a distance of 27.83 miles in Hancock, Winnebago, and Wright Counties, Iowa (the "Line"). The Line traverses U.S. Postal Service Zip Codes 50421, 50439, 50449, 50438, and 50436. UP anticipates that it will file an Application for Abandonment and Discontinuance of Service on the Line on or after November 30, 2009.

A map of the Line (**Attachment No. 1**) and UP's letter to federal, state and local government agencies (the "UP Letter") (**Attachment No. 2**) are attached hereto and hereby made a part hereof. Responses received thus far to the UP Letter are attached and are referenced and incorporated herein in appropriate sections of this Combined Environmental and Historic Report.

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 on the Fort Dodge Subdivision. The Line proposed for abandonment extends from Milepost 48.12 near Belmond to Milepost 75.95 near Forest City, in Hancock, Winnebago, and Wright Counties, Iowa, a total distance of 27.83 miles. A map of the Line is attached as **Attachment No. 1**.

The Line was constructed by the Rock Island Lines in 1884. From Belmond to approximately Milepost 69, the Line is currently constructed of 80 and 85 pound jointed rail laid mostly in 1937 and 1938. The segment from approximately Milepost 69 to the end of the Line is constructed with a combination of 80, 90, and 100 pound second hand welded rail installed primarily in 1987.

The property proposed for abandonment is not suitable for roads, highways or other forms of mass transportation. It may, however, be suitable for trail purposes, conservation, energy production or transmission. The Line does contain property acquired through condemnation.

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

SHIPPERS: Recent shipping histories on the Line are as follows:

**Maxyield Coop
390 East 5th Street
Garner, IA 50438**

All traffic is fertilizer, STCC's 281 and 287.

2007 - 23 cars, 2294 tons

2008 - 20 cars, 1985 tons

January through June 2009 - 0 cars

Base Year, July 2008 through June 2009 - 8 cars, 799 tons

Forecast Year, November 2009 through October 2010 - 8 cars, 799 tons

**Winnebago Industries
605 West Crystal Lake Road
Forest City, IA 50436**

2007 -

Plywood, STCC 24321, 41 cars, 3149 tons

2008 -

Motor Vehicles, STCC 37112, 61 cars, 369 tons

Plywood, STCC 24321, 19 cars, 1506 tons

January through June 2009 -

Motor Vehicles, STCC 37112, 11 cars, 154 tons

Base Year, July 2008 through June 2009 -

Motor Vehicles, STCC 37112, 29 cars, 262 tons

Plywood, STCC 24321, 4 cars, 302 tons

Forecast Year, November 2009 through October 2010-

Motor Vehicles, STCC 37112, 29 cars, 262 tons

Plywood, STCC 24321, 4 cars, 302 tons

**Farmers Cooperative Association
406 East K Street
Forest City, IA 50436**

All traffic is fertilizer, STCC's 281 and 287

2007 - 13 cars, 1306 tons

2008 - 34 cars, 3321 tons

January through June 2009 - 16 cars, 1604 tons

Base Year, July 2008 through June 2009 -50 cars, 4925 tons

Forecast Year, November 2009 through October 2010 - 50 cars, 4925 tons

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Reasons for Abandonment: Traffic on the Line has declined significantly in recent years. Revenue from current or base year and Forecast Year traffic is insufficient to cover day to day operating expenses of the Line. There is no imminent location of new rail oriented industry that would justify the Line's continued operation.

(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: After abandonment, the closest rail service would be provided by the Canadian Pacific Railway, which crosses the subject line at Garner and is also approximately 13 highway miles south of Forest City. The closest UP rail service to Forest City would be available at Manly, approximately 22 highway miles east. The closest UP rail service to Garner would be Mason City, approximately 21 highway miles east, or Belmond, approximately 18 highway miles south.

The area of the proposed abandonment has good access to major highways. Both Garner and Forest City lie on U.S Route 69. Garner also lies on U.S. Route 18, and Interstate 35 can be accessed via that route 12 miles to the east. Forest City lies 15 miles west of Interstate 35 utilizing Iowa Route 9.

Given both the Base Year and Forecast Year volume of 91 cars and assuming a truck to rail car ratio of four to one and a 100% empty return, the proposed action would result in 728 additional trucks on area highways in the course of the year, or approximately three (3) per business day. The area network of U.S. routes and Interstate 35 would undoubtedly be able to handle this minimal additional activity.

(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 Hancock, Winnebago, and Wright 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 impact on prime farmland and therefore had no comment. The NRCS response is attached as **Attachment No. 3**.

(iii) Not Applicable.

(iv) The property proposed for abandonment is not suitable for roads, highways or other forms of mass transportation. It may, however, be suitable for trail purposes, conservation, energy production or transmission. The Line does contain property acquired through condemnation. The Real Estate Department of UP does not have any specific plans for the disposition of the corridor; however, the Iowa Natural Heritage Foundation has expressed interest in acquiring the right-of-way for trail purposes.

(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 may be a modest net increase in energy consumption due to increased truck traffic of approximately three (3) per business day in lieu of trains carrying several cars per trip. The level of diversion is well below the thresholds requiring quantification of the net change.

(iv)(A) No. For the Forecast Year potential of 91 railcars will be diverted from rail to motor carriage.

(iv)(B) No. The Line is 27.83 miles in length with 83 of the expected 91 railcars annually going to the end of the Line at Forest City, Iowa. This 83 car spread over the 27.83 miles results in only three and one-third (3-1/3) railcars per mile annually. The other eight (8) railcars only run to Garner, Iowa, or on approximately 15 miles of the

Line. These eight (8) railcars spread over the 15 miles results in only two (2) railcars per mile annually.

(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: (i)(A-C) The low total traffic level on the Line, 91 railcars in the Base Year and Forecast Year on 27.83 miles, does not surpass the thresholds for rail traffic increases, rail yard activity, motor carrier activity, and rail to motor diversion referenced in items 5(i)(A-C). Therefore, there is no significant adverse impact on these action items as a result of the proposed abandonment.

(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: (ii)A-C. The low total traffic level on the Line, 91 railcars in the Base Year and Forecast Year on 27.83 miles, does not surpass the thresholds for rail traffic increases, rail yard activity, motor carrier activity, and rail to motor diversion referenced in items 5(i)(A-C). Therefore, there is no significant adverse impact on these action items as a result of the proposed abandonment.

(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) There may be a neutral impact on safety resulting from the proposed action. The removal of grade crossing surfaces and the elimination of short vehicle wait times experienced when the few, short trains run on the Line may be counterbalanced by the small increase of three (3) additional trucks per work day in the vicinity of the Line.

(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 the subject right-of-way. By letter dated November 5, 2008, Region 7 of the United States Environmental Protection Agency ("EPA") indicates that EPA leaves to the Board to determine if consultation with the EPA is necessary regarding the proposed abandonment and that their Geographic Information System shows several EPA regulated facilities to be within or near the rail line's alignment that should be considered in the abandonment proposal. In reviewing the attached maps, only one (1) superfund site well over one-half mile from the Line is noted. The other sites are either not on the UP's right-of-way or are AFS minor by third

parties other than UP. UP's salvage contractor will consult with the EPA during the salvage process if abandonment is authorized. See **Attachment No. 5**.

(8) Biological resources.

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

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

Response: (i) The U.S. Fish and Wildlife Service has been contacted. To date, UP has received no response.

(ii) The National Park Service has been contacted and upon review determined they had no concerns regarding the proposed abandonment. The National Park Service response is attached as **Attachment No. 4**.

(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 response from Region VII of the U. S. Environmental Protection Agency, see **Attachment No. 5**, seek no permits under the Clean Water Act.

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

(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 is adjacent to agriculture land and runs through four farming communities. The right-of-way width is 100 feet.

(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 Iowa 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. 6**. 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 UP's response to question (1) in the preceding Environmental Report and **Attachment No. 1** for structure construction dates.

(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 preceding 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

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(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 6th day of November, 2009.

Respectfully submitted,



UNION PACIFIC RAILROAD COMPANY

Mack H. Shumate, Jr.

Senior General Attorney

101 North Wacker Drive, #1920

Chicago, Illinois 60606

(312) 777-2055 (Tel.)

(312) 777-2065 (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. 276), the Fort Dodge Subdivision in Hancock, Winnebago, and Wright Counties, Iowa was served by First Class U.S. Mail, postage prepaid, on the 6th day of November, 2009, on the following parties:

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

Farmers Cooperative
406 East K Street
Forest City, IA 50436

U.S. Fish and Wildlife:

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

State Environmental Protection Agency:

Department of Natural Resources
Henry A. Wallace State Office Building
502 E. 9th Street
Des Moines, IA 50319-0034

U.S. Army Corps of Engineers:

U.S. Army Engineer District, Rock Island
Clock Tower Building
Rodman Avenue
Rock Island, Illinois 61299

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

Not applicable.

US Army Corps of Engineers

St. Paul District
Sibley Square at Mears Park
190 5th Street East, Suite 401
St. Paul, MN 55101-1638

Head of each County:

Hancock County Board of Supervisors
855 State Street
County Courthouse
Garner, IA 50438-1637

National Park Service:

Nick Chevance, Environmental Coordinator
Planning and Compliance Office
National Park Service - Midwest Region
601 Riverfront Drive
Omaha, NE 68102

Winnebago County Board of Supervisors

126 South Clark Street
County Courthouse
Forest City, IA 50436-1706

U.S. Natural Resources Conservation Service:

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

Wright County Board of Supervisors

115 North Main Street
County Courthouse
Clarion, IA 50525-1459

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

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

National Geodetic Survey:

National Geodetic Survey
Geodetic Services Division
Information Services
NOAA N/NGS 12
1315 E-W Highway
Silver Spring, MD 20910-3282

Shippers:

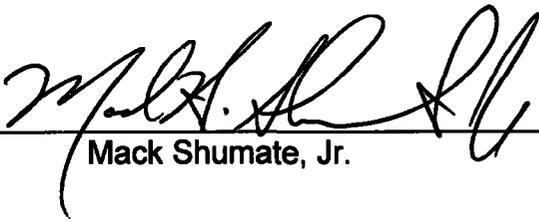
Maxyfield Coop
390 East 5th Street
Garner, IA 50438

State Historic Preservation Office:

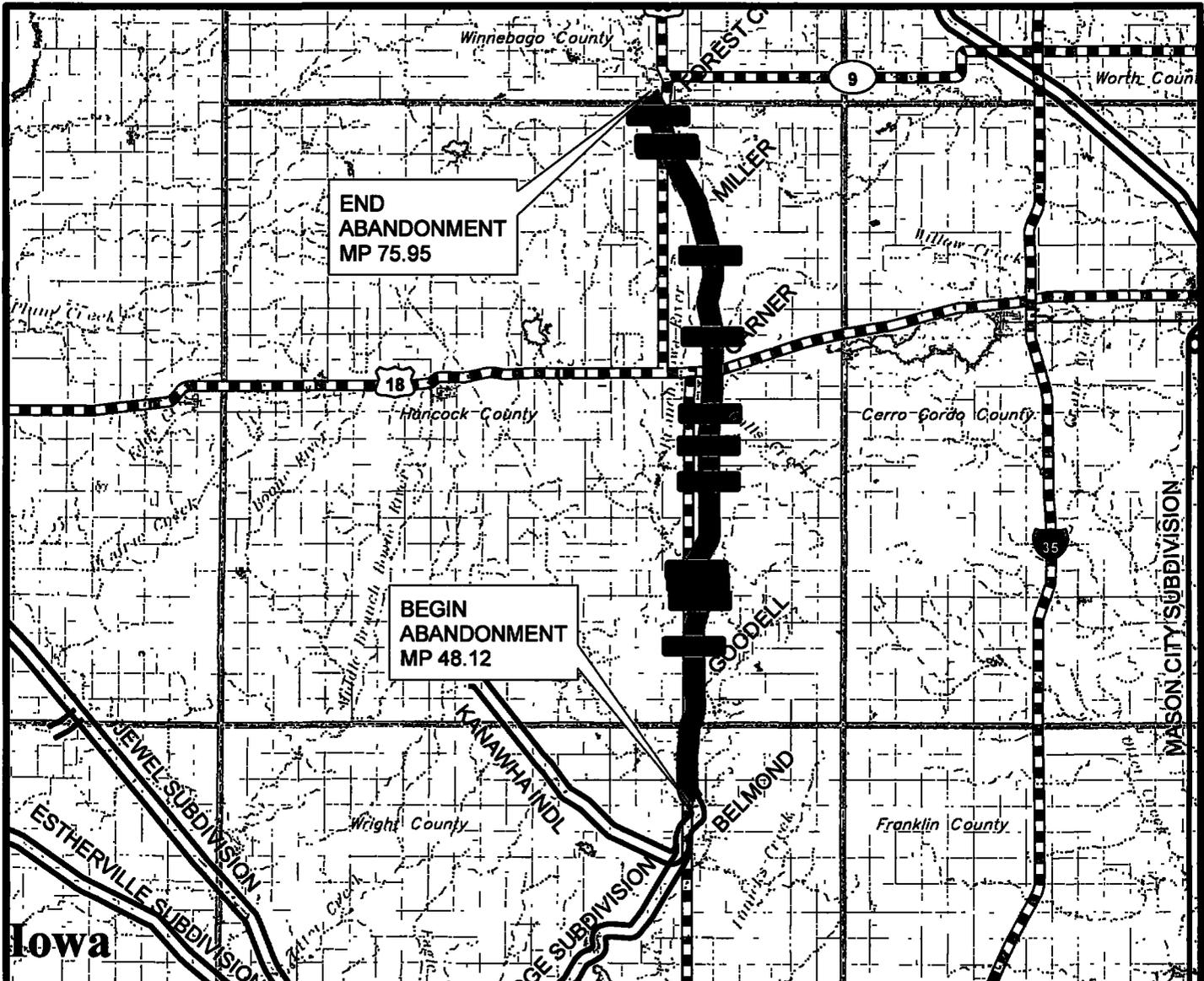
State Historical Society of Iowa
Attn: R&C Coordinator
600 East Locust Street
Des Moines, IA 50319-0290

Winnebago Industries
605 West Crystal Lake Road
Forest City, IA 50436

Dated this 6th day of November, 2009.



Mack Shumate, Jr.



BRIDGE NO	BRIDGE TYPE	TOTAL LENGTH	DATE	BRIDGE NO	BRIDGE TYPE	TOTAL LENGTH	DATE
54 2	1- SPAN I-BEAM	22	1896	63 29	4 - SPAN THROUGH PLATE TRESTLE BALLAST DECK	58	1957
55 99	1- SPAN DECK PLATE GIRDER	50	1901	66 27	3 - SPAN THROUGH PLATE TRESTLE BALLAST DECK	42	1923
56 69	1- SPAN DECK PLATE GIRDER	40	1901	69.5	1- SPAN I-BEAM 2 - SPAN THROUGH PLATE TRESTLE BALLAST DECK	50	1900 1942
57 14	7- SPAN DECK PLATE GIRDER	35	1901	73 9	4 - SPAN THROUGH PLATE TRESTLE BALLAST DECK	58	1953
60 67	3 - SPAN THROUGH PLATE TRESTLE BALLAST DECK	42	1937	74 11	3 - SPAN THROUGH PLATE TRESTLE BALLAST DECK	42	1953
62 04	1- SPAN DECK PLATE GIRDER	50	1901	75.25	1- SPAN THROUGH PLATE GIRDER 4 - SPAN THROUGH PLATE TRESTLE BALLAST DECK	93	1903 1938

Legend

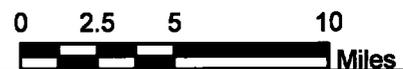
- UPRR LINES TO BE ABANDONED
- OTHER UPRR LINES
- OTHER RAILROADS
- PRINCIPAL HIGHWAYS
- OTHER ROADS
- 50+ YEAR OLD STRUCTURES

FORT DODGE SUBDIVISION

MP 48.12 TO MP 75.95
 TOTAL OF 27.83 MILES
 IN WINNEBAGO COUNTY, IOWA = 0.33 MILES
 IN HANCOCK COUNTY, IOWA = 24.68 MILES
 IN WRIGHT COUNTY, IOWA = 2.82 MILES

**UNION PACIFIC RAILROAD CO.
 FORT DODGE SUBDIVISION
 IOWA**

INCLUDING 50+ YEAR OLD STRUCTURES





Law Department

October 17, 2008

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
 Henry A. Wallace State Office Building
 502 E. 9th Street
 Des Moines, IA 50319-0034

State Coastal Zone Management Agency

(if applicable):
 Not applicable.

Head of each County:

Hancock County Board of Supervisors
 855 State Street
 County Courthouse
 Garner, IA 50438-1637

Winnebago County Board of Supervisors
 126 South Clark Street
 County Courthouse
 Forest City, IA 50436-1706

Wright County Board of Supervisors
 115 North Main Street
 County Courthouse
 Clarion, IA 50525-1459

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
 Clock Tower Building
 Rodman Avenue
 Rock Island, Illinois 61299

US Army Corps of Engineers
 St. Paul District
 Sibley Square at Mears Park
 190 5th Street East, Suite 401
 St. Paul, MN 55101-1638

National Park Service:

Nick Chevance, Environmental Coordinator
 Planning and Compliance Office
 National Park Service - Midwest Region
 601 Riverfront Drive
 Omaha, NE 68102

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 Fort Dodge Subdivision from Milepost 48.12 near Belmond to Milepost 75.95 near Forrest City, a distance of

27.83 miles in Hancock, Winnebago, and Wright Counties, Iowa; STB Docket No. AB-33 (Sub-No. 276)

Ladies and Gentlemen:

Union Pacific Railroad Company (UP) plans to request authority from the Surface Transportation Board (STB) to abandon the Fort Dodge Subdivision from Milepost 48.12 near Belmont to Milepost 75.95 near Forrest City, a distance of 27.83 miles in Hancock, Winnebago, and Wright Counties, Iowa. A map indicating the proposed abandonment 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.

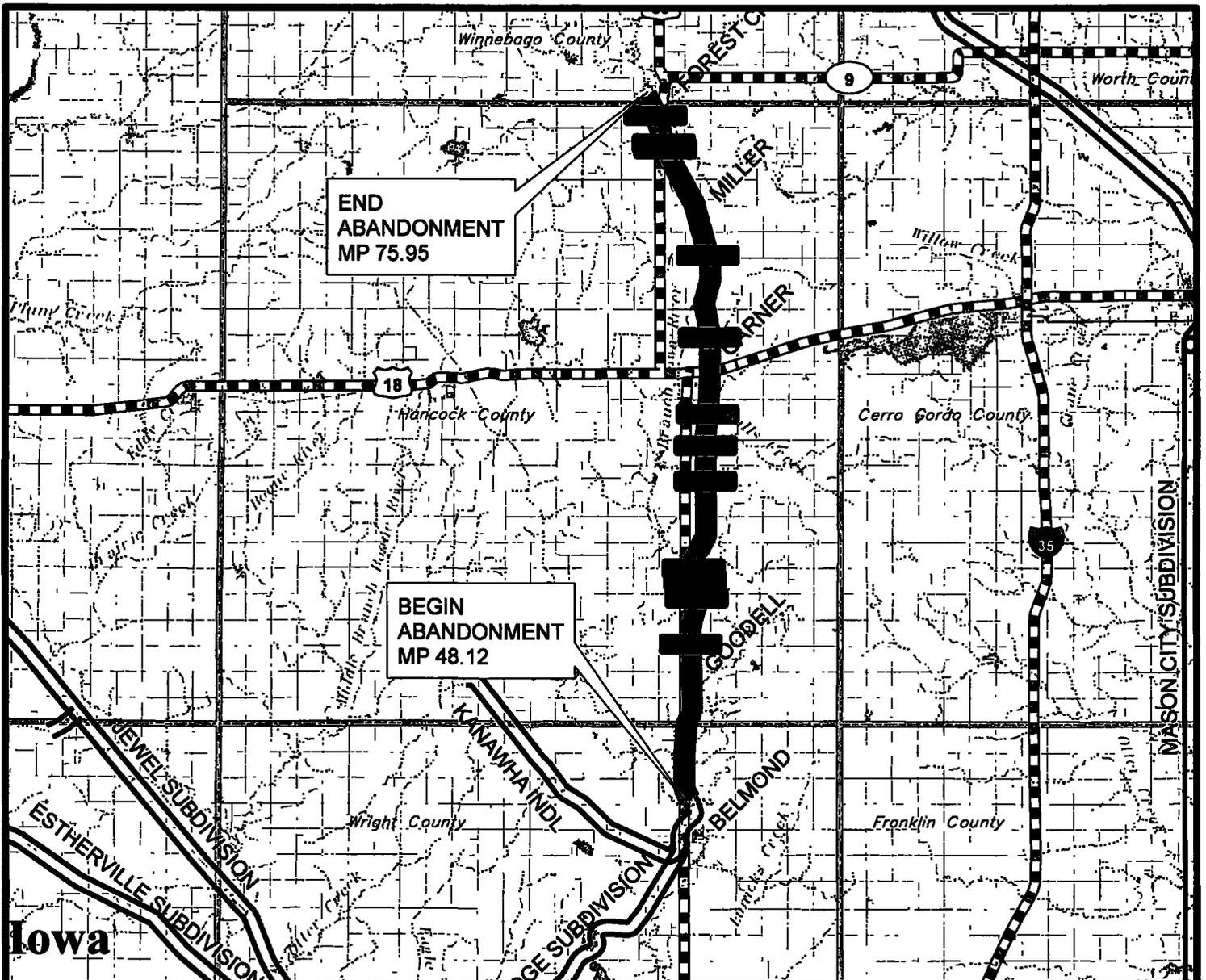
Thank you for your assistance. Please fax your reply to Union Pacific Railroad, Mr. Chuck Saylor, 1400 Douglas Street, Mail Stop 1580, Omaha, NE, 68179. The fax number is (402) 501-0129. If you need further information, please contact me at (402) 544-4861.

Yours truly,



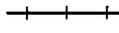
Charles W. Saylor

Attachment



BRIDGE NO	BRIDGE TYPE	TOTAL LENGTH	DATE	BRIDGE NO	BRIDGE TYPE	TOTAL LENGTH	DATE
54 2	1- SPAN I-BEAM	22	1996	63.29	4 - SPAN THROUGH PLATE TRESTLE BALLAST DECK	56	1957
55.99	1- SPAN DECK PLATE GIRDER	50	1901	66 27	3 - SPAN THROUGH PLATE TRESTLE BALLAST DECK	42	1923
56 69	1- SPAN DECK PLATE GIRDER	40	1901	69 5	1- SPAN I-BEAM 2 - SPAN THROUGH PLATE TRESTLE BALLAST DECK	50	1900 1942
57 14	7 - SPAN DECK PLATE GIRDER	35	1901	73 9	4 - SPAN THROUGH PLATE TRESTLE BALLAST DECK	56	1953
60 67	3 - SPAN THROUGH PLATE TRESTLE BALLAST DECK	42	1937	74 11	3 - SPAN THROUGH PLATE TRESTLE BALLAST DECK	42	1953
62 04	1- SPAN DECK PLATE GIRDER	50	1901	75.25	1- SPAN THROUGH PLATE GIRDER 4 - SPAN THROUGH PLATE TRESTLE BALLAST DECK	93	1903 1938

Legend

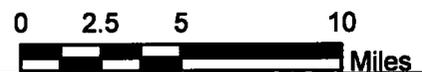
-  UPRR LINES TO BE ABANDONED
-  OTHER UPRR LINES
-  OTHER RAILROADS
-  PRINCIPAL HIGHWAYS
-  OTHER ROADS
-  50+ YEAR OLD STRUCTURES

FORT DODGE SUBDIVISION

MP 48.12 TO MP 75.95
 TOTAL OF 27.83 MILES
 IN WINNEBAGO COUNTY, IOWA = 0.33 MILES
 IN HANCOCK COUNTY, IOWA = 24.68 MILES
 IN WRIGHT COUNTY, IOWA = 2.82 MILES

UNION PACIFIC RAILROAD CO. FORT DODGE SUBDIVISION IOWA

INCLUDING 50+ YEAR OLD STRUCTURES



United States Department of Agriculture


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

October 24, 2008

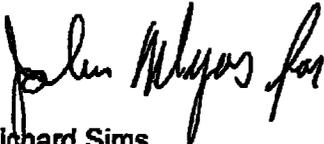
Mr. Chuck Saylor
Union Pacific Railroad
1400 Douglas Street
Mail Stop 1580
Omaha, NE 68179
Fax: 402 501-0129

Dear Mr. Saylor:

Thank you for the opportunity to comment on your proposed abandonment of 27.83 miles of the Fort Dodge Subdivision. The Natural Resources Conservation Service foresees no impacts of your proposal on prime farmland, and therefore has no comment at this time.

If we can be of any further assistance, feel free to contact John Myers, State Resource Conservationist, at 515 323-2223, or by email at john.myers@ia.usda.gov.

Sincerely,



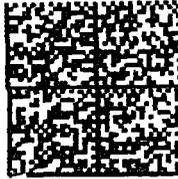
Richard Sims
State Conservationist

cc: Karen Woodrich, Assistant State Conservationist (FO), NRCS, Fort Dodge, IA
Connie Roys, District Conservationist, NRCS, Clarion, IA
Jason Moore, District Conservationist, NRCS, Garner, IA
Brenda Tenold-Moretz, District Conservationist, NRCS, Thompson, IA

Helping People Help the Land

An Equal Opportunity Provider and Employer

Environmental Coordinator
National Park Service
Midwest Regional Office
601 Riverfront Drive
Omaha, NE 68102



neopost

ATTACHMENT NO. 4

049J82036859

\$00.420

11/13/2008

Mailed From 68102
US POSTAGE

Union Pacific Railroad
1400 Douglas Street, STOP 1580
Omaha, Nebraska 68179-1580



Re: Proposed Abandonment, Fort Dodge Subdivision, Hancock, Winnebago and Wright Counties, Iowa

We have received your letter of October 17, 2008 concerning the above referenced project.

We have no comment on your proposed actions.

Due to limited staff and the number of requests we receive for early coordination, we ask that companies/agencies assume we will have no comments on projects if they have not heard from us within 30 days of our receipt of the request.

Thank you,

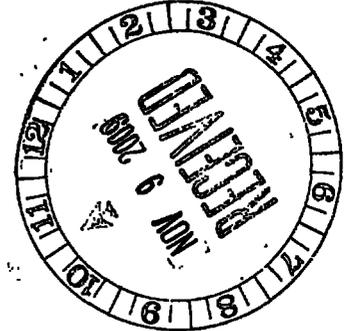
Regional Environmental Coordinator



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION 7
901 NORTH 5TH STREET
KANSAS CITY, KANSAS 66101

05 NOV 2008



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

Dear Mr. Saylor:

RE: STB Docket No. AB-33 (Sub-No. 276), *Union Pacific Railroad Company—Abandonment of the Fort Dodge Subdivision from Milepost 48.12 to Milepost 75.95 in Hancock, Winnebago, & Wright Counties, IA*

This correspondence responds to your inquiry of October 17, 2008, requesting the United States Environmental Protection Agency's interest in this proposed abandonment. In evaluating this action, I referred to EPA Region 7's Geographic Information Systems for spatial relationships of environmentally regulated facilities and remediation sites. In this evaluation, several EPA regulated facilities were found to be within or near the rail line's alignment that should be considered in the abandonment proposal (please see attached maps). In addition, EPA does caution that environmental legacies of railway operations can include (but may not be limited to) product spills, maintenance activities-- where waste fuels and lubricants may have been discarded, wood preservative applications to ties and trestles, and rights-of-way maintenance with herbicides.

As is the case for all federal actions being reviewed through the National Environmental Policy Act process, it is the obligation of the lead federal agency to determine the environmental consequences of the action. Please note that while we believe that this letter expresses our views on the impacts of the project based on the limited available information, it is up to the STB to determine what, if any, further consultation with EPA would be necessary to begin operations. A more detailed reporting of removal &/or cleanup plans and procedures may be warranted.

For future abandonment proposals, if EPA can be of assistance within its jurisdiction or technical capabilities, please contact me at (913) 551-7565 or tucker.amber@epa.gov, or you may also contact Mr. Joseph Cothorn, NEPA Team Leader, at (913) 551-7148 or cothorn.joe@epa.gov.

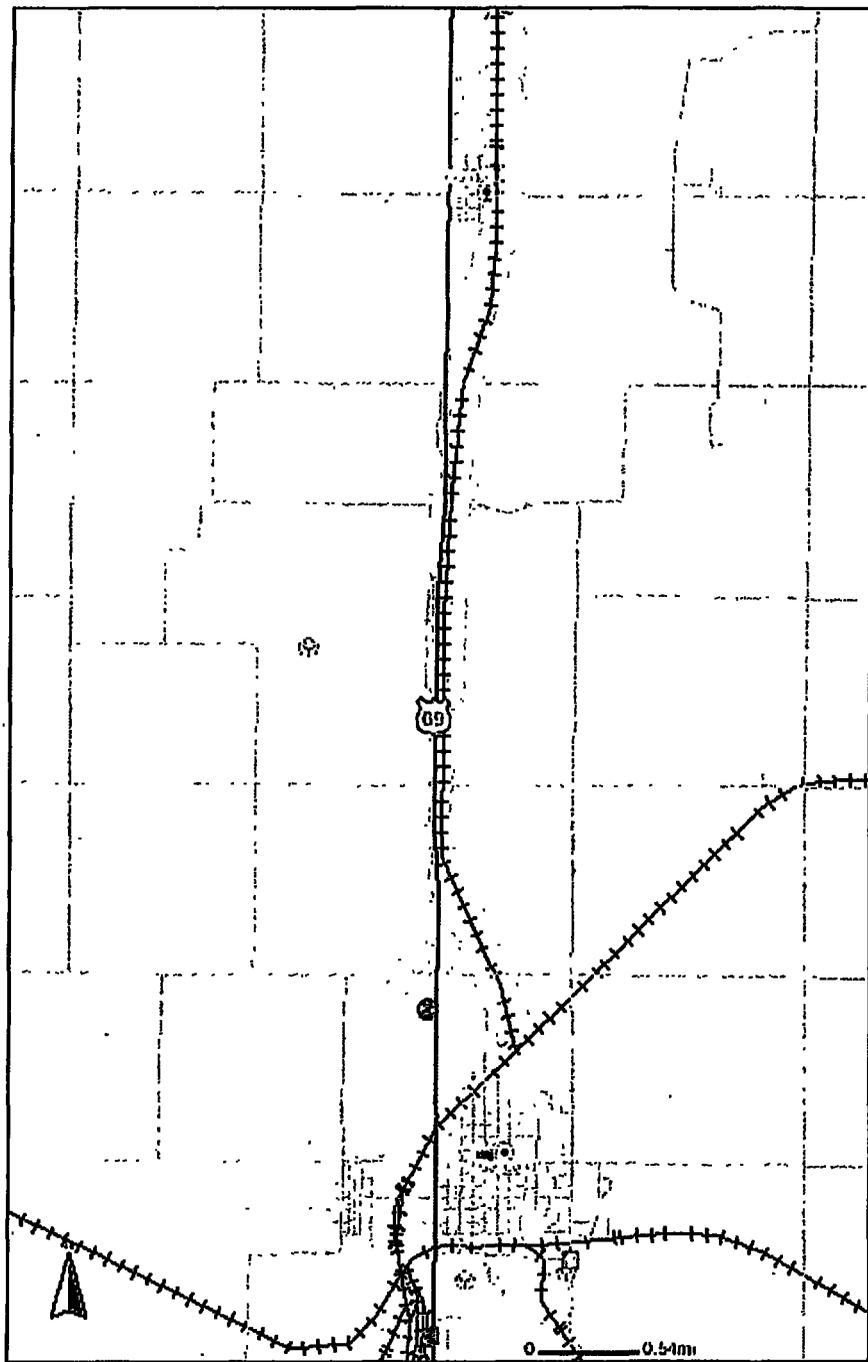
Sincerely,

Amber Tucker
NEPA Reviewer
Environmental Services Division

Enclosures



UPR RR Abandonment 1



- ☒ AFS - Major
- ☐ AFS - Minor
- ✦ RCRA LQG
- ⊙ Superfund NPL
- ⊕ NPDES - Major
- ⊗ NPDES - Minor
- ⊖ PWS Wells
- Interstate Highways
- US Highways
- State Highways and County Roads
- Roads
- Railroads
- 303d Streams
- EJ Areas (Block Group)
- Minorities >= 25%
- Poverty >= 25%
- Both
- No Match

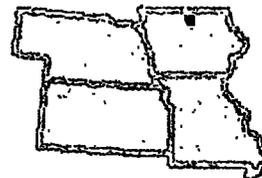
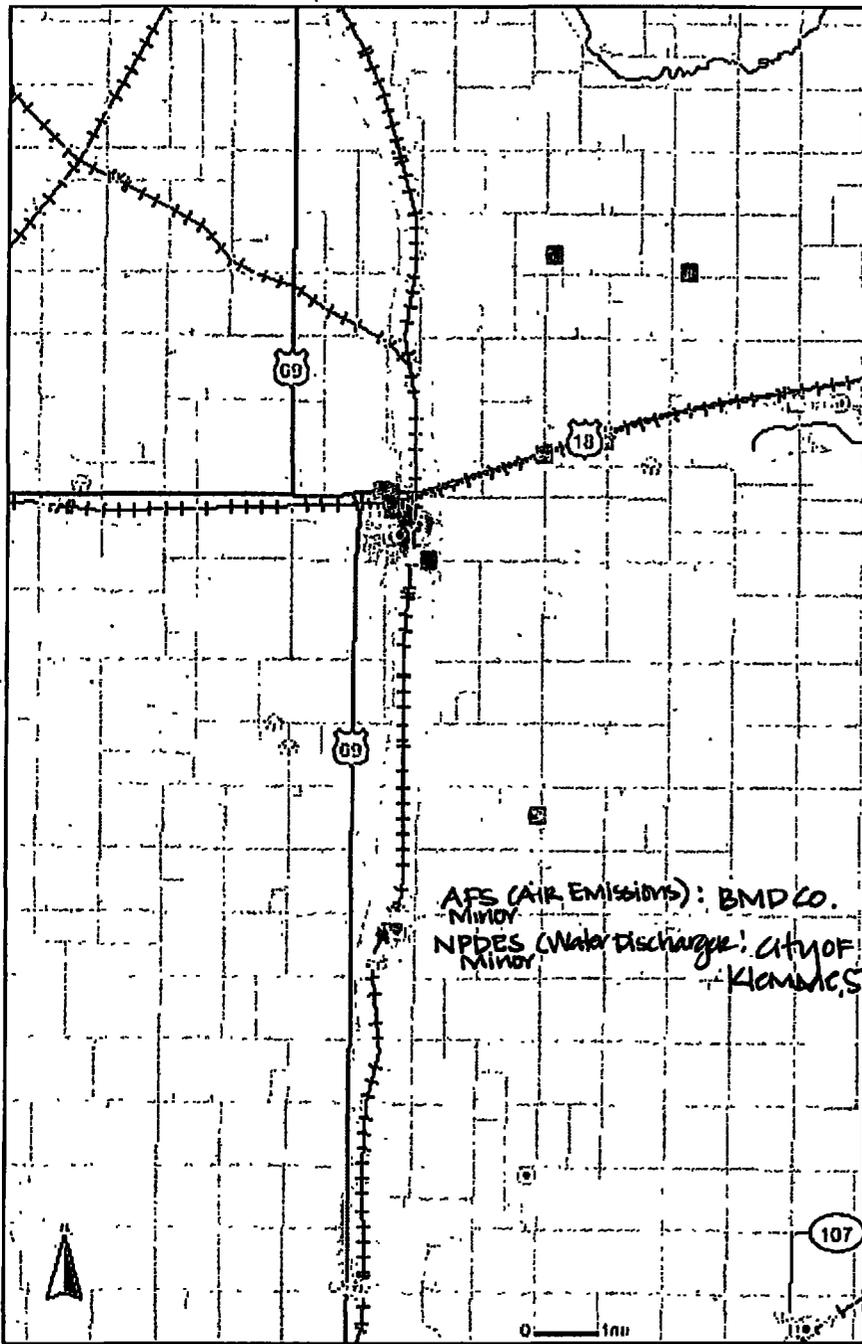
NOTE: The Environmental Protection Agency does not guarantee the accuracy, completeness, or timeliness of the information shown, and shall not be liable for any loss or injury resulting from reliance upon the information shown.

"Minorities" is a percentage of minority individuals relative to total population per block group. "Below Poverty" is the percentage of the total block group population with incomes below the poverty level in 1999. Block group geography and demographic data are based on the 2000 Census. This information depicts areas of concern where potential environmental and/or human health problems may disproportionately impact a population.

This information should not be used in comparison to previous EPA Region 7 Environmental Justice maps using 1990 data, as the data parameters have changed. The EPA Region 7 Environmental Justice Program has chosen to adopt the U.S. Census Bureau's parameters for poverty and race/ethnicity status in an effort to show a more accurate picture.

EPA
REGION 7
ENSV Division
 10-27-2008

UPR RR Abandonment 2



- AFS - Major
- AFS - Minor
- Superfund NPL
- TRIS
- NPDES - Major
- NPDES - Minor
- PWS Wells
- PWS Intakes
- Interstate Highways
- US Highways
- State Highways and County Roads
- Roads
- Railroads
- 303d Streams
- EJ Areas (Block Group)
- Minorities >= 25%
- Poverty >= 25%
- Bath

NOTE: The Environmental Protection Agency does not guarantee the accuracy, completeness, or timeliness of the information shown, and shall not be liable for any loss or injury resulting from reliance upon the information shown.

"Minorities" is a percentage of minority individuals relative to total population per block group. "Below Poverty" is the percentage of the total block group population with incomes below the poverty level in 1999. Block group geography and demographic data are based on the 2000 Census. This information depicts areas of concern where potential environmental and/or human health problems may disproportionately impact a population.

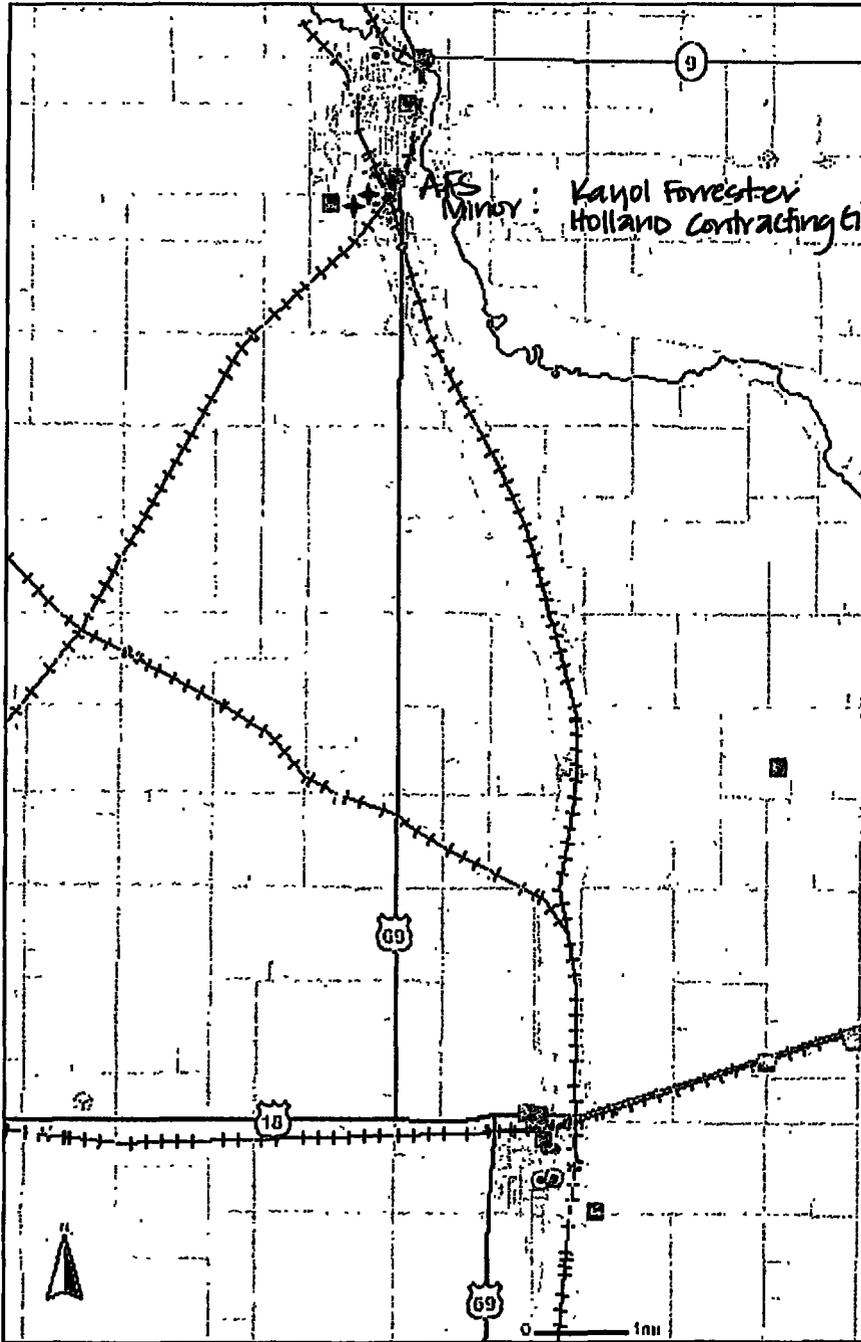
This information should not be used in comparison to previous EPA Region 7 Environmental Justice maps using 1990 data, as the data parameters have changed. The EPA Region 7 Environmental Justice Program has chosen to adopt the U.S. Census Bureau's parameters for poverty and race/ethnicity status in an effort to show a more accurate picture.



REGION 7
ENSV Division

10-27-2008

UPR RR Abandonment 3



- AFS - Major
- AFS - Minor
- RCRA LQG
- Superfund NPL
- NPDES - Major
- NPDES - Minor
- PWS Wells
- Interstate Highways
- US Highways
- State Highways and County Roads
- Roads
- Railroads
- 303d Streams
- EJ Areas (Block Group)
- Minorities >= 25%
- Poverty >= 25%
- Both
- No Match

NOTE: The Environmental Protection Agency does not guarantee the accuracy, completeness, or timeliness of the information shown, and shall not be liable for any loss or injury resulting from reliance upon the information shown.

"Minorities" is a percentage of minority individuals relative to total population per block group. "Below Poverty" is the percentage of the total block group population with incomes below the poverty level in 1999. Block group geography and demographic data are based on the 2000 Census. This information depicts areas of concern where potential environmental and/or human health problems may disproportionately impact a population.

This information should not be used in comparison to previous EPA Region 7 Environmental Justice maps using 1990 data, as the data parameters have changed. The EPA Region 7 Environmental Justice Program has chosen to adopt the U.S. Census Bureau's parameters for poverty and race/ethnicity status in an effort to show a more accurate picture.

EPA
REGION 7
ENSV Division
 10-27-2008



Law Department

October 17, 2008

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

Re: Proposed Abandonment of the Fort Dodge Subdivision from Milepost 48.12 near Belmond to Milepost 75.95 near Forrest City, a distance of 27.83 miles in Hancock, Winnebago, and Wright Counties, Iowa; STB Docket No. AB-33 (Sub-No. 276)

Dear Sir:

Enclosed for your review are twenty-six photographs of the bridges located on the Fort Dodge Subdivision which are over 50 years old. The bridges are described as follows:

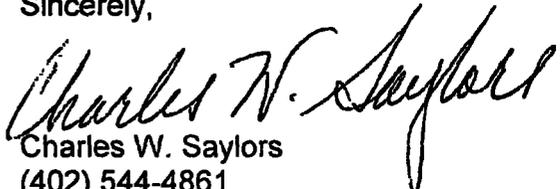
<u>Milepost</u>	<u>Description</u>	<u>Length</u>	<u>Year Constructed</u>
54.20	1 Span I-Beam	22'	1896
55.99	1 Span Deck Plate Girder	50'	1901
56.69	1 Span Deck Plate Girder	40'	1901
57.14	7 Span Deck Plate Girder	35'	1901
60.67	3 Span Thru Plate Trestle Ballast Deck (TPTBD)	42'	1937
62.04	1 Span Deck Plate Girder	50'	1901
63.29	4 Span Thru Plate Trestle Ballast Deck (TPTBD)	56'	1957
66.27	3 Span Thru Plate Trestle Ballast Deck (TPTBD)	42'	1923
69.50	1 Span I-Beam 2 Span Thru Plate Trestle Ballast Deck (TPTBD)	50'	1900 1942
73.90	4 Span Thru Plate Trestle Ballast Deck (TPTBD)	56'	1953

74.11	3 Span Thru Plate Trestle Ballast Deck (TPTBD)	42'	1953
75.25	1 Span Thru Plate Girder 4 Span Thru Plate Trestle Ballast Deck (TPTBD)	93'	1903 1938

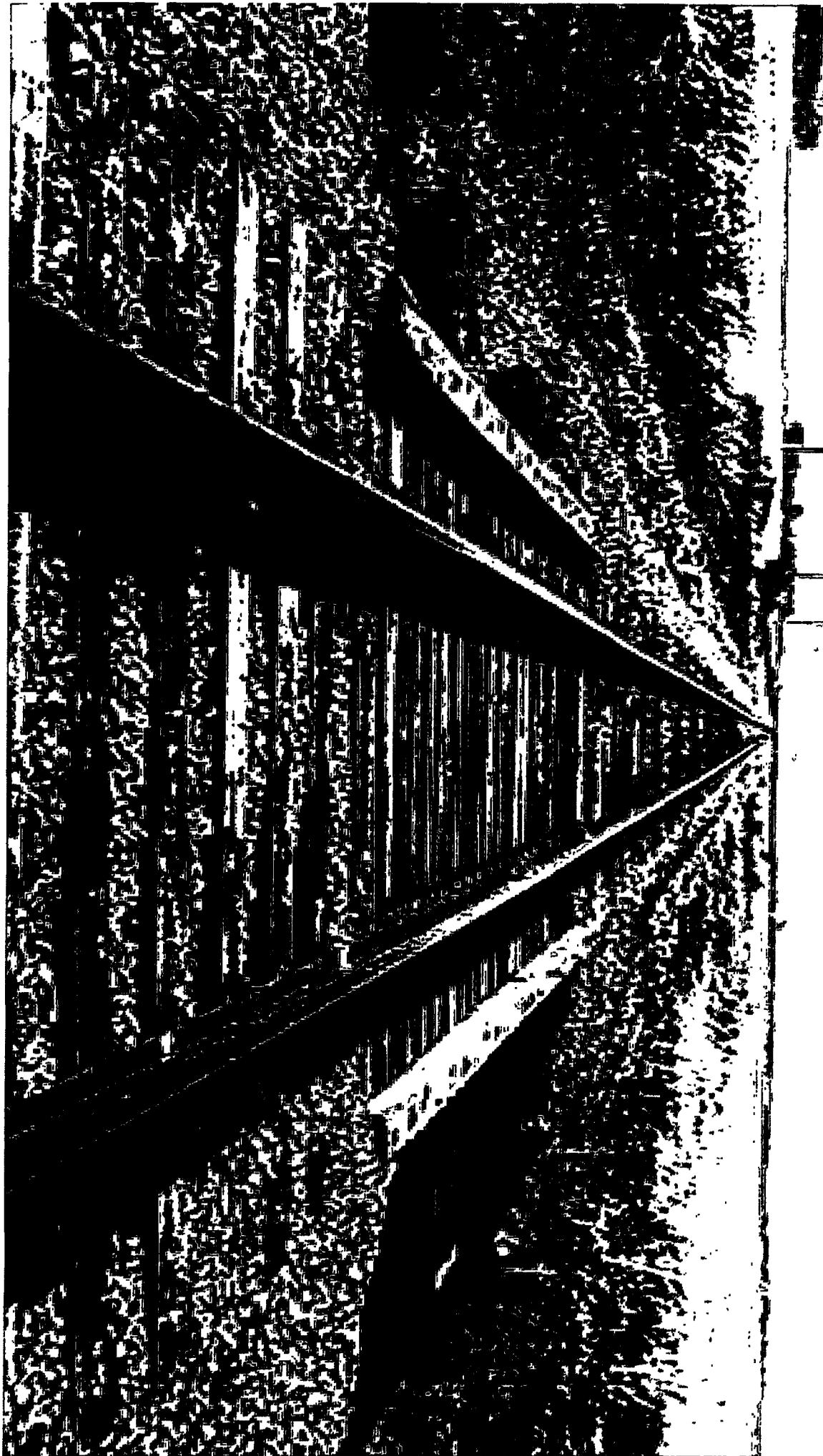
Finally, a map of the proposed abandonment and discontinuance is also enclosed for your reference.

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





TRUCK



