

UNION PACIFIC RAILROAD  
101 N. Wacker Dr., Rm. 1920  
Chicago, Illinois 60606-1718

228850  
Mack H. Shumate, Jr. Senior General Attorney, Law Department

P 312 777 2055  
F 312 777 2066

February 17, 2011

**VIA E-FILE**

The Honorable Cynthia T. Brown  
Chief, Section of Administration  
Surface Transportation Board  
395 E. Street, S.W., Room #100  
Washington, DC 20423-0001

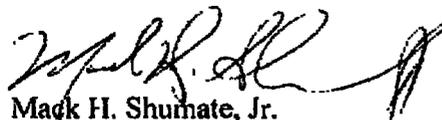
**Re: Proposed Abandonment of the entire Hartland Subdivision, from approximately M.P. 119.65 at Curtis, to the point of connection with the Albert Lea Subdivision, to the end of Union Pacific ownership at M.P. 107.0 near Hartland, a total distance of 12.65 miles in Freeborn County, Minnesota; STB Docket No. AB-33 (Sub-No. 298X)**

Dear Ms. Brown:

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 a Notice of Exemption to Abandon the Line in this matter on or after March 9, 2011.

Yours very truly,



Mack H. Shumate, Jr.  
Senior General Attorney

UNION PACIFIC RAILROAD  
101 N. Wacker Dr., Rm. 1920  
Chicago, Illinois 60606-1718

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

P 312 777 2055  
F 312 777 2065

February 17, 2011

**VIA E-FILE**

**TO: SEE ATTACHED SERVICE LIST**

**Re: Proposed Abandonment of the entire Hartland Subdivision, from approximately M.P. 119.65 at Curtis, to the point of connection with the Albert Lea Subdivision, to the end of Union Pacific ownership at M.P. 107.0 near Hartland, a total distance of 12.65 miles in Freeborn County, Minnesota; STB Docket No. AB-33 (Sub-No. 298X)**

To whom it may concern:

On or after March 9, 2011, Union Pacific Railroad Company ("UP") expects to be filing with the Surface Transportation Board ("STB" or "Board") a Notice of Exemption seeking authority to abandon the Line from Milepost 119.65 at Curtis to Milepost 107.0, near Hartland, a distance of 12.65 miles, located in Freeborn County, Minnesota (collectively the "Line"). Attached is a Combined Environmental and Historic Report which describes the proposed action and any expected environmental and historic effects, as well as a map of the affected area.

Union Pacific is providing this report so that you may review the information that will form the basis for the STB's independent environmental analysis of this proceeding. If any of the information is misleading or incorrect, if you believe that pertinent information is missing, or if you have any questions about the Board's environmental review process, please contact the Section of Environmental Analysis (SEA) at the following address, and refer to the above-referenced Docket Number:

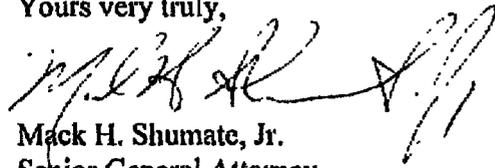
Surface Transportation Board  
Section of Environmental Analysis (SEA)  
395 East Street, S.W., Room #100  
Washington, DC 20423-0001  
Telephone No.: (202) 245-0296

Because the applicable statutes and regulations impose stringent deadlines for processing this action, your written comments to SEA (with a copy to our representative) would be appreciated within three (3) weeks.



Your comments will be considered by the Board in evaluating the environmental and/or historic preservation impacts of the contemplated action. If there are any questions concerning this proposal, please contact our representative directly. UP's representative in this matter is Mack H. Shumate, Jr., who may be contacted by telephone at (312) 777-2055 or by mail at 101 North Wacker Drive, Room 1920, Chicago, IL 60606.

Yours very truly,

A handwritten signature in black ink, appearing to read 'Mack H. Shumate, Jr.', written over a printed name and title.

Mack H. Shumate, Jr.  
Senior General Attorney

## **SERVICE LIST**

### **State Clearinghouse (or alternate):**

Minnesota Department of Transportation  
District 6  
2900 48<sup>th</sup> Street NW  
Rochester, MN 55901-5848

### **State Environmental Protection Agency:**

Minnesota Environmental Protection Agency  
200 Ash Avenue Northwest  
Cass Lake, MN 56633-3089

### **Head of each County:**

Freeborn County Commissioners  
411 S. Broadway  
PO Box 1147  
Albert Lea, MN 56007

### **Environmental Protection Agency**

#### **(Regional Office):**

US Environmental Protection Agency  
Region 5  
77 W. Jackson Blvd.  
Chicago, IL 60604

### **State Historic Preservation Office:**

Deputy State Historical Preservation Officer  
Minnesota Historical Society  
345 Kellogg Blvd. W.  
St. Paul, MN 55102

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

U.S. Fish and Wildlife Service  
Twin Cities Minnesota Field Office (TCFO)  
4101 E. 80th Street  
Bloomington, MN 55425-1665

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

U. S. Army Corps of Engineers,  
Great Lakes & Ohio River Division  
550 Main Street  
Cincinnati, OH 45202-3222

**National Park Service:**

National Park Service  
Midwest Region  
601 Riverfront Drive  
Omaha, NE 68102-4226

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

United States Department of Agriculture  
Natural Resources Conservation Service  
375 Jackson Street, Suite 600  
Saint Paul, MN 55101

**National Geodetic Survey:**

National Geodetic Survey  
Geodetic System Division  
Information Services  
NOAA/NGS12  
1315 E-W Highway  
Silver Spring, MD 20910-3282

**BEFORE THE  
SURFACE TRANSPORTATION BOARD**

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**Docket No. AB-33 (Sub-No. 298X)**

**UNION PACIFIC RAILROAD COMPANY  
-- ABANDONMENT EXEMPTION --  
IN FREEBORN COUNTY, MN  
(HARTLAND SUBDIVISION)**

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**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: February 17, 2011  
Filed: February 17, 2011**

**BEFORE THE  
SURFACE TRANSPORTATION BOARD**

---

**Docket No. AB-33 (Sub-No. 298X)**

**UNION PACIFIC RAILROAD COMPANY  
-- ABANDONMENT EXEMPTION --  
IN FREEBORN COUNTY, MN  
(HARTLAND SUBDIVISION)**

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**Combined Environmental and Historic Report**

Union Pacific Railroad Company ("UP") submits this Combined Environmental and Historic Report ("EHR") pursuant to 49 C.F.R. § 1105.7(e) and 49 C.F.R. § 1105.8(d), respectively, for an exempt abandonment of the entire Hartland Subdivision, from Milepost 119.65 at Curtis, the point of connection with the Albert Lea Subdivision, to the end of Union Pacific ownership at Milepost 107.0 near Hartland, a total distance of 12.65 miles in Freeborn County, Minnesota (the "Line"). The Line traverses U.S. Postal Service Zip Codes 56007 and 56042. UP anticipates that it will file a Notice of Exemption to abandon the Line on or after March 9, 2011.

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

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

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

**Response:** The proposed action involves an exempt abandonment of UP's Hartland Subdivision. The Line proposed for abandonment extends from Milepost 119.65 at Curtis, the point of connection with the Albert Lea Subdivision, to the end of Union Pacific ownership at Milepost 107.0 near Hartland, a total distance of 12.65 miles in Freeborn County, Minnesota. A map of the Line is attached as **Attachment No. 1**.

The Line was originally constructed in 1878 by the Minneapolis & St. Louis Railroad. The Line currently consists almost entirely of 100-pound jointed rail installed in 1940 and 1942.

The right-of-way in the Line proposed for abandonment may be suitable for other public purposes, including conservation, energy transmission, or recreation (hiking/biking/trail use). The right-of-way is not suited for roads or highways as the Line already parallels State Highway 13. UP's ownership interest in the Line is predominately non-reversionary fee title. A few small parcels were acquired under an Act of Congress and there may be restrictions on title that could affect the transfer or the use of said property for other than railroad purposes. Specifically, based upon information in UP's possession, the Line contains six (6) parcels of federally granted right-of-way totaling approximately 12.3 acres acquired by Act of Congress dated July 30, 1877. Any relevant documentation in UP's possession concerning UP's ownership in the Line will be made available promptly to those requesting it.

After the proposed abandonment, the closest rail service will be provided near the south end of the Line on UP's Albert Lea Subdivision at the town of Albert Lea, Minnesota. In addition, the south end of the Line is near rail service provided by Canadian National Railway Company and Canadian Pacific Railway. The north end of the Line at Hartland, Minnesota is served by the Canadian Pacific Railway, which owns the line north of milepost 107.0. The majority of the Line is paralleled closely by Minnesota Route 13. A number of local roads run east to connect Route 13 to Interstate 35. Route 13 also interchanges directly to Interstate 90 northwest of Albert Lea, Minnesota.

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

Dakota, Minnesota & Eastern Railroad Corporation (DM&E) utilized overhead trackage rights on the Line until by decision served June 2, 2009, the STB in Docket No. AB-337 (Sub No. 6X) authorized DM&E's Notice of Exemption to discontinue said overhead trackage rights on the Line.

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

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

**(3) Land Use.**

- (i) Based on consultation with local and/or regional planning agencies and/or a review of the official planning documents prepared by such agencies, state whether the proposed action is consistent with existing land use plans. Describe any inconsistencies.
- (ii) Based on consultation with the U.S. Soil Conservation Service, state the effect of the proposed action on any prime agricultural land.
- (iii) If the action affects land or water uses within a designated coastal zone, include the coastal zone information required by 49 C.F.R. § 1105.9.
- (iv) If the proposed action is an abandonment, state whether or not the right-of-way is suitable for alternative public use under 49 U.S.C. § 10905 and explain why.

**Response:**

- (i) UP is unaware of any adverse effects on local and existing land use plans. The Freeborn County Board of Supervisors' Office has been contacted. By letter dated December 17, 2010, they responded with a request for trail development for the entire Line. See **Attachment No. 5.**
- (ii) The Natural Resources Conservation Service ("NRCS") has been contacted. To date, UP has not received a response.
- (iii) Not Applicable.
- (iv) The right-of-way proposed for abandonment may be suitable for other purposes, including conservation, energy transmission, or recreation.

**(4) Energy.**

- (i) Describe the effect of the proposed action on transportation of energy resources.
- (ii) Describe the effect of the proposed action on recyclable commodities.
- (iii) State whether the proposed action will result in an increase or decrease in overall energy efficiency and explain why.
- (iv) If the proposed action will cause diversions from rail to motor carriage of more than:
  - (A) 1,000 rail carloads a year, or
  - (B) an average of 50 rail carloads per mile per year for any part of the affected line, quantify the resulting net change in energy consumption and show the data and methodology used to arrive at the figure given.

**Response:**

- (i) There are no effects on the transportation of energy resources.
- (ii) There are no recyclable commodities moved over the Line.
- (iii) There will be no change in energy consumption resulting from the proposed action.
- (iv)(A)(B) UP does not anticipate that there will be any rail-to-motor diversion.

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

- (A) an increase in rail traffic of at least 100% (measured in gross ton miles annually) or an increase of at least eight trains a day on any segment of rail line affected by the proposal, or
- (B) an increase in rail yard activity of at least 100% (measured by carload activity), or
- (C) an average increase in truck traffic of more than 10% of the average daily traffic or 50 vehicles a day on any affected road segment, quantify the anticipated effect on air

emissions. For a proposal under 49 U.S.C. §10901 (or §10505) to construct a new line or reinstitute service over a previously abandoned line; only the eight train a day provision in subsection (5)(i)(A) will apply.

**Response:** UP does not anticipate any such effects.

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

- (A) an increase in rail traffic of at least 50% (measured in gross ton miles annually) or an increase of at least three trains a day on any segment of rail line, or
- (B) an increase in rail yard activity of at least 20% (measured by carload activity), or
- (C) an average increase in truck traffic of more than 10% of the average daily traffic or 50 vehicles a day on a given road segment, then state whether any expected increased emissions are within the parameters established by the State Implementation Plan. However, for a rail construction under 49 U.S.C. §10901 (or 49 U.S.C. §10505), or a case involving the reinstatement of service over a previously abandoned line, only the three train a day threshold in this item shall apply.

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

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

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

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

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

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

**Response:** Not applicable.

**(7) Safety.**

- (i) Describe any effects of the proposed action on public health and safety (including vehicle delay time at railroad grade crossings).
- (ii) If hazardous materials are expected to be transported, identify: the materials and quantity; the frequency of service; whether chemicals are being transported that, if mixed, could react to form more hazardous compounds; safety practices (including any speed restrictions); the applicant's safety record (to the extent available) on derailments, accidents and hazardous spills; the contingency plans to deal with accidental spills; and the likelihood of an accidental release of hazardous materials.
- (iii) If there are any known hazardous waste sites or sites where there have been known hazardous materials spills on the right-of-way, identify the location of those sites and the types of hazardous materials involved.

**Response:**

- (i) The proposed action will have no detrimental effects on public health and safety.
- (ii) The proposed action will not affect the transportation of hazardous materials.
- (iii) There are no known hazardous materials waste sites or sites where known hazardous material spills have occurred on or along the subject Line.

**(8) Biological resources.**

- (i) Based on consultation with the U.S. Fish and Wildlife Service, state whether the proposed action is likely to adversely affect endangered or threatened species or areas designated as a critical habitat, and if so, describe the effects.
- (ii) State whether wildlife sanctuaries or refuges, National or State parks or forests will be affected, and describe any effects.

**Response:**

- (i) The U.S. Fish and Wildlife Service has been contacted. To date, UP has not received a response.
- (ii) The National Park Service has been contacted. To date, UP has not received a response.

**(9) Water.**

- (i) Based on consultation with State water quality officials, state whether the proposed action is consistent with applicable Federal, State or local water quality standards. Describe any inconsistencies.
- (ii) Based on consultation with the U.S. Army Corps of Engineers, state whether permits under Section 404 of the Clean Water Act (33 U.S.C. § 1344) are required for the proposed action and whether any designated wetlands or 100-year flood plains will be affected. Describe the effects.
- (iii) State whether permits under Section 402 of the Clean Water Act (33 U.S.C. § 1342) are required for the proposed action. (Applicants should contact the U.S. Environmental Protection Agency or the state environmental protection or equivalent agency if they are unsure whether such permits are required.)

**Response:**

- (i) The U. S. Environmental Protection Agency Regional Office and Minnesota Environmental Protection Agency have been contacted. To date, UP has not received a response.

- (ii) The U. S. Army Corps of Engineers has been contacted. To date, UP has not received a response.
- (iii) UP does not anticipate that there will be any requirement 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. 3.

**(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 terrain along the entire Line. The right-of-way width is mostly 100 feet with some minor variations. A small portion of the southern end of the Line is located in an urban area, the city of Albert Lea, Minnesota. The remaining portion of the Line is located in a rural area. The National Geodetic Survey (NGS) by email dated December 15, 2010 indicated that there are approximately 21 geodetic survey marks in the area. UP will comply with the consultation request of the NGS. See Attachment No. 6.

**(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 Minnesota 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 with photographs of the structures is attached hereto as Attachment No. 3. The Minnesota State Historic Preservation Officer responded to UP by letter dated January 3, 2011, stating that no properties listed in or eligible for listing in the National Register of Historic Places will be

affected by this project. A copy of the letter dated January 3, 2011 from the Minnesota State Historic Preservation Office is attached hereto as **Attachment No. 4**.

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

**Response:** See **Attachment No. 3**.

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

**Response:** See UP's response to question (1) in the Environmental Report for a brief history and description.

**(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 and UP concurs with the Minnesota State Historical Preservation Officer's letter attached hereto as **Attachment No. 4**. UP is of the opinion that there is nothing in the scope of the proposed abandonment or discontinuance of service that merits historical comment and that any archeological sites within the scope of the right-of-way would have previously been disturbed during the construction and maintenance of the Line.

**(8)** A description (based on readily available information in the railroad's possession) of any known prior subsurface ground disturbance or fill, environmental conditions (naturally occurring or manmade) that might affect the archeological recovery of

resources (such as swampy conditions or the presence of toxic wastes), and the surrounding terrain.

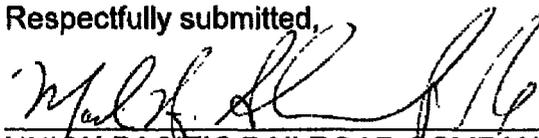
**Response:** UP does not have any such readily available information.

(9) Within 30 days of receipt of the historic report, the State Historic Preservation Officer may request the following additional information regarding specified non-railroad owned properties or groups of properties immediately adjacent to the railroad right-of-way. Photographs of specified properties that can be readily seen from the railroad right-of-way (or other public rights-of-way adjacent to the property) and a written description of any previously discovered archeological sites, identifying the locations and type of the site (i.e., prehistoric or native American):

**Response:** Not applicable.

Dated this 17th day of February, 2011.

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. 298X), the Hartland Subdivision in Freeborn County, Minnesota was served by First Class U.S. Mail, postage prepaid, on the 17th day of February, 2011, on the following parties:

**State Clearinghouse (or alternate):**

Minnesota Department of Transportation  
District 6  
2900 48<sup>th</sup> Street NW  
Rochester, MN 55901-5848

**State Environmental Protection Agency:**

Minnesota Environmental Protection Agency  
200 Ash Avenue Northwest  
Cass Lake, MN 56633-3089

**Head of each County:**

Freeborn County Commissioners  
411 S. Broadway  
PO Box 1147  
Albert Lea, MN 56007

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

US Environmental Protection Agency  
Region 5  
77 W. Jackson Blvd.  
Chicago, IL 60604

**State Historic Preservation Office:**

Deputy State Historical Preservation Officer  
Minnesota Historical Society  
345 Kellogg Blvd. W.  
St. Paul, MN 55102

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

U.S. Fish and Wildlife Service  
Twin Cities Minnesota Field Office (TCFO)  
4101 E. 80th Street  
Bloomington, MN 55425-1665

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

U. S. Army Corps of Engineers,  
Great Lakes & Ohio River Division  
550 Main Street  
Cincinnati, OH 45202-3222

**National Park Service:**

National Park Service  
Midwest Region  
601 Riverfront Drive  
Omaha, NE 68102-4226

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

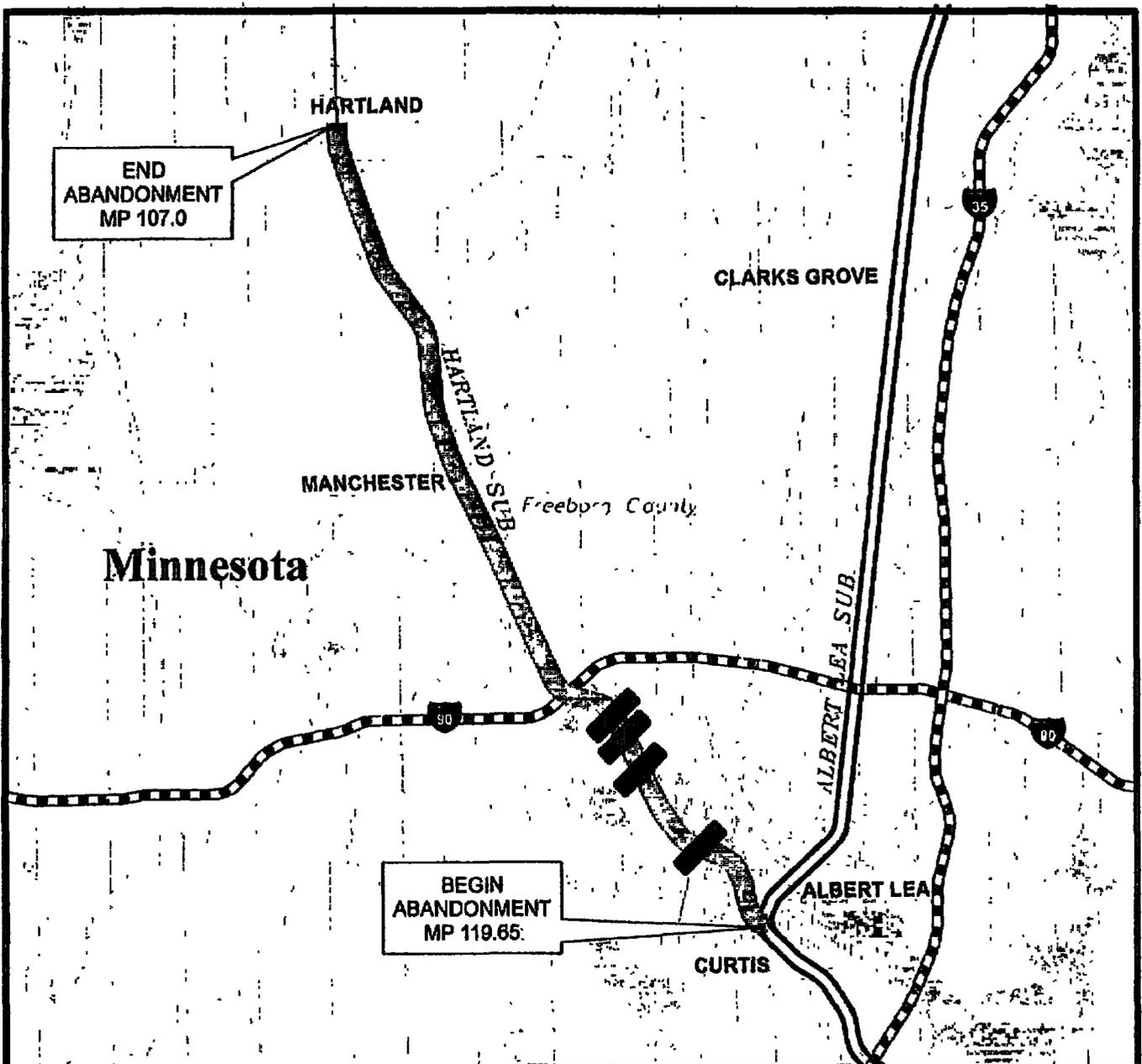
United States Department of Agriculture  
Natural Resources Conservation Service  
375 Jackson Street, Suite 600  
Saint Paul, MN 55101

**National Geodetic Survey:**

National Geodetic Survey  
Geodetic System Division  
Information Services  
NOAA/NGS12  
1315 E-W Highway  
Silver Spring, MD 20910-3282

Dated this 17th day of February, 2011.

  
Mack H. Shumate, Jr.



END  
ABANDONMENT  
MP 107.0

BEGIN  
ABANDONMENT  
MP 119.65

BRIDGE NO.	BRIDGE TYPE	TOTAL LENGTH	DATE
115.96	1 - STEEL BEAM SPAN OPEN DECK	41	1948
116.3	1 - STEEL BEAM SPAN OPEN DECK	44	1948
116.77	1 - STEEL BEAM SPAN OPEN DECK	40	1953
118.18	4 - SPAN TIMBER PILE TRESTLE OPEN DECK (TSTOD)	55	1958

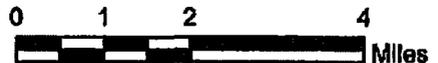
**Legend**

- UPRR TO BE ABANDONED
- OTHER UPRR LINES
- OTHER RAILROADS
- PRINCIPAL HIGHWAYS
- OTHER ROADS
- STRUCTURES

**HARTLAND SUBDIVISION**

MP 107.0 TO MP 119.65  
12.65 MILES IN FREEBORN COUNTY  
IN MINNESOTA

UNION PACIFIC RAILROAD CO.  
HARTLAND SUBDIVISION  
MINNESOTA





Law Department

November 24, 2010

**State Clearinghouse (or alternate):**  
 Minnesota Department of Transportation  
 District 6  
 2900 48<sup>th</sup> Street NW  
 Rochester, MN 55901-5848

**State Environmental Protection Agency:**  
 Minnesota Environmental Protection Agency  
 200 Ash Avenue Northwest  
 Cass Lake, MN 56633-3089

**Head of each County:**  
 Freeborn County Commissioners  
 411 S. Broadway  
 PO Box 1147  
 Albert Lea, MN 56007

**Environmental Protection Agency  
 (Regional Office):**  
 US Environmental Protection Agency  
 Region 5  
 77 W. Jackson Blvd.  
 Chicago, IL 60604

**State Historic Preservation Office:**  
 Deputy State Historical Preservation Officer  
 Minnesota Historical Society  
 346 Kellogg Blvd. W.  
 St. Paul, MN 55102

**U.S. Fish and Wildlife:**  
 U.S. Fish & Wildlife Service, Region 3  
 BHW Federal Building  
 1 Federal Drive  
 Ft. Snelling, MN 55111

**U.S. Army Corps of Engineers:**  
 U. S. Army Corps of Engineers,  
 Great Lakes & Ohio River Division  
 550 Main Street  
 Cincinnati, OH 45202-3222

**National Park Service:**  
 National Park Service  
 Midwest Region  
 601 Riverfront Drive  
 Omaha, NE 68102-4226

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

United States Department of Agriculture  
 Natural Resources Conservation Service  
 375 Jackson Street, Suite 600  
 Saint Paul, Minnesota 55101

**National Geodetic Survey:**  
 National Geodetic Survey  
 Geodetic Services Division  
 Information Services  
 NOAAINGS12  
 1315 E-W Highway  
 Silver Spring, MD 20910-3282

Re: Proposed Abandonment of the entire Hartland Subdivision from approximately Milepost 119.65 at Curtis, to the point of connection with the Albert Lea Subdivision, to the end of Union Pacific ownership at Milepost 107.0 near Hartland, a total distance of 12.65 miles in Freeborn County, Minnesota; STB Docket No. AB-33 (Sub-No. 298X)

To Whom It May Concern:

Union Pacific Railroad Company plans to request authority from the Surface Transportation Board (STB) to abandon and discontinue service on the entire Hartland Subdivision approximately Milepost 119.65 at Curtis, to the point of connection with the Albert Lea Subdivision, to the end of Union Pacific



ownership at Milepost 107.0 near Hartland, Minnesota. This is a total distance of 12.65 miles in Freeborn County, Minnesota. 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 the undersigned.

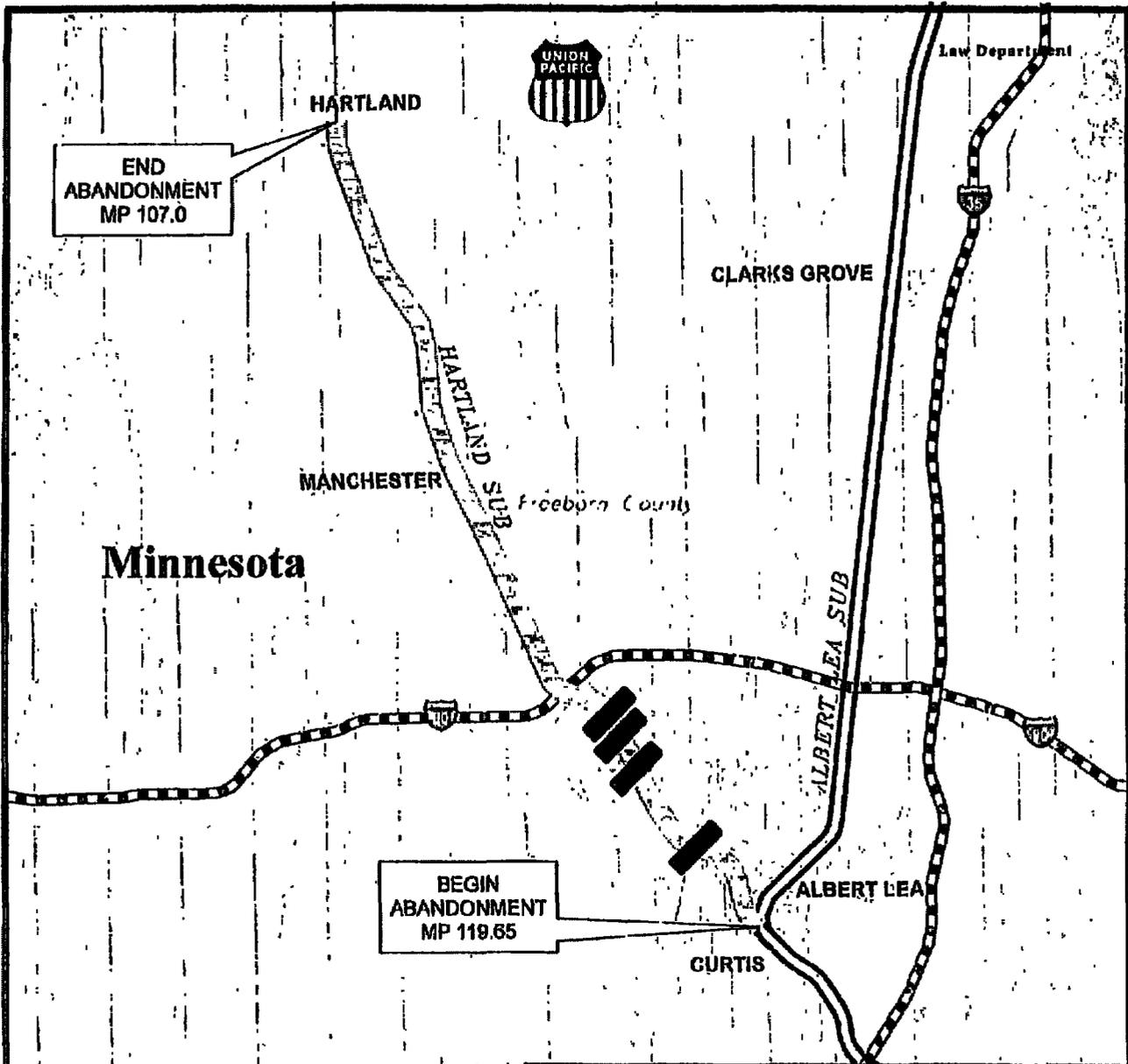
Sincerely,

A handwritten signature in black ink that reads "Colleen K. Graham".

Colleen K. Graham  
Paralegal  
Union Pacific Railroad Company  
Law Department  
1400 Douglas St., Stop 1580  
Omaha, NE 68179  
(w) 402-544-1643  
cgraham@up.com

CKG/

Enclosure(s)



Minnesota

**Legend**

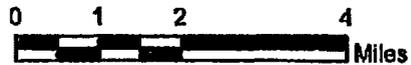
- UPRR TO BE ABANDONED
- OTHER UPRR LINES
- OTHER RAILROADS
- PRINCIPAL HIGHWAYS
- OTHER ROADS
- STRUCTURES

BRIDGE NO.	BRIDGE TYPE	TOTAL LENGTH	DATE
115.98	1 - STEEL BEAM SPAN OPEN DECK	41	1948
116.3	1 - STEEL BEAM SPAN OPEN DECK	44	1948
116.77	1 - STEEL BEAM SPAN OPEN DECK	40	1953
118.18	4 - SPAN TIMBER PILE TRESTLE OPEN DECK (TSTOD)	55	1958

**HARTLAND SUBDIVISION**

MP 107.0 TO MP 119.65  
12.65 MILES IN FREEBORN COUNTY  
IN MINNESOTA

UNION PACIFIC RAILROAD CO.  
HARTLAND SUBDIVISION  
MINNESOTA



Q:\abandonments\ab33\_200x\_Hartland\_Sub.mxd



Law Department

November 24, 2010

**State Clearinghouse (or alternate):**  
 Minnesota Department of Transportation  
 District 8  
 2900 48<sup>th</sup> Street NW  
 Rochester, MN 55901-5848

**State Environmental Protection Agency:**  
 Minnesota Environmental Protection Agency  
 200 Ash Avenue Northwest  
 Cass Lake, MN 56633-3089

**Head of each County:**  
 Freeborn County Commissioners  
 411 S. Broadway  
 PO Box 1147  
 Albert Lea, MN 56007

**Environmental Protection Agency  
 (Regional Office):**  
 US Environmental Protection Agency  
 Region 5  
 77 W. Jackson Blvd.  
 Chicago, IL 60604

**State Historic Preservation Office:**  
 Deputy State Historical Preservation Officer  
 Minnesota Historical Society  
 346 Kellogg Blvd. W.  
 St. Paul, MN 55102

**U.S. Fish and Wildlife:**  
 U.S. Fish & Wildlife Service, Region 3  
 BIIW Federal Building  
 1 Federal Drive  
 Ft. Snelling, MN 55111

**U.S. Army Corps of Engineers:**  
 U. S. Army Corps of Engineers,  
 Great Lakes & Ohio River Division  
 550 Main Street  
 Cincinnati, OH 45202-3222

**National Park Service:**  
 National Park Service  
 Midwest Region  
 601 Riverfront Drive  
 Omaha, NE 68102-4226

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

United States Department of Agriculture  
 Natural Resources Conservation Service  
 375 Jackson Street, Suite 600  
 Saint Paul, Minnesota 55101

**National Geodetic Survey:**  
 National Geodetic Survey  
 Geodetic Services Division  
 Information Services  
 NOAAINGS12  
 1315 E-W Highway  
 Silver Spring, MD 20910-3282

Re: Proposed Abandonment of the entire Hartland Subdivision from approximately Milepost 119.65 at Curtis, to the point of connection with the Albert Lea Subdivision, to the end of Union Pacific ownership at Milepost 107.0 near Hartland, a total distance of 12.65 miles in Freeborn County, Minnesota; STB Docket No. AB-33 (Sub-No. 298X)

To Whom It May Concern:

Union Pacific Railroad Company plans to request authority from the Surface Transportation Board (STB) to abandon and discontinue service on the entire Hartland Subdivision approximately Milepost 119.65 at Curtis, to the point of connection with the Albert Lea Subdivision, to the end of Union Pacific



ownership at Milepost 107.0 near Hartland, Minnesota. This is a total distance of 12.65 miles in Freeborn County, Minnesota. 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 the undersigned.

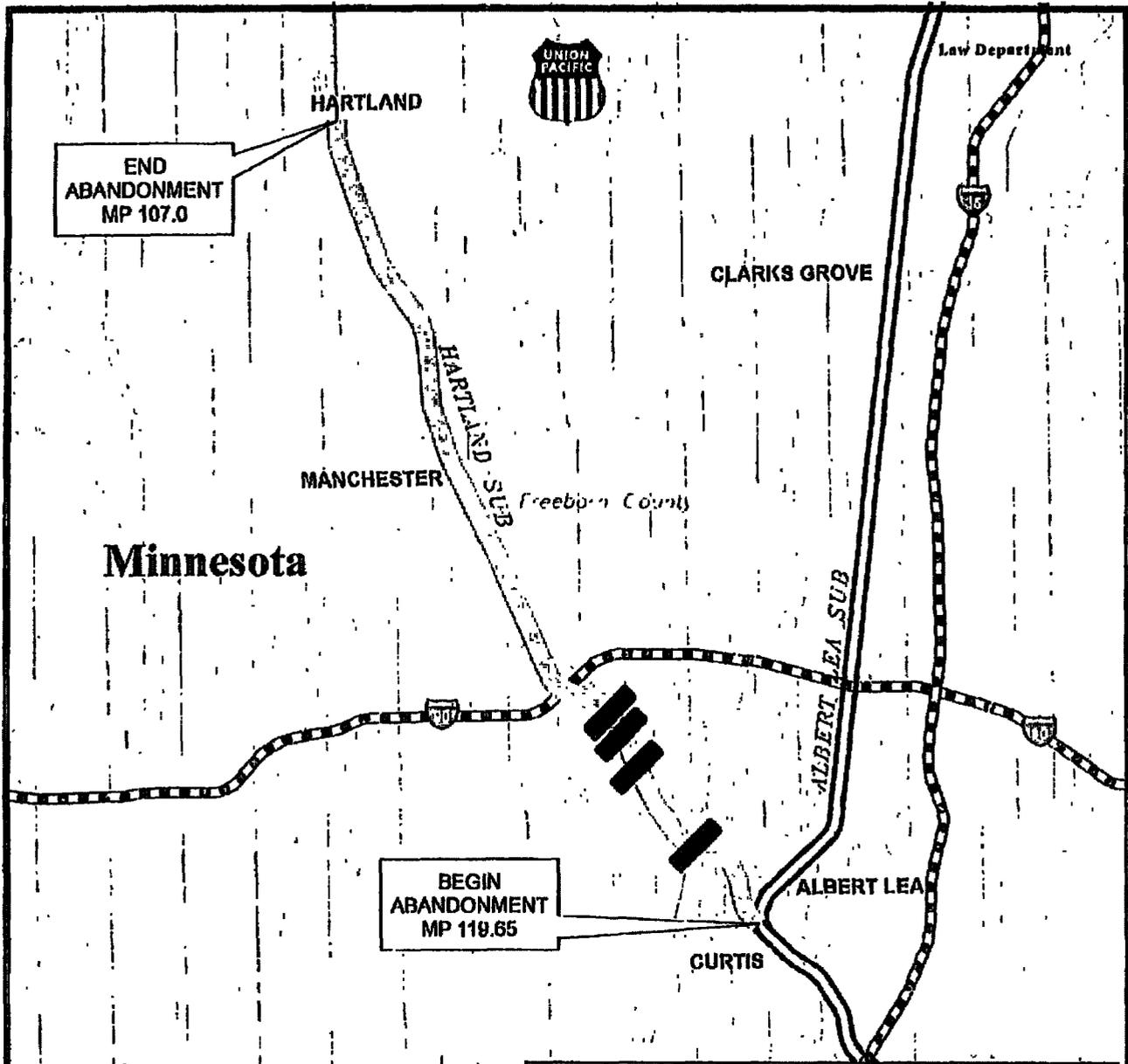
Sincerely,

A handwritten signature in cursive script that reads "Colleen K. Graham".

Colleen K. Graham  
Paralegal  
Union Pacific Railroad Company  
Law Department  
1400 Douglas St., Stop 1580  
Omaha, NE 68179  
(w) 402-544-1643  
cgraham@up.com

CKG/

Enclosure(s)



Minnesota



END  
ABANDONMENT  
MP 107.0

BEGIN  
ABANDONMENT  
MP 119.65

BRIDGE NO.	BRIDGE TYPE	TOTAL LENGTH	DATE
115.98	1 - STEEL BEAM SPAN OPEN DECK	41'	1948
116.3	1 - STEEL BEAM SPAN OPEN DECK	44	1948
116.77	1 - STEEL BEAM SPAN OPEN DECK	40	1953
118.18	4 - SPAN TIMBER PILE TRESTLE OPEN DECK (1STOD)	55	1958

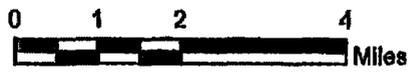
**Legend**

- UPRR TO BE ABANDONED
- OTHER UPRR LINES
- OTHER RAILROADS
- PRINCIPAL HIGHWAYS
- OTHER ROADS
- STRUCTURES

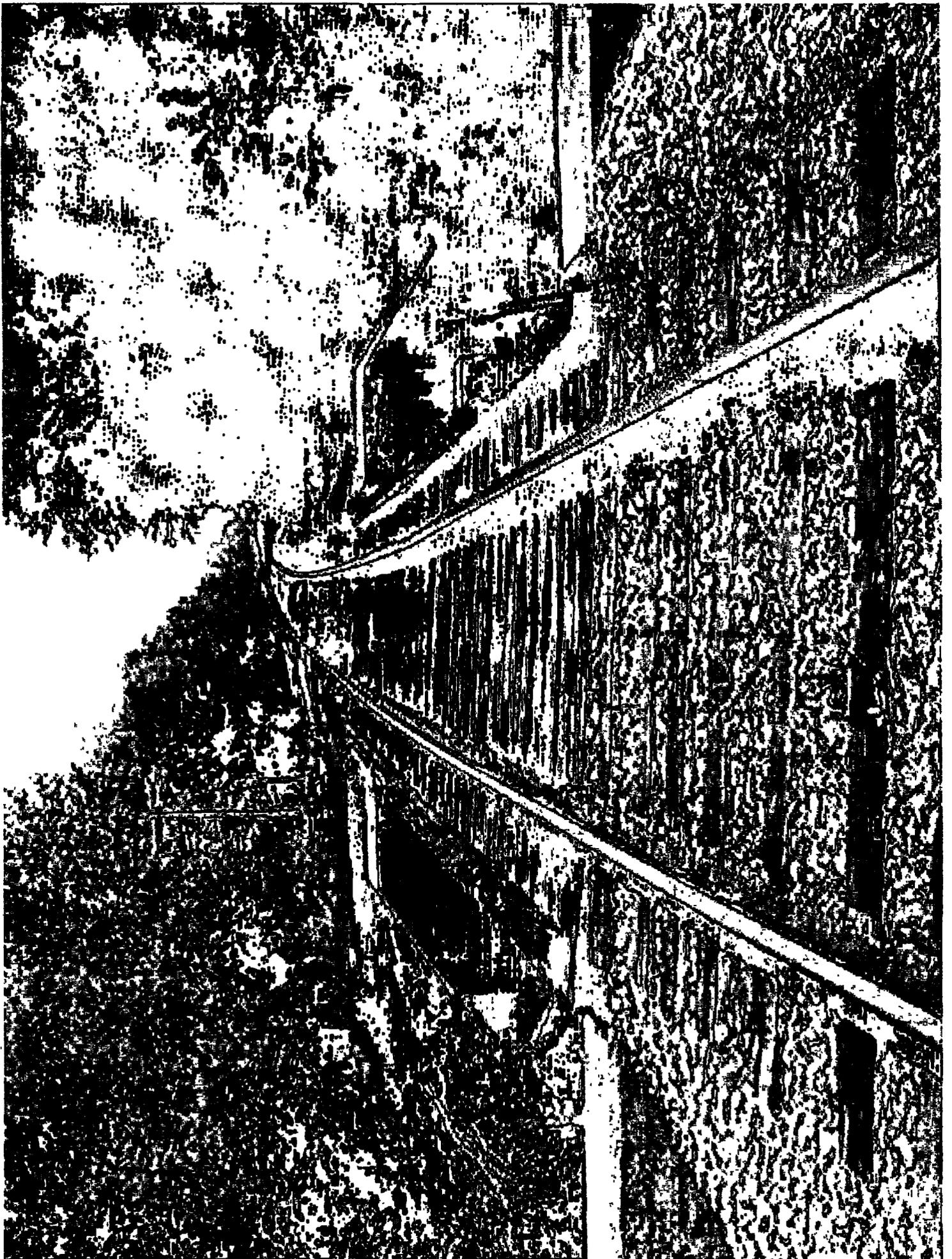
**HARTLAND SUBDIVISION**

MP 107.0 TO MP 119.65  
12.65 MILES IN FREEBORN COUNTY  
IN MINNESOTA

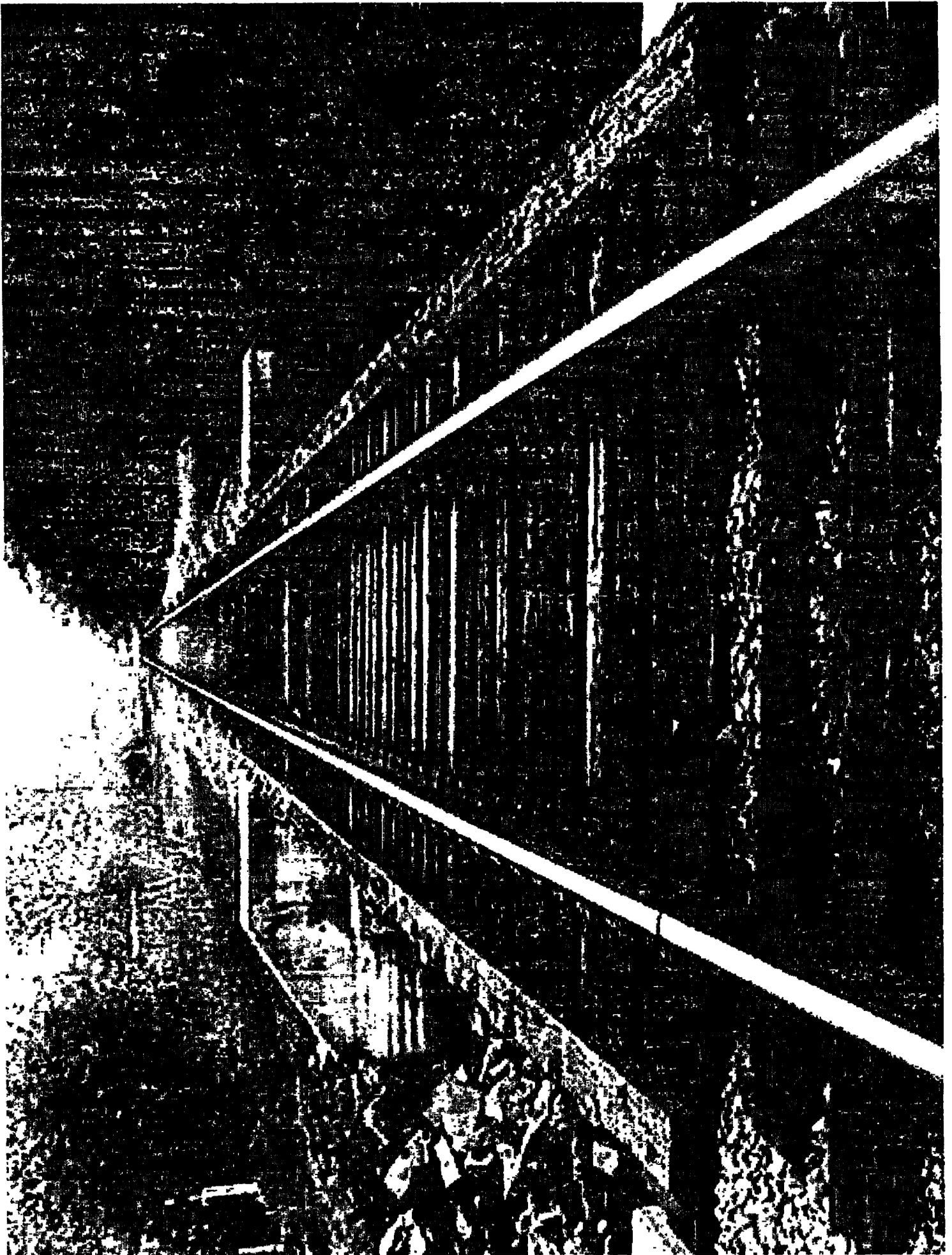
UNION PACIFIC RAILROAD CO.  
HARTLAND SUBDIVISION  
MINNESOTA

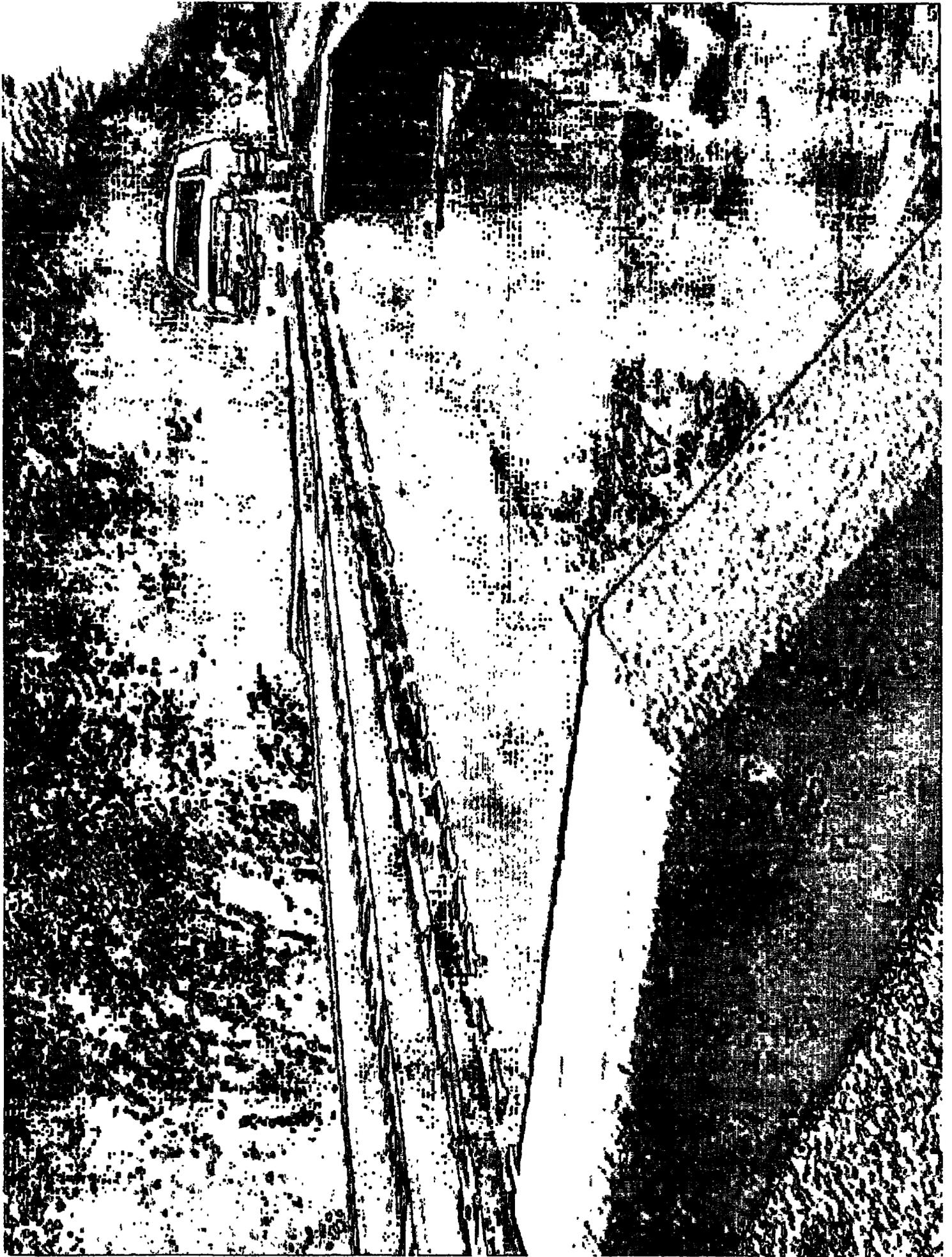


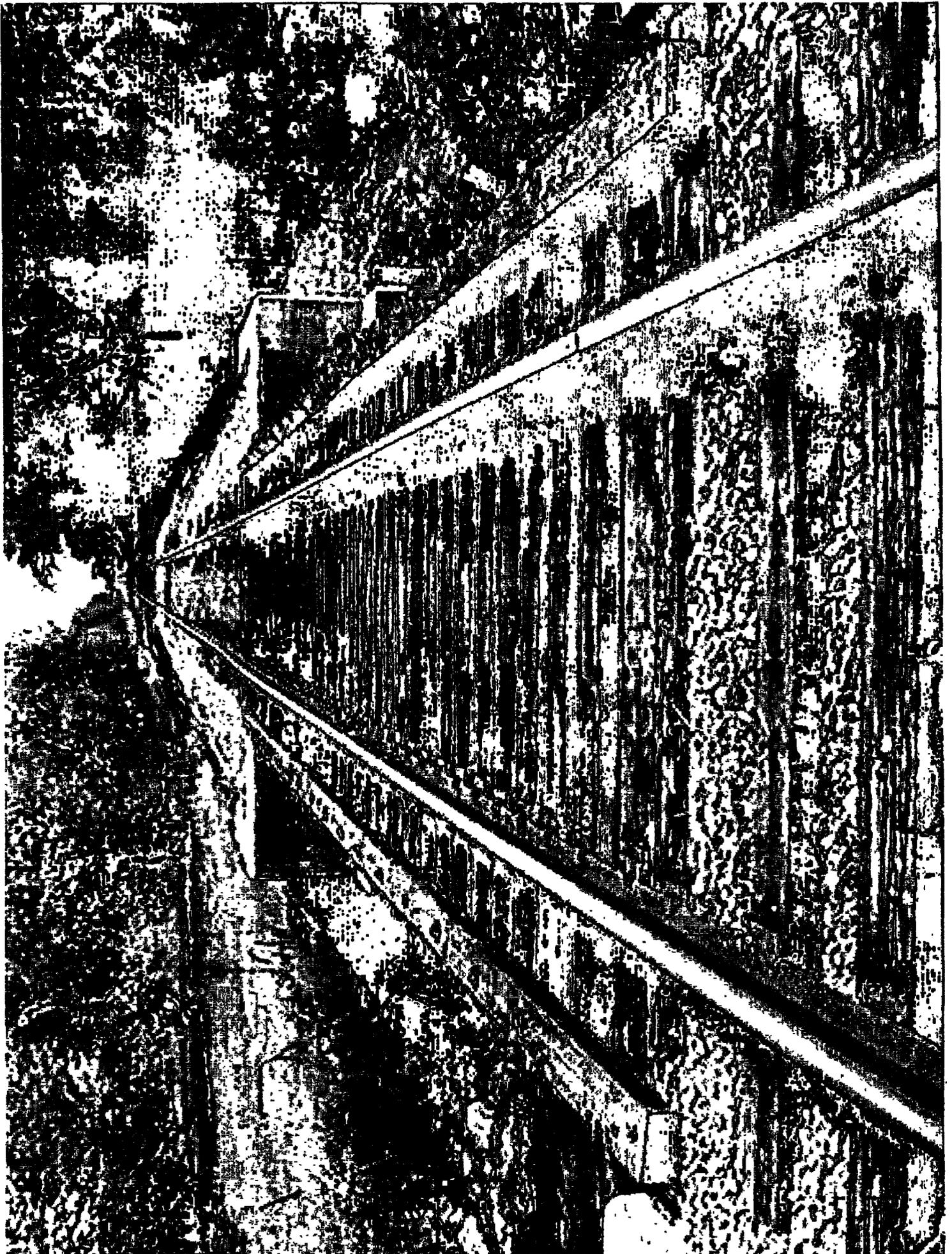
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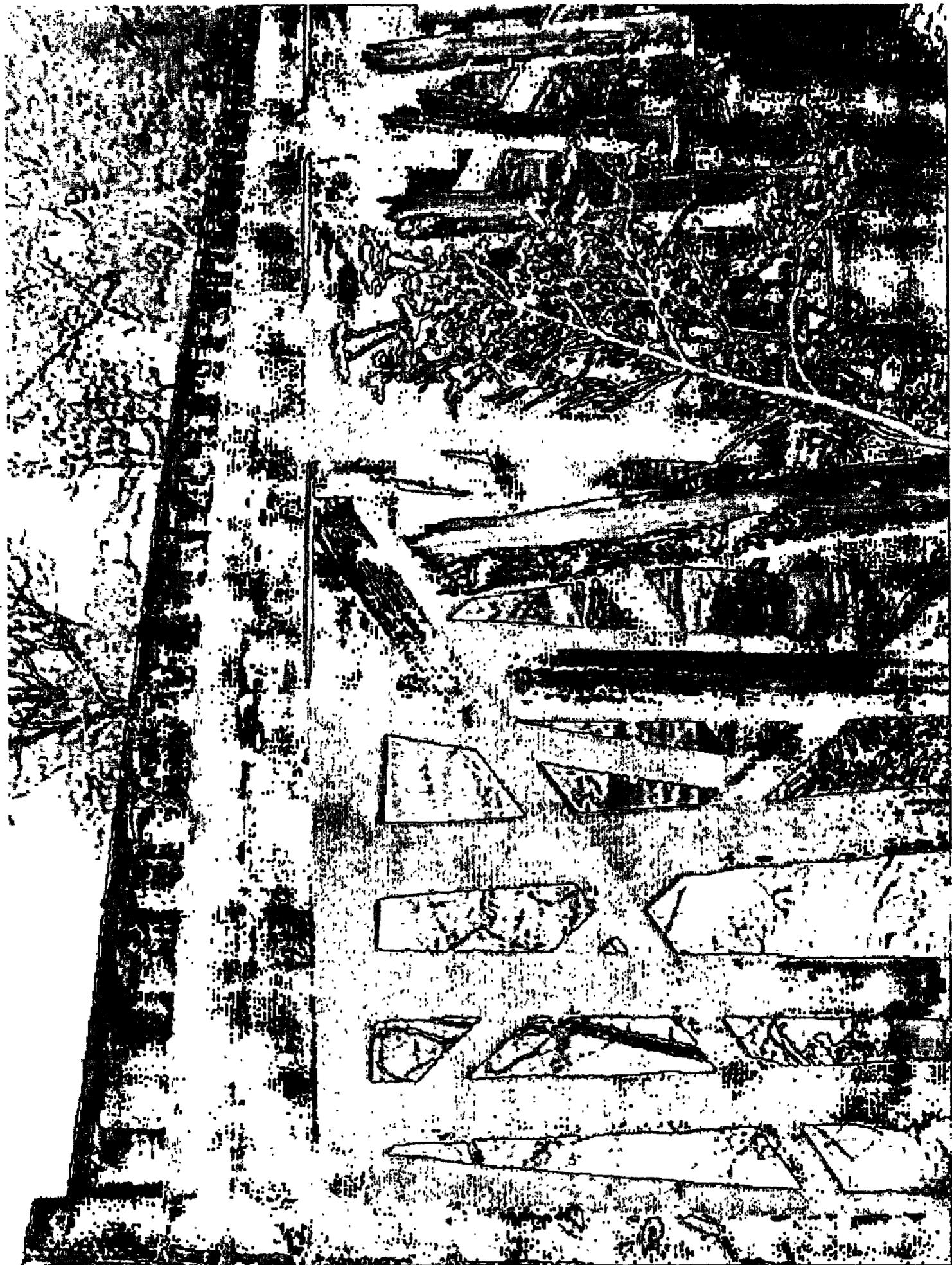














STATE HISTORIC PRESERVATION OFFICE

January 3, 2011

Ms. Collen Graham  
Paralegal, Law Department  
Union Pacific Railroad Company  
1400 Douglas St., Stop 1580  
Omaha, NE 68179

RE: STB Docket No. AB-33 (Sub-No. 298X)  
Union Pacific Railroad to abandon rail segment from Milepost 119.65 at Curtis to Milepost 107.0 near Hartland  
Freeborn County  
SHPO Number: 2011-0684

Dear Ms. Graham:

Thank you for the opportunity to review and comment on the above project. It has been reviewed pursuant to the responsibilities given the State Historic Preservation Officer by the National Historic Preservation Act of 1966 and the Procedures of the Advisory Council on Historic Preservation (36CFR800).

We have completed our evaluation of the former Minneapolis & St. Louis Railroad from Merriam Junction to the Iowa County Line. The above referenced segment lies along that line. Based on available information, we conclude that this rail segment is not eligible for the National Register of Historic Places. Therefore we find that no properties listed in or eligible for listing in the National Register of Historic Places will be affected by this project.

Please contact our Compliance Section at (651) 259-3455 if you have any questions regarding our review of this project.

Sincerely,

A handwritten signature in black ink, appearing to read 'Britta L. Bloomberg'.

Britta L. Bloomberg  
Deputy State Historic Preservation Officer

cc: Andrew Schmidt, Summit EnviroSolutions



**Minnesota  
Historical Society**

Minnesota Historical Society, 345 Kellogg Boulevard West, Saint Paul, Minnesota 55102

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US POSTAGE



Ms. Colleen Graham  
Paralegal, Law Department  
Union Pacific Railroad Company  
1400 Douglas St., Stop 1580  
Omaha, NE 68179





County Administration - Government Center  
411 So. Broadway, P.O. Box 1147, Albert Lea, Minnesota 56007-1147

507/377-5116  
Fax 507/377-5109

December 17, 2010

Melanie Kewin, Paralegal  
Union Pacific Railroad Company  
Law Department  
1400 Douglas Street, Stop 1580  
Omaha, NE 68179

Dear Melanie:

This correspondence should serve as a follow-up to our earlier conversation which we had today.

Freeborn County would like to formally express an interest in trail development along the following proposed abandonment:

Entire Hartland Subdivision from approximately Milepost 119.65 at Curtis, to the point of connection with the Albert Lea Subdivision, to the end of the Union Pacific ownership at Milepost 107.0 near Hartland, a total distance of 12.65 miles in Freeborn County, Minnesota; STB Docket No. AB-33 (Sub-No.298X)

Please contact me with any questions you may have or further direction to move this process forward.

Sincerely,

A handwritten signature in black ink that reads "John W. Kluever". The signature is written in a cursive style with a large initial "J".

John W. Kluever  
County Administrator

cc: Colleen K. Graham, Paralegal



County Administrator's Office - Courthouse  
411 So. Broadway, P.O. Box 1147, Albert Lea, MN 56007-1147

PRE-SORTED  
FIRST CLASS



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Colleen K. Graham, Paralegal  
Union Pacific Railroad Company  
Law Department  
1400 Douglas Street, Stop 1580  
Omaha, NE 68179

XXXXXX 68179

Simon Monroe  
 <Simon.Monroe@noaa.gov  
 >  
 12/15/2010 03:51 PM

To cgraham@up.com  
 cc Surface Transportation Board <sea@stb.dot.gov>, Surveyorlady@yahoo.com, Dave.Zenk@noaa.gov; Gilbert Mitchell <Gilbert.Mitchell@noaa.gov>, Simon Monroe <Simon.Monroe@noaa.gov>  
 Subject NGS Response, STB Docket AB-33 (SUB NO. 298X)  
 t

Thank you for sharing your railroad abandonment environmental report for Hartland, Freeborn County, MINNESOTA.

Approximately 21 geodetic survey marks may be located in the area described.

If marks will be disturbed by the abandonment, [THE RAILROAD] shall consult with the National Geodetic Survey (NGS) at least 90 days prior to beginning salvage activities that will disturb, or destroy any geodetic station

marks are described on the attached file. Additional advice is provided at

<http://geodesy.noaa.gov/marks/railroads/>

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|----|-----| - |-----|-----|-----|----|-----
|....|001410|. 2|88/ADJUSTED|N433914.....|W0932324.....|C...|2401 D
|....|001411|. 2|88/ADJUSTED|N433935.....|W0932344.....|B...|2401 E
|....|AB2421|D .|88/GPS OBS.|N433848.86979|W0932302.26048|B...|DRESS
|....|000462|. 1|88/ADJUSTED|N433901.....|W0932325.....|C...|H 14
|....|000464|. 1|88/ADJUSTED|N433900.....|W0932223.....|D...|J 14
|....|000525|. 2|88/ADJUSTED|N434017.....|W0932357.....|C...|2401 B
|....|001412|. 2|88/ADJUSTED|N434011.....|W0932411.....|B...|2401 F
|....|001413|. 1|88/ADJUSTED|N434032.....|W0932418.....|B...|2401 G
|....|001414|. 2|88/ADJUSTED|N434035.....|W0932424.....|C...|2401 H
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|....|001415|. 2|88/ADJUSTED|N434049.....|W0932437.....|B...|2401 J  
|....|001409|. 2|88/ADJUSTED|N434104.....|W0932519.....|B...|2481 AB  
|....|000486|. 1|88/ADJUSTED|N433958.....|W0932359.....|C...|J 23  
|....|000523|. 2|88/ADJUSTED|N434229.....|W0932624.....|C...|2401 C  
|....|DL5466|1 3|88/LEVELING|N434145.16434|W0932553.91017|B...|2401 R  
|....|DL5465|1 3|88/LEVELING|N434357.31798|W0932656.72978|B...|2401 Q  
|....|DL5471|1 3|88/LEVELING|N434251.23879|W0932634.74358|B...|CHESTER  
|....|000484|1 2|88/ADJUSTED|N434331.33041|W0932703.11335|C...|G 23  
|....|000483|1 2|88/ADJUSTED|N434550.16970|W0932807.29853|C...|F 23  
|....|DL5462|1 3|88/LEVELING|N434720.98649|W0932857.09817|B...|2401 M  
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|....|DL5473|1 3|88/LEVELING|N434747.19696|W0932857.89599|B...|URBAN