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U.S. Legal Affairs

Michael J. Barron
Counsel

17641 South Ashland Avenue
Homewood, Illinois 60430

T 708-332-3954
F 708-332-4361
michael.barron@cn.ca

May 6, 2005

Mr. Vernon A. Williams
Secretary
Surface Transportation Board
1925 K Street, N.W.
Washington, D.C. 20423-0001

213968



Re: Environmental Report, Historic Report and Required Certifications for
Docket No. AB-303 (Sub-No. 29X), Wisconsin Central Ltd.—
Notice of Exemption for Abandonment in Forest County, Wisconsin

Dear Secretary Williams:

Wisconsin Central Ltd. intends on filing a Notice of Exemption for the above-referenced proposed abandonment any time on or after May 26, 2005. Enclosed for the above-referenced Notice of Exemption are the following, which are required by 49 C.F.R. Part 1105:

1. An original and ten copies of the Environmental/Historic Report
2. An original and ten copies of the transmittal letter that accompanied the reports, and
3. An original and ten copies of a certificate demonstrating compliance with the requirements of 49 C.F.R. Part 1105.

Please stamp and return the duplicate copy of this letter to my attention to indicate that you received the items listed.

Feel free to call me if you have any questions.

Respectfully submitted,

Michael J. Barron, Jr.
Counsel for Wisconsin Central Ltd.

Encls.



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U.S. Legal Affairs

Michael J. Barron
Counsel

17641 South Ashland Avenue
Homewood, Illinois 60430

213968

T 708-332-3954
F 708-332-4361
michael.barron@cn.ca

May 6, 2005

**Re: Wisconsin Central Ltd. Notice of Exemption for Abandonment—
Forest County, Wisconsin—Docket AB-303 (Sub-No. 29X)**

To Whom It May Concern:

Any time on or after May 26, 2005, Wisconsin Central Ltd. ("WCL") expects to file with the Surface Transportation Board ("STB") a Notice of Exemption seeking authority to abandon a railroad line located Forest County, Wisconsin, starting at milepost 235.84 on the Pembine Sub (f/k/a milepost 249.38 on the old Shawano Sub, near Crandon and ending at the end of track at milepost 231.22 on the Pembine Sub (f/k/a milepost 254.00 on the old Shawano Sub). Enclosed is an Environmental Report and a Historic Report describing the proposed action and any expected environmental and historical effects, as well as a map of the affected area.

We are providing this report so that you may review the information that will form the basis for the STB's independent environmental and historical 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 STB's environmental and historic review process, please contact their Section of Environmental Analysis (SEA), at the Surface Transportation Board, 1925 K Street, N.W., Washington, D.C. 20423-0001, (202) 565-1545, and refer to the above docket number.

WCL will file the Environmental Report and Historic Report with the STB on or about May 6, 2005. Because the applicable statutes and regulations impose stringent deadlines for processing this action, your written comments to the STB (with a copy to the undersigned) would be appreciated within three weeks. Your comments will be considered by the STB in evaluating the environmental and historical impact of the contemplated action.

If there are any questions concerning this proposal, please contact the undersigned directly at (708) 332-3954 or by mail at the above address.

Sincerely,

Michael J. Barron, Jr.
Counsel for Wisconsin Central Ltd.

Encls.

213968

Docket No. AB-303 (Sub-No. 29X)

WISCONSIN CENTRAL LTD.

NOTICE OF EXEMPTION FOR
ABANDONMENT IN FOREST
COUNTY, WISCONSIN

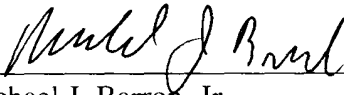
To: Mr. Vernon A. Williams
Secretary
Surface Transportation Board (STB)
1925 K Street, N.W.
Washington, DC 20423-0001

CERTIFICATE OF COMPLIANCE WITH 49 C.F.R. PART 1105

I hereby certify that on May 6, 2005, copies of the Environmental Report and Historic Report for the above-captioned proceeding were served on the agencies listed at 49 C.F.R. § 1105.7(b), all agencies consulted in preparing the reports, and on the Wisconsin State Historic Preservation Office. A service list is attached and incorporated into this certificate as Attachment A. The reports have been sent within the time period specified, as Wisconsin Central Ltd. intends to file its Notice of Exemption in the above-captioned matter no earlier than May 26, 2005. All appropriate agencies as listed in 49 C.F.R. § 1105.7(e) have been consulted well in advance of preparing the Environmental Report.

I also certify that a newspaper notice was published on March 23, 2005, in the *Forest Republican*, a newspaper of general circulation in Forest County, Wisconsin. The notice alerted the public to the proposed abandonment, to possible reuse alternatives, and to procedures for participating in the STB proceeding. A copy of the notice is attached to this certificate as Attachment B.

Dated this 6th day of May, 2005.



Michael J. Barron, Jr.
Counsel for Wisconsin Central Ltd.

ATTACHMENT A

Mr. Sherman Banker
State Historical Society of Wisconsin
816 State Street
Madison, WI 53706-1488

Division of Intergovernmental Relations
ATTENTION: Director
Wisconsin Department of Administration
P.O. Box 8944
Madison, WI 53708-8944

Ms. Patricia S Leavenworth
State Conservationist
USDA Natural Resources Conservation Service
8030 Excelsior Dr.
Suite 100
Madison, WI 53717

Mr. Allyn Lepeska
Office of General Counsel
Wisconsin Department of Transportation
4802 Sheboygan Avenue, Room 115B
P.O. Box 7910
Madison, WI 53707-7910

Mr. Edward J. McKay
National Geodetic Survey
National Geodetic & Atmospheric Adm.
1315 East-West Highway, Room 8813
Silver Spring, MN 20910-3282

Mr. William D. Shaddox
Chief, Land Resources Division
National Park Service
1201 Eye St., NW
9th Floor
Washington, DC 20025

Mr. Jon Simonsen
Environmental Review Coordinator
Wisconsin Department of Natural Resources
101 S. Webster Street
P.O. Box 7921
Madison, WI 53707-7921

Ms. Janet M. Smith
Field Supervisor
U.S. Dept. of Interior
Fish and Wildlife Service
2661 Scott Tower Drive
New Franken, WI 54229-9565

Mr. R. E. Steffes
Wisconsin Department of Natural Resources
101 S. Webster Street
P.O. Box 7921
Madison, WI 53707

Mr. Kenneth A. Westlake
Chief, NEPA Implementation Section
US EPA, Region 5
77 W. Jackson Blvd.
Mail Code B-19J
Chicago, IL 60604-3590

Mr. Robert Whiting
St. Paul District
Army Corps of Engineers Centre
190 Fifth Street East
St. Paul, MN 55101-1638

Mr. Thomas Ross
National Center for Recreation and Conservation
National Park Service
1201 Eye St. NW
9th Floor
Washington, DC 20005

Mr. David W. Ziolkowski
Forest County Forest Administration
200 E. Madison Street
Crandon, WI 54520

Mr. Edhard Huettl
County Board Chairman
6116 Evergreen Lane
Wabeno, WI 54566

Ms. Kathleen Knavel
Wisconsin Coastal Management Program
Wisconsin Department of Administration
101 E. Wilson Street, 10th Floor
P.O. Box 8944
Madison, WI 53708-894

NOTICE

WISCONSIN CENTRAL LTD. gives notice that on or after April 21, 2005, it intends to file with the Surface Transportation Board, Washington, DC 20423, a notice of exemption under 49 CFR 1152 Subpart F-Exempt Abandonments, permitting the abandonment of an approximately 4.62 mile line of railroad starting at MP 235.84 on the Pembine Sub (f/k/a MP 249.38 on the old Shawano Sub) and ending at MP 231.22 on the Pembine Sub (f/k/a MP 254.00 on the old Shawano Sub) near Crandon, Forest County, Wisconsin, which line traverses through U.S. Postal Zip Code 54520. The proceeding will be docketed as AB-303 (Sub-No. 29X).

The Board's Section of Environmental Analysis (SEA) will generally prepare an Environmental Assessment (EA), which will normally be available 25 days after the filing of the notice of exemption. Comments on environmental and energy matters should be filed no later than 15 days after the EA becomes available to the public and will be addressed in a Board decision. Interested persons may obtain a copy of the EA or make inquiries regarding environmental matters by writing to the SEA, Surface Transportation Board, 1925 K Street NW, Washington, DC 20423 or by calling that office at (202) 565-1545.

Appropriate offers of financial assistance to continue rail service can be filed with the Board. Requests for environmental conditions, public use conditions, or rail banking/trails use also can be filed with the Board. An original and 10 copies of any pleading that raises matters other than environmental issues (such as trails use, public use, and offers of financial assistance) must be filed directly with the Board's Office of the Secretary, 1925 K Street NW, Washington, DC 20423-0001 [See 49 CFR 1104.1(a) and 1104.3(a)], and one copy must be served on applicant's representative. [See 49 CFR 1104.12(a)]. Questions regarding offers of financial assistance, public use or trails use may be directed to the Commission's Office of Congressional and Public Services at (202) 565-1592. Copies of any comments or requests for conditions should be served on the applicant's representative: Michael J. Barron, Jr., (708) 332-3954 at 17641 S. Ashland Avenue, Homewood, IL 60430.

2/3968

BEFORE THE
SURFACE TRANSPORTATION BOARD

DOCKET NO. AB-303 (SUB-NO. 29X)

WISCONSIN CENTRAL LTD.
— NOTICE OF EXEMPTION FOR ABANDONMENT
IN FOREST COUNTY, WISCONSIN



ENVIRONMENTAL/HISTORIC REPORT

Wisconsin Central Ltd. ("WCL") submits this Environmental/ Historic Report in compliance with the reporting requirements of 49 C.F.R. §§ 1105.7 and 1105.8. Supporting correspondence is attached. It is the conclusion of this report that the proposed abandonment, if implemented, will not significantly affect either the quality of the human environment or the conservation of energy resources.

ENVIRONMENTAL REPORT – 49 C.F.R. § 1105.7(e)

1. Proposed Action and Alternatives. WCL seeks to abandon a line of railroad in Forest County, Wisconsin, referred to herein as the "Crandon Line," starting at milepost 235.84 on the Pembine Sub (f/k/a milepost 249.38 on the old Shawano Sub), near Crandon and ending at the end of track at milepost 231.22 on the Pembine Sub (f/k/a milepost 254.00 on the old Shawano Sub), for a total of approximately 4.62 miles.

The Crandon Line straddles a corridor with wooded area to the east of the line and Metonga Lake bordering the west side of the line. The northern terminus of line is a little more developed, as it terminates in the community of Crandon, Wisconsin.

Following abandonment, two at-grade public crossings can be removed.

No existing or former customers are located along the Crandon Line. The Crandon Line was originally part of WCL's Shawano Sub, connecting Northern Wisconsin and Upper Michigan with the Fox Valley area. WCL ceased service on that Sub in two abandonment filings [AB-303 (Sub-No. 23X) and AB-303 (Sub-No. 25X)] and a substantial portion of WCL's old Shawano Sub, including the portion immediately south of the end of track point, is a trail under the Federal Rails-to-Trails program.

No alternatives to the proposed abandonment have been considered other than a possible conversion to trail/recreational use. If the line is converted to a trail, all culverts would remain in place.

After abandonment, WCL intends to salvage rail, ties and track material from the line.

A map showing the location of the Crandon Line is attached hereto as Exhibit A.

2. Transportation System. WCL does not anticipate that existing regional or local transportation systems or patterns will be adversely affected by the proposed abandonment. The Wisconsin Department of Transportation, in response to our request for comments, requested that WCL comply with the WisDOT Abandoned Railroad Line Salvage and Clean-up Policy/Standards/Procedures when implementing the abandonment of the Crandon Line and to protect surveying hereinafter, monumentation and mapping information. See correspondence attached hereto as Exhibit B.

There are no customers located along the Crandon Line and no customers have originated or terminated cars along the Crandon Line for over two years.

The Crandon Line straddles a corridor with wooded area to the east of the line and Metonga Lake bordering the west side of the line. The northern terminus of line is a little more developed, as it terminates in the community of Crandon, Wisconsin.

Abandonment of the Crandon Line will allow permanent closure of two public highway grade crossings; US Highway 8, which currently has cantilevers, bells and flashers, and Keith Siding Road, which has crossbucks.

3. Land Use.

(i) WCL does not foresee any inconsistency with regional and/or local land use plans. WCL has contacted the Wisconsin Department of Natural Resources (“WDNR”) to alert them about the abandonment. See correspondence attached as Exhibit C. WCL believes the Crandon Line has excellent potential as a trail and indeed the old rail line immediately south of the end of track is already a trail. The WDNR concurs in this conclusion.

(ii) WCL does not believe that the proposed abandonment will impact any prime agricultural lands. As I already stated, the property east of the proposed abandonment is primarily wooded, while to the west side is Metonga Lake. The U.S. Department of Agriculture, Natural Resources Conservation Service, in Madison, Wisconsin, has been notified of the proposed abandonment, but there has been no response thus far. See Correspondence attached hereto as Exhibit D.

(iii) WCL contacted the Wisconsin Coastal Management Program. The Coastal Management Program responded that the proposed abandonment is outside of a coastal zone, and they waived their right to review this project. See correspondence attached hereto as Exhibit E.

(iv) WCL believes that the Crandon Line would make an excellent trail, especially given the proximity to Metonga Lake. It would not be suitable as a roadway, as there is an already-developed roadway system in close proximity. As I indicated, the WDNR has expressed interest in this line as a trail.

(v) In the U.S. Environmental Protection Agency's (EPA) response to our request for comment, the EPA directed us to contact other agencies, but asked that the final report address the issue of disposition of rails and ties, removal of all other waste and debris, proper erosion control and possible alternate uses. See correspondence attached herein as Exhibit F.

In response, WCL states that it will recycle rails and ties to the extent they are recyclable, will not dispose of any material into waterways as part of the abandonment, and will be mindful of erosion control measures during salvage. This report addresses reuse alternatives in other sections.

4. Energy.

(i) The proposed abandonment will not have any effect on the transportation of energy resources. No energy resource commodities have moved over the Crandon Line in the last two years, and WCL foresees no possibility that such on-line traffic would develop in the future.

(ii) The movement and/or recovery of recyclable commodities will not be adversely affected by this abandonment. No such traffic has been handled on the Crandon Line, and WCL foresees no possibility that any on-line recyclable commodity traffic would develop in the future.

(iii) Abandonment will not result in an increase or decrease in overall energy efficiency. There is no rail freight traffic on the Crandon Line and thus there will be no changes in existing transportation patterns or energy usage as a result of the proposed abandonment.

(iv) Not applicable. Abandonment of the Crandon Line will not cause the diversion of more than 1,000 rail carloads per year or an average of 50 rail carloads per mile per year to motor carriers.

5. Air.

(i) Not applicable. Abandonment will not result in (A) a minimum increase in rail traffic of 100% or eight trains per day on any segment of rail line, (B) an increase in rail yard activity of at least 100%, or (C) an average increase in truck traffic of more than 10% of the average daily traffic or 50 vehicles per day on any road segment.

(ii) Abandonment of the Crandon Line will not result in traffic increases which exceed the thresholds specified in 49 C.F.R. § 1105.7(e)(5)(ii)(A), (B) or (C).

(iii) Not applicable. There is no traffic on the proposed abandonment, thus no shipments of ozone-depleting materials will be diverted as a result of this abandonment.

6. Noise. Not applicable. As indicated above, none of the thresholds identified in 49 C.F.R. § 1105.7(e)(5)(i) will be exceeded as a result of the abandonment.

7. Safety.

(i) The proposed action will have a positive effect on public health and safety. Abandonment of the Crandon Line will allow elimination of two at-grade crossings. During any salvage operations on the Crandon Line, precautions will be taken to ensure public safety.

(ii) Not applicable. As there is no traffic at all, the proposed abandonment will have no effect on the transportation of hazardous materials.

(iii) There are no known hazardous waste sites nor hazardous spill sites along the Crandon Line.

8. Biological Resources.

(i) In response to our notice of intent to abandon the Crandon Line, the U.S. Department of the Interior, Fish and Wildlife Service noted that at present there are no federally-listed threatened or endangered species or critical habitat present within the abandonment area. If there is a delay in implementing the abandonment, the Fish and Wildlife Service requested WCL contact them for updates to the list. See correspondence attached hereto as Exhibit G.

(ii) The Crandon Line does not pass through or is not adjacent to any wildlife sanctuaries or refuges or any national or state parks and, accordingly, none will be adversely affected, according to the WDNR. See correspondence attached hereto as Exhibit C. The WDNR did ask WCL to contact the Forest County Forest Administrator. WCL shall send a copy of this report to the Forest County Forest Administrator

9. Water.

(i) WCL has contacted the EPA to determine whether the proposed abandonment is consistent with applicable federal, state and local water quality standards. The EPA directed WCL to other agencies. See correspondence attached hereto as Exhibit F. WCL will be mindful of proper erosion control in the removal of track and other salvageable materials to minimize impact. WCL intends on the leaving culverts in place in case the Crandon Line is converted to a trail.

In response to our request for comments, the WDNR indicated that removal of track and ties should not alter designated wetlands, and that WCL should observe proper erosion control during track and tie removal. As indicated, WCL shall observe that. WCL will not be removing any bridges or culverts. See correspondence attached hereto as Exhibits C.

(ii) WCL has contacted the Army Corps of Engineers to determine if the proposed abandonment requires permits under Section 404 of the Clean Water Act. The Corps has not yet responded. WCL does believe, however, that no Section 404 permit will be required. No work will be done in a navigable water of the United States, and no dredged or fill material will be discharged in any water of the United States, including wetlands. See correspondence attached hereto as Exhibit H.

Abandonment should not impact any 100-year floodplain if no additional fill is placed in any floodplain.

(iii) Based on WCL's plans for disposal and recycling of track material, WCL concludes that no permits under Section 402 of the Clean Water Act are required. No material will be disposed of into waterways as part of the abandonment.

10. Proposed Mitigation.

Since WCL anticipates no adverse environmental impact from this proposed transaction, no mitigation actions are proposed.

HISTORICAL REPORT — 49 C.F.R. § 1105.8(d)

1. Map. A map of the Crandon Line is attached hereto as Exhibit A.
2. Description of Line. WCL seeks to abandon a line of railroad in Forest County, Wisconsin, referred to herein as the “Crandon Line,” starting at milepost 235.84 on the Pembine Sub (f/k/a milepost 249.38 on the old Shawano Sub), near Crandon and ending at the end of track at milepost 231.22 on the Pembine Sub (f/k/a milepost 254.00 on the old Shawano Sub), for a total of approximately 4.62 miles.

The Crandon Line straddles a corridor with wooded area to the east of the line and Metonga Lake bordering the west side of the line. The northern terminus of line is a little more developed, as it terminates in the community of Crandon, Wisconsin.

Based on documents in our possession, Ashland Trackage does not appear to contain any federally-granted right-of-way.

3. Photographs. There are no buildings or structures within the proposed abandonment. There is one timber bridge near the south end of the abandonment. A photograph is enclosed herein as Exhibit I and has also been submitted to the Wisconsin SHPO.

4. Information on Structures. WCL has no information on any buildings, structures or bridges.

5. History of Operations. The line to be abandoned was placed into service over a period of years, beginning in 1906 by the Wisconsin and Northern Railroad Company. Prior to 1917 the entire line was placed into service. It was the Wisconsin and Northern’s plans to construct a line of track to connect the ports on Lake Superior to those on the Gulf of Mexico. In time, however, plans changed due to the cost of track construction and the Wisconsin and Northern decided to connect its line of track to existing trackage located in Wisconsin’s Fox

Valley, south of Shawano. In the 1920's, the Soo Line purchased the Wisconsin Northern and in 1980's formed the Lake States Division from this and other segments. WCL acquired the Lake States Division in 1987, and operated the Crandon Line as part of its Shawano Subdivision. As indicated in the Environmental Report, WCL removed most of the Shawano Sub as part of two prior abandonments [AB-303 (Sub-No. 23X) and AB-303 (Sub-No. 25X)]. The portion immediately south of the Crandon Line is already a trail and WCL believes the Crandon Line would make an excellent trail.

6. Engineering Documents. There are no engineering documents related to the Crandon Line.

7. Historic Criteria. Based on readily available information in its possession, WCL believes that the timber bridge on the line does not meet the criteria for listing in the *National Register of Historic Places*. As noted above, there are no buildings or any other structures located within the proposed abandonment area. WCL also believes that no culturally significant locations, archaeological sites or unique landforms will be affected by the abandonment. WCL has contacted the Wisconsin Historical Society, and is submitting a "Request for SHPO Comment and Consultation on a Federal Undertaking" along with this report to the SHPO. See correspondence attached hereto as Exhibit J.

8. Ground Disturbance. WCL is unaware of any possibility that archaeological resources may be in the area. If any archaeological resources turn out to be in the area, the abandonment activities should have no impact as WCL simply intends on removing the rail and ties and leaving the right-of-way intact for possible trail-conversion purposes. Access to the line is good, especially at the southern end where a trail already abuts the line.

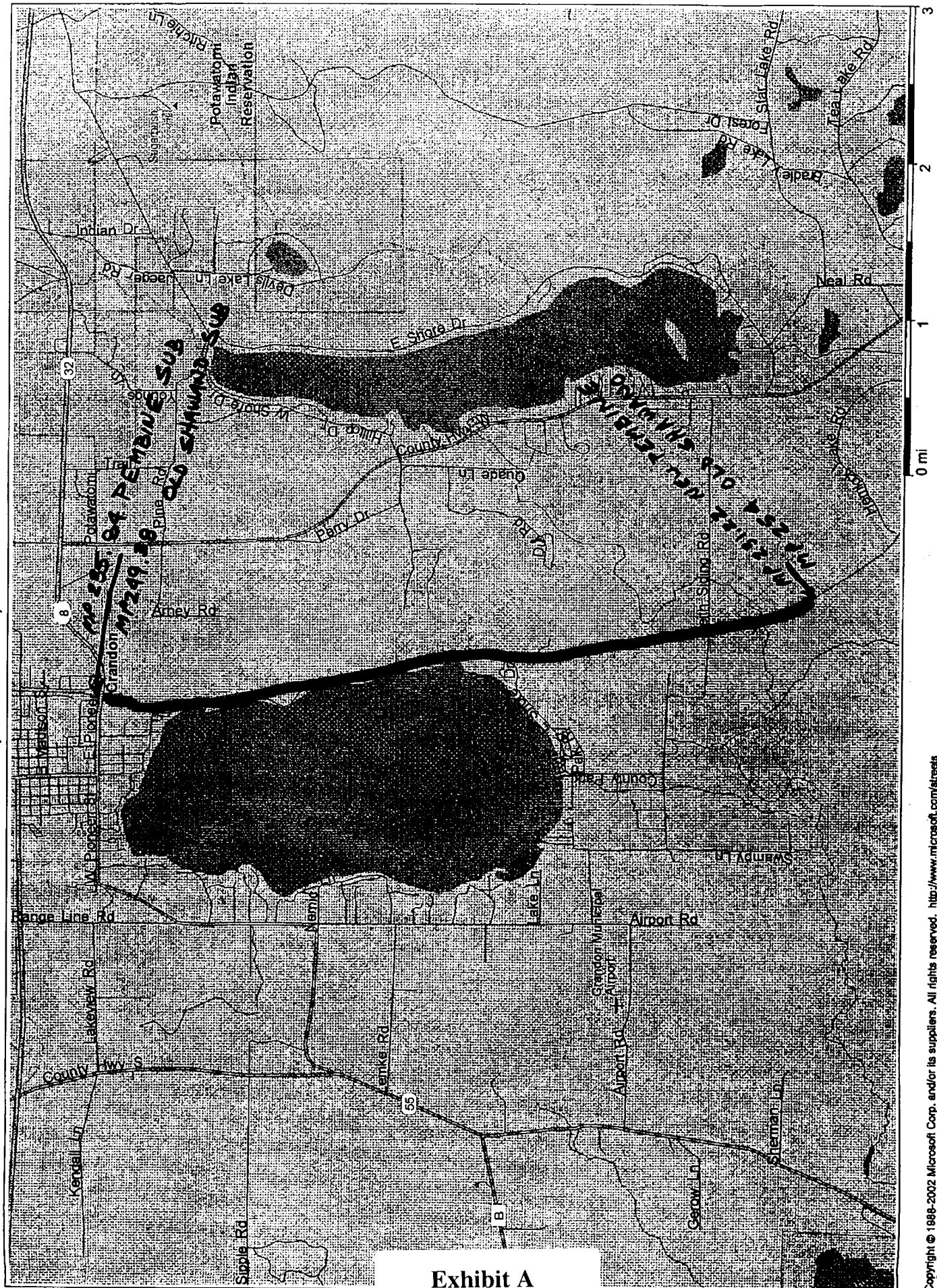
Dated: May 6, 2005

Respectfully submitted,

A handwritten signature in cursive script, appearing to read "Michael J. Barton, Jr.", written in black ink.

Michael J. Barton, Jr.
Counsel for Wisconsin Central Ltd.
CN
17641 South Ashland Avenue
Homewood, IL 60430-1345
(708) 332-3954

Crandon, Wisconsin, United States





WWW.CN.CA

U.S. Legal Affairs

Michael J. Barron
Counsel

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Homewood, Illinois 60430

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michael.barron@cn.ca

March 4, 2005

Mr. Allyn Lepeska
Office of General Counsel
Wisconsin Department of Transportation
4802 Sheboygan Avenue, Room 115B
P.O. Box 7910
Madison, WI 53707-7910

Re: Wisconsin Central Ltd. Proposed Abandonment in Forest County, Wisconsin

Dear Allyn:

Wisconsin Central Ltd. ("WCL") is planning to file a proposed abandonment with the Surface Transportation Board ("STB") for approval to abandon an approximately 4.62 mile line of railroad starting at MP 235.84 on the Pembine Sub (f/k/a MP 249.38 on the old Shawano Sub) and ending at MP 231.22 on the Pembine Sub (f/k/a MP 254.00 on the old Shawano Sub) near Crandon, Forest County, Wisconsin. For your convenience, we have attached a map for your reference. WCL is advising you of the proposed action so you may assist us in identifying any potential effects of the proposed action on, among other things, the following:

1. Water quality;
2. Designated wetlands;
3. 100-year-old flood plains;
4. Endangered or threatened species;
5. Critical habitats;
6. Wildlife sanctuaries or refuges;
7. National or state parks or forests;
8. Coastal zone management;
9. Soil and natural resource conservation;
10. Agricultural land;
11. Regional and/or local use plans; and
12. The need for permits under Sections 402 or 404 of the Clean Water Act.

Because of the nature of the proposed action, we foresee no adverse effects. Nevertheless, we would appreciate your review and any comments you may wish to offer. We would appreciate a written response as soon as possible so that we may include it in the environmental report, which we will file with the STB. We intend on filing the Environmental Report in four weeks.

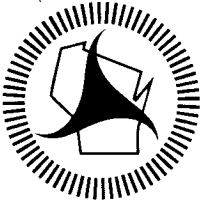
Thank you for your assistance.

Very truly yours,

Michael J. Barron, Jr.
Counsel for Wisconsin Central Ltd.

Encl.

Exhibit B



Wisconsin Department of Transportation

www.dot.wisconsin.gov

Jim Doyle
Governor

Frank J. Busalacchi
Secretary

Office of General Counsel
4802 Sheboygan Ave., Rm. 115B
P O Box 7910
Madison, WI 53707-7910

Telephone: 608-266-8810
FAX: 608-267-6734
E-mail: ogc.exec@dot.state.wi.us

April 5, 2004

Michael J. Barron, Jr.
Counsel
Wisconsin Central Ltd.
17641 South Ashland Avenue
Homewood, IL 60430

**Re: Wisconsin Central Ltd. Proposed Abandonment in Forest County,
Wisconsin**

Dear Mr. Barron,

At your request, we have reviewed the environmental effects of the proposed abandonment of 4.62 mile of rail line starting at MP 235.84 on the Pembine Sub (f/k/a MP 249.38 on the old Shawano Sub) and ending at MP 231.22 on the Pembine Sub (f/k/a MP 254 on the old Shawano Sub) near Crandon in Forest County, Wisconsin.

As a multimodal agency, WisDOT would encourage the preservation of this transportation corridor consistent with existing land use plans and essential for efficient use of natural resources for future transportation needs if the line is abandoned. If the corridor is abandoned, there is interest in the corridor for trail use.

If the line is abandoned, the greatest potential for environmental damage is because of the failure to properly clean up debris which is often left on former rail lines after items of value are removed. Because of this, Wisconsin Central Ltd must comply with the WisDOT Abandoned Railroad Line Salvage and Clean-up Policy/Standards/Procedures when they do the abandonment and related activities.

If the line is abandoned, the railroad needs to protect surveying benchmarks, monumentation and mapping information for the segment.

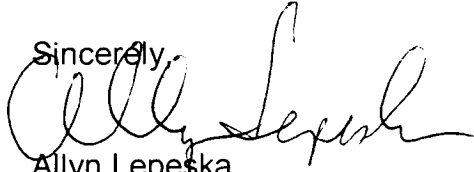
Upon abandonment, the railroad must remove the rail, ties and ballast at the crossings of the state highways. The railroad is required to obtain a permit from the District

Maintenance section to work on highway right-of-way. The railroad will need to handle traffic while the crossing is being removed. The roadway should be restored in like kind.

Before crossings are removed across other streets and roadways, the railroad must contact the maintaining authority to coordinate work with them.

If you have any questions, feel free to contact me.

Sincerely,

A handwritten signature in black ink, appearing to read "Allyn Lepeska". The signature is fluid and cursive, with a large initial "A" and a long, sweeping tail.

Allyn Lepeska
Attorney

pc: Vicki Schaefer
Stephen Kienitz
Richard Steffes



WWW.CN.CA

U.S. Legal Affairs

Michael J. Barron
Counsel

17641 South Ashland Avenue
Homewood, Illinois 60430

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michael.barron@cn.ca

March 4, 2005

Mr. Mike Neuman
Director
Bureau of Environmental Analysis & Review
Wisconsin Department of Natural Resources
Box 7921
Madison, WI 53707

Re: Wisconsin Central Ltd. Proposed Abandonment in Forest County, Wisconsin

Dear Mr. Neuman

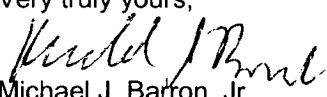
Wisconsin Central Ltd. ("WCL") is planning to file a proposed abandonment with the Surface Transportation Board ("STB") for approval to abandon an approximately 4.62 mile line of railroad starting at MP 235.84 on the Pembine Sub (f/k/a MP 249.38 on the old Shawano Sub) and ending at MP 231.22 on the Pembine Sub (f/k/a MP 254.00 on the old Shawano Sub) near Crandon, Forest County, Wisconsin. For your convenience, we have attached a map for your reference. WCL is advising you of the proposed action so you may assist us in identifying any potential effects of the proposed action on, among other things, the following:

1. Water quality;
2. Designated wetlands;
3. 100-year-old flood plains;
4. Endangered or threatened species;
5. Critical habitats;
6. Wildlife sanctuaries or refuges;
7. National or state parks or forests;
8. Coastal zone management;
9. Soil and natural resource conservation;
10. Agricultural land;
11. Regional and/or local use plans; and
12. The need for permits under Sections 402 or 404 of the Clean Water Act.

Because of the nature of the proposed action, we foresee no adverse effects. Nevertheless, we would appreciate your review and any comments you may wish to offer. We would appreciate a written response as soon as possible so that we may include it in the environmental report, which we will file with the STB. We intend on filing the Environmental Report in four weeks.

Thank you for your assistance.

Very truly yours,


Michael J. Barron, Jr.
Counsel for Wisconsin Central Ltd.

Encl.

Exhibit C

U.S. Legal Affairs

Michael J. Barron
Counsel

17641 South Ashland Avenue
Homewood, Illinois 60430

T 708-332-3954
F 708-332-4361
michael.barron@cn.ca

March 4, 2005

Mr. R. E. Steffes
Wisconsin Department of Natural Resources
101 S. Webster Street
P.O. Box 7921
Madison, WI 53707

Re: Wisconsin Central Ltd. Proposed Abandonment in Forest County, Wisconsin

Dear Mr. Steffes:

Wisconsin Central Ltd. ("WCL") is planning to file a proposed abandonment with the Surface Transportation Board ("STB") for approval to abandon an approximately 4.62 mile line of railroad starting at MP 235.84 on the Pembine Sub (f/k/a MP 249.38 on the old Shawano Sub) and ending at MP 231.22 on the Pembine Sub (f/k/a MP 254.00 on the old Shawano Sub) near Crandon, Forest County, Wisconsin. For your convenience, we have attached a map for your reference. WCL is advising you of the proposed action so you may assist us in identifying any potential effects of the proposed action on, among other things, the following:

1. Water quality;
2. Designated wetlands;
3. 100-year-old flood plains;
4. Endangered or threatened species;
5. Critical habitats;
6. Wildlife sanctuaries or refuges;
7. National or state parks or forests;
8. Coastal zone management;
9. Soil and natural resource conservation;
10. Agricultural land;
11. Regional and/or local use plans; and
12. The need for permits under Sections 402 or 404 of the Clean Water Act.

Because of the nature of the proposed action, we foresee no adverse effects. Nevertheless, we would appreciate your review and any comments you may wish to offer. We would appreciate a written response as soon as possible so that we may include it in the environmental report, which we will file with the STB. We intend on filing the Environmental Report in four weeks.

Thank you for your assistance.

Very truly yours,



Michael J. Barron, Jr.
Counsel for Wisconsin Central Ltd.

Encl.



State of Wisconsin \ DEPARTMENT OF NATURAL RESOURCES

Jim Doyle, Governor
Scott Hassett, Secretary

101 S. Webster St.
Box 7921
Madison, Wisconsin 53707-7921
Telephone 608-266-2621
FAX 608-267-3579
TTY Access via relay - 711

March 23, 2005

Mr. Michael Barron, Jr.
17641 South Ashland Ave.
Homewood, IL 60430

Subject: Wisconsin Central Ltd. Proposed Abandonment in Forest Co., Wisconsin
MP 235.84 to 231.22 Pembine Sub.

Dear Mr. Barron:

Thank you for the information regarding the proposed abandonment of the Wisconsin Central Ltd. rail line from Milepost 235.84 to Milepost 231.22 on the Pembine Sub in Forest County. On March 11th I received your letter (dated March 4, 2005) requesting information regarding the potential environmental effects associated with the proposed abandonment. Considering the timing of the announcement, our environmental comments will focus on the results of tools that we can access at our office as well as input from regional staff. The department will not be able to conduct a more thorough analysis of the potential environmental impacts of the project, or the need for DNR permits associated with salvage operations, until the majority of snow cover is gone and a field evaluation of the corridor can be conducted in April or May.

We have reviewed the proposal and offer comments on the potential impacts of the action on the following areas of concern:

1. WATER QUALITY:

Proper erosion control measures must be used and maintained during and after any track, tie, bridge, structure, or culvert removal. An erosion plan should be developed and made part of the project plans and specifications. All areas of disturbed soil should be restored to original grade and re-seeded as soon as possible. When possible, native plant species should be used to stabilize the disturbed areas. Once the site is stabilized, erosion control materials such as silt fence should be removed from the project area.

The corridor crosses Swamp Creek, a class II trout stream, as well as one or two unnamed waterways. The treatment of these crossings, as well as culverts that may exist in wetland areas, will depend on the final designated use of the rail line. If it will not ultimately be used as a public recreational trail, then the removal of the bridges or culverts will likely be required. Additionally, if salvage operations will take place on the Swamp Creek crossing or bank of the creek, timing restrictions may be specified to protect the trout populations in these waters during their spawning period.

2. DESIGNATED WETLANDS:

The removal of track and ties should not affect any designated wetlands as they currently exist. However, original construction of the roadbed resulted in the filling of wetlands along the corridor. Original

drainage patterns were also altered, resulting in changes to the local hydrology. If future use of the right-of-way is not for transportation or trail purposes, all fills should be removed and the original contours and vegetation re-established. Any work in wetlands may require local, state, or Corps of Engineers permits.

3. 100 YEAR FLOODPLAINS:

The abandonment should not impact on the 100-year floodplain if no additional fill is placed in the floodplain. If the right-of-way is to be used for transportation or trail purposes, the existing bridges and culverts may remain in place if maintained. However, if this is not the case, all structures must be removed completely and the embankments regraded and permanently stabilized.

4. ENDANGERED OR THREATENED SPECIES / CRITICAL HABITATS:

A review of the Natural Heritage Inventory screening portal did not indicate the presence of rare species or critical habitats, however, formal surveys have not been conducted along this corridor. If the disturbance caused by the track and tie removal is limited to the ballast area only, there will not likely be any adverse impacts to protected species or critical habitat along the route.

5. WILDLIFE SANCTUARIES OR REFUGES:

There are no wildlife sanctuaries or refuges along the project route. Disturbance due any track, tie, bridge, structure, or culvert removal should be kept to the minimum required to do the work.

6. NATIONAL OR STATE PARKS OR FORESTS

There are currently no National or State Parks along the project route. The route does, however, cross through land owned by Forest County. It is recommended that you contact the Forest County to determine the potential impact of the abandonment on the County's forest management plan. The Forest County Forest Administrator is David W. Ziolkowski. His contact information is as follows: Courthouse, 200 East Madison Street, Crandon, Wisconsin 54520

7. COASTAL ZONE MANAGEMENT:

Concerns regarding consistency with Coastal Zone Management would be more appropriately addressed by the Wisconsin Coastal Management Program - Department of Administration at: 101 East Wilson Street, Madison, WI 53702 or at coastal@doa.state.wi.us

8. SOIL AND NATURAL RESOURCE CONSERVATION:

As mentioned previously, proper erosion control measures must be used and maintained during and after the salvage operation.

9. AGRICULTURAL LAND:

We suggested that you contact the local offices of the USDA Natural Resources Conservation Service and the USDA Soil Conservation Service for additional comments regarding the potential to impact to agricultural land.

10. REGIONAL AND/OR LOCAL LAND USE PLANS

The Department of Natural Resources has an interest in the proposed rail discontinuance from MP 231.22 (New Pembine) to 45 feet North of Hwy 8 in Crandon under the Rails-To-Trails program. Use of this portion of the property as a portion of the trail is in the public interest and action by the city or county in regard to abandonment should take this into consideration. If all the land reverts to a private ownership the trail may not be possible in this area and this would not be in keeping with public interest.

11. SECTION 402 OR 404 PERMITS:

You should contact Mike O'Keefe at the the U.S. Army Corps of Engineers office at: 1314 Contractor's Blvd., Plover, WI 54467 or at (715)345-7911 for further information regarding the need for these permits.

12. WASTE AND DEMOLITION DISPOSAL:

All demolition and waste material that cannot be recycled must be disposed of in an appropriate manner. Disposal of any materials in wetlands or surface waters is not permitted. A plan should be developed describing the disposal method and location of all waste and demolition material.

As previously stated, the extent of salvage operations that will be required will depend on the final use of this section of rail corridor. Please contact me this spring when a field evaluation of the site can be conducted by Department of Natural Resources staff. We also request the opportunity to review an erosion control plan at least two weeks prior to the start of salvage operations and request the opportunity to meet with the party that will be conducting the operations prior to the start of the project. Another field evaluation will be conducted by the Department to determine if the salvage operations were acceptable prior to formal abandonment.

For future abandonments in Forest, Florence, Iron, Langlade, Lincoln, Oneida, Taylor and Price counties, please send the announcements directly to me at the address shown in the letterhead or via email at: Jonathan.Simonsen@dnr.state.wi.us Additionally, for your reference, I have enclosed the contact list for my counterparts throughout the State. Due to the short turn around time that is generally requested for these reviews, sending the announcement directly to the appropriate staff will help to ensure that the review can be conducted in a timely manner. If you have any questions, please feel free to contact me at 715-365-8916.

Sincerely,



Jon Simonsen
Environmental Review Coordinator

CC: Bill Gantz -Spooner
Terry Jordan -Spooner
Daniel Schuller -Rhineland
Richard Steffes -Madison, LF/6
Mike O' Keefe -USACOE

DNR's TRANSPORTATION LIAISON STAFF *(revised 03/09/2005)*

Central Office Coordinators

Dave Siebert General Coordination
(608) 264-6048
Cameron Bump General Coordination
(608) 267-9742
Lisie Kitchel Endangered Resources
(608) 266-5248

Regional Leads

South Central Region (SCR)- Russ Anderson-- (608) 275-3467
Southeast Region (SER)- Mike Thompson
(414) 263-8648
Northeast Region (NER)- Al Stranz—
(920) 492-5818

Northern Region (NOR)- Bill Clark—
(715-635-4226)
West Central Region (WCR)- Tom Lovejoy—
(715-839-3747)

Regional Transportation Liaisons By County

Note: Bill Gantz [(715) 635- 4227] handles all locally administered transportation projects for DOT District 8 counties in NOR

COUNTY	DOT DISTRICT	LIAISON	PHONE #
Adams	4	Tom Lovejoy	(715) 839-3747
Ashland	8	Amy Cronk	(715) 635-4229
Barron	8	Amy Cronk	(715) 635-4229
Bayfield	8	Amy Cronk	(715) 635-4229
Brown	3	Shelly Schaetz	(920) 492-5819
Buffalo	5	Jim Doperalski Jr.	(715) 839-1609
Burnett	8	Amy Cronk	(715) 635-4229

Calumet	3	Shelly Schaetz	(920) 492-5819
Chippewa	6	Nick Schaff	(715) 839-2786
Clark	6	Nick Schaff	(715) 839-2786
Columbia	1	Ron Grasshoff	(608) 275-3481
Crawford	5	Jim Doperalski Jr.	(715) 839-1609
Dane	1	Cathy Bleser	(608) 275-3308
Dodge	1	Ron Grasshoff	(608) 275-3481
Door	3	Shelly Schaetz	(920) 492-5819
Douglas	8	Amy Cronk	(715) 635-4229
Dunn	6	Nick Schaff	(715) 839-2786
Eau Claire	6	Nick Schaff	(715) 839-2786
Florence	7	Jon Simonsen	(715) 365-8916
Fond du Lac	2	Bobbi Jo Reiser	(920) 303-5442
Forest	7	Jon Simonsen	(715) 365-8916
Grant	1	Ron Grasshoff	(608) 275-3481
Green	1	Cathy Bleser	(608) 275-3308
Green Lake	4	Bobbi Jo Reiser	(920) 303-5442
Iowa	1	Cathy Bleser	(608) 275-3308
Iron	7	Jon Simonsen	(715) 365-8916
Jackson	5	Jim Doperalski Jr.	(715) 839-1609

Jefferson	1	Cathy Bleser	(608) 275-3308
Juneau	4	Tom Lovejoy	(715) 839-3747
Kenosha	2	Maureen Millman	(414) 263-8613
Kewaunee	3	Shelly Schaetz	(920) 492-5819
La Crosse	5	Jim Doperalski Jr.	(715) 839-1609
Lafayette	1	Ron Grasshoff	(608) 275-3481
Langlade	7	Jon Simonsen	(715) 365-8916
Lincoln	7	Jon Simonsen	(715) 365-8916
Manitowoc	3	Shelly Schaetz	(920) 492-5819
Marathon	4	Tom Lovejoy	(715) 829-3747
Marinette	3	Al Stranz	(920) 492-5818
Marquette	4	Bobbi Jo Reiser	(920) 303-5442
Menominee	3	Al Stranz	(920) 492-5818
Milwaukee	2	Mike Thompson	(414)263- 8648
Monroe	5	Jim Doperalski Jr.	(715) 839-1609
Oconto	3	Al Stranz	(920) 492-5818
Oneida	7	Jon Simonsen	(715) 365-8916
Outagamie	3	Shelly Schaetz	(920) 492-5819
Ozaukee	2	Joanne Kline	(414) 263-8756
Pepin	6	Nick Schaff	(715) 839-2786

Pierce	6	Nick Schaff	(715) 839-2786
Polk	8	Amy Cronk	(715) 635-4229
Portage	4	Tom Lovejoy	(715) 839-3747
Price	7	Jon Simonsen	(715) 365-8916
Racine	2	Joanne Kline	(414) 263-8756
Richland	5	Ron Grasshoff	(608) 275-3481
Rock	1	Cathy Bleser	(608) 275-3308
Rusk	8	Amy Cronk	(715) 635-4229
Sauk	1	Ron Grasshoff	(608) 275-3481
Sawyer	8	Amy Cronk	(715) 635-4229
Shawano	3	Al Stranz	(920) 492-5818
Sheboygan	3	Joanne Kline	(414) 263-8756
St. Croix	6	Nick Schaff	(715) 839-2786
Taylor	6	Jon Simonsen	(715) 365-8916
Trempealeau	5	Jim Doperalski Jr.	(715) 839-1609
Vernon	5	Jim Doperalski Jr.	(715) 839-1609
Vilas	7	Jon Simonsen	(715) 365-8916
Walworth	2	Maureen Millmann	(414) 263-8613
Washburn	8	Amy Cronk	(715) 635-4229
Washington	2	Maureen Millmann	(414) 263-8613

Waukesha	2	Maureen Millmann	(414) 263-8613
Waupaca	4	Bobbi Jo Reiser	(920) 303-5442
Waushara	4	Bobbi Jo Reiser	(920) 303-5442
Winnebago	3	Bobbi Jo Reiser	(920) 303-5442
Wood	4	Tom Lovejoy	(715) 839-3747

Addresses for DNR Regional Transportation Liaison Addresses

DNR Office Address	Liaison
Department of Natural Resources 3911 Fish Hatchery Road Fitchburg, WI 53711	Russ Anderson Ron Grasshoff Cathy Bleser
Department of Natural Resources 810 W. Maple Street Spooner, WI 54801 Department of Natural Resources 107 Sutliff Rhinelander, WI 54501	Bill Clark Amy Cronk Bill Gantz Shawn Haseleu (715-635-4228) Jon Simonsen
Department of Natural Resources P.O. 4001 Eau Claire, WI 54702-4001 Department of Natural Resources 473 Griffith Drive Wisconsin Rapids, WI 54494	Tom Lovejoy Jim Doperalski Nick Schaff Vacant
Department of Natural Resources 2300 N. Dr. Martin Luther King Jr. Dr. P.O. Box 12436 Milwaukee, WI. 53212	Mike Thompson Joanne Kline Maureen Millmann Quin Ourada (414-263-8365)
Department of Natural Resources 1125 N. Military Avenue P.O. Box 10448 Green Bay, WI. 54307 Department of Natural Resources 625 East CTH Y, Suite 700 Oshkosh, WI 54901-9731	Al Stranz Michelle Schaetz Chris Pagels (920-492-5947) Bobbi Jo Reiser
Department of Natural Resources Central Office P.O. Box 7921 Madison, WI 53707-7921	Dave Siebert- SS/7 Cameron Bump- SS/7 Lisie Kitchel- ER/4



www.cn.ca

U.S. Legal Affairs

Michael J. Barron
Counsel

17641 South Ashland Avenue
Homewood, Illinois 60430

T 708-332-3954
F 708-332-4361
michael.barron@cn.ca

March 4, 2005

Ms. Patricia S Leavenworth
State Conservationist
USDA Natural Resources Conservation Service
6515 Watts Road
Suite 200
Madison, WI 53719-2726

Re: Wisconsin Central Ltd. Proposed Abandonment in Forest County, Wisconsin

Dear Ms. Leavenworth:

Wisconsin Central Ltd. ("WCL") is planning to file a proposed abandonment with the Surface Transportation Board ("STB") for approval to abandon an approximately 4.62 mile line of railroad starting at MP 235.84 on the Pembine Sub (f/k/a MP 249.38 on the old Shawano Sub) and ending at MP 231.22 on the Pembine Sub (f/k/a MP 254.00 on the old Shawano Sub) near Crandon, Forest County, Wisconsin. For your convenience, we have attached a map for your reference. WCL is advising you of the proposed action so you may assist us in identifying any potential effects of the proposed action on, among other things, the following:

1. Water quality;
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6. Wildlife sanctuaries or refuges;
7. National or state parks or forests;
8. Coastal zone management;
9. Soil and natural resource conservation;
10. Agricultural land;
11. Regional and/or local use plans; and
12. The need for permits under Sections 402 or 404 of the Clean Water Act.

Because of the nature of the proposed action, we foresee no adverse effects. Nevertheless, we would appreciate your review and any comments you may wish to offer. We would appreciate a written response as soon as possible so that we may include it in the environmental report, which we will file with the STB. We intend on filing the Environmental Report in four weeks.

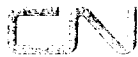
Thank you for your assistance.

Very truly yours,

Michael J. Barron, Jr.
Counsel for Wisconsin Central Ltd.

Encl.

Exhibit D



www.cn.ca

U.S. Legal Affairs

Michael J. Barron
Counsel

17641 South Ashland Avenue
Homewood, Illinois 60430

T 708-332-3954
F 708-332-4361
michael.barron@cn.ca

March 14, 2005

Ms. Patricia S. Leavenworth
State Conservationist
USDA Natural Resources Conservation Service
8030 Excelsior Drive
Suite 100
Madison, WI 53717

Re: Proposed Abandonment in Ashland and Forest Counties

Dear Ms. Leavenworth:

The following enclosed letters were sent to an old address and came back. So we are sending them again to your current address.

Sincerely,

A handwritten signature in cursive script, appearing to read 'Michael J. Barron, Jr.', is written over the typed name.

Michael J. Barron, Jr.
Counsel for Wisconsin Central Ltd.

Enclosures (2)



U.S. Legal Affairs

Michael J. Barron
Counsel

17641 South Ashland Avenue
Homewood, Illinois 60430

T 708-332-3954
F 708-332-4361
michael.barron@cn.ca

March 4, 2005

Mr. Michael Friis
Manager
Wisconsin Department of Administration
101 E. Wilson Street, 10th Floor
P.O. Box 8944
Madison, WI 53708-8944

Re: Wisconsin Central Ltd. Proposed Abandonment in Forest County, Wisconsin

Dear Mr. Friis:

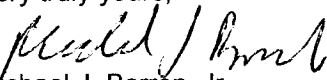
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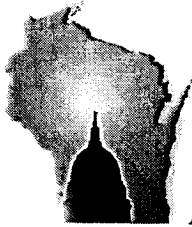
Thank you for your assistance.

Very truly yours,


Michael J. Barron, Jr.
Counsel for Wisconsin Central Ltd.

Encl..

Exhibit E



**WISCONSIN DEPARTMENT OF
ADMINISTRATION**

JIM DOYLE
GOVERNOR

MARC J. MAROTTA
SECRETARY

Division of Intergovernmental Relations
101 East Wilson Street, 10th Floor
Post Office Box 8944
Madison, WI 53708-8944
Voice (608) 266-0288
Fax (608) 267-6917 TTY (608) 267-9629

March 15, 2005

Mr. Michael J. Barron, Jr.
Counsel for Wisconsin Central Ltd.
17641 South Ashland Avenue
Homewood, IL 60430

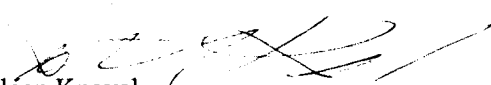
RE: Wisconsin Central Ltd. Proposed Abandonment in Forest County, Wisconsin

Dear Mr. Barron:

Thank you for notifying the Wisconsin Coastal Management Program (WCMP) of the above project. We waive the right to review the project, since it is located outside of the coastal zone and is unlikely to affect coastal uses or resources. Through its Federal Consistency authority, the WCMP reviews federally affiliated projects that are likely to have impacts on the coastal zone, defined as the fifteen counties adjacent to Lake Superior, Green Bay and Lake Michigan

The proposed project is not exempt from any required state or local permits or authorizations. If you should have any questions, please feel free to contact me at (608) 267-7988.

Sincerely,


Kathleen Knavel
Program and Planning Analyst
Wisconsin Coastal Management Program

Cc: Michael Friis, Program Manager
Wisconsin Coastal Management Program

CONFIDENTIAL

www.wisconsincentral.com

U.S. Legal Affairs

Michael J. Barron
Counsel

17641 South Ashland Avenue
Homewood, Illinois 60430

T 708-332-3954
F 708-332-4361
michael.barron@cn.ca

March 4, 2005

Mr. Thomas V. Skinner
US EPA, Region 5
77 W. Jackson Blvd.
Mail Code B-19J
Chicago, IL 60604-3590

Re: Wisconsin Central Ltd. Proposed Abandonment in Forest County, Wisconsin

Dear Mr. Skinner:

Wisconsin Central Ltd. ("WCL") is planning to file a proposed abandonment with the Surface Transportation Board ("STB") for approval to abandon an approximately 4.62 mile line of railroad starting at MP 235.84 on the Pembine Sub (f/k/a MP 249.38 on the old Shawano Sub) and ending at MP 231.22 on the Pembine Sub (f/k/a MP 254.00 on the old Shawano Sub) near Crandon, Forest County, Wisconsin. For your convenience, we have attached a map for your reference. WCL is advising you of the proposed action so you may assist us in identifying any potential effects of the proposed action on, among other things, the following:

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Thank you for your assistance.

Very truly yours,



Michael J. Barron, Jr.
Counsel for Wisconsin Central Ltd.

Encl.

Exhibit F



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 5
77 WEST JACKSON BOULEVARD
CHICAGO, IL 60604-3590

MAR 31 2005

REPLY TO THE ATTENTION OF
B-19J

Michael J. Barron, Jr.
Counsel for Wisconsin Central Ltd.
17641 South Ashland Avenue
Homewood, Illinois 60430

Re: Wisconsin Central Ltd. Proposed Abandonment in Forest County, Wisconsin

Dear Mr. Barron:

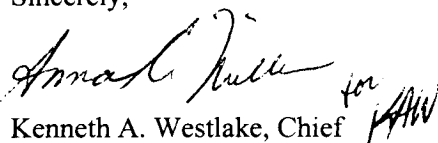
The U.S. Environmental Protection Agency (U.S. EPA) received a letter dated March 4, 2005 concerning a proposed abandonment of 4.62 miles of rail line located in Forest County, Wisconsin. Our comments in this letter are provided pursuant to the National Environmental Policy Act (NEPA), the Council on Environmental Quality's NEPA Implementing Regulations (40 CFR 1500-1508), and Section 309 of the Clean Air Act.

Responding to the specific questions contained in your scoping letter, a Section 402 permit covering stormwater runoff from construction sites may be required; please consult with the Wisconsin Department of Natural Resources (WDNR) if construction activities are part of the proposed project. The U.S. Army Corps of Engineers is the agency responsible for administering Section 404 of the Clean Water Act. However, if designated wetlands are located adjacent to the rail line proposed for abandonment, the Wisconsin Department of Transportation is the appropriate agency with whom to discuss this issue. The U.S. EPA cannot comment on State and local water quality standards which may be applicable to this abandonment; the WDNR and local officials can address these questions. The U.S. Fish and Wildlife Service can assist your efforts to discern whether threatened or endangered species or critical habitat exist in the area of the proposed abandonment.

You can find environmental resource information on two U.S. EPA websites: (1) the Envirofacts Data Warehouse, <http://www.epa.gov/enviro/> and (2) Surf Your Watershed, <http://www.epa.gov/surf>. Please consider information from these sites when assessing your project's impact and completing the forthcoming Environmental and Historic Report (Report). Specifically, we request the Report also address: the ultimate disposition of rails and crossties, removal of all other waste or debris on the corridor, erosion control measures, and the possibility of converting the corridor to a trail.

We appreciate the opportunity to comment during the early stages of this project and look forward to reviewing the Environmental and Historic Report for this project. Should you have any questions, please do not hesitate to contact me or Kathleen Kowal of my staff at (312) 353-5206 or via e-mail at kowal.kathleen@epa.gov. Please address all future correspondence regarding rail line abandonment to my attention.

Sincerely,


Kenneth A. Westlake, Chief
NEPA Implementation Section

cc: David Navecky, Surface Transportation Board

U.S. Legal Affairs

Michael J. Barron
Counsel

17641 South Ashland Avenue
Homewood, Illinois 60430

T 708-332-3954
F 708-332-4361
michael.barron@cn.ca

March 4, 2005

Ms. Janet M. Smith
Field Supervisor
U.S. Dept. of Interior
Fish and Wildlife Service
2661 Scott Tower Drive
New Franken, WI 54229-9565

Re: Wisconsin Central Ltd. Proposed Abandonment in Forest County, Wisconsin

Dear Ms. Smith

Wisconsin Central Ltd. ("WCL") is planning to file a proposed abandonment with the Surface Transportation Board ("STB") for approval to abandon an approximately 4.62 mile line of railroad starting at MP 235.84 on the Pembine Sub (f/k/a MP 249.38 on the old Shawano Sub) and ending at MP 231.22 on the Pembine Sub (f/k/a MP 254.00 on the old Shawano Sub) near Crandon, Forest County, Wisconsin. For your convenience, we have attached a map for your reference. WCL is advising you of the proposed action so you may assist us in identifying any potential effects of the proposed action on, among other things, the following:

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Thank you for your assistance.

Very truly yours,



Michael J. Barron, Jr.
Counsel for Wisconsin Central Ltd.

Encl.

Exhibit G



United States Department of the Interior

FISH AND WILDLIFE SERVICE

Green Bay ES Field Office
2661 Scott Tower Drive
New Franken, Wisconsin 54229-9565
Telephone 920/866-1717
FAX 920/866-1710

March 22, 2005

Mr. Michael J. Barron, Jr.
Wisconsin Central Limited
Canadian National Railroad
17641 South Ashland Avenue
Homewood, Illinois 60430

re: Proposed Railroad Abandonment
MP 235.84 to MP 231.22, Pembine Sub
Village of Crandon
Forest County, Wisconsin

Dear Mr. Barron:

The U.S. Fish and Wildlife Service (Service) has received your letter dated March 4, 2005, requesting comments on the subject project. The project entails abandonment of approximately 4.62 miles of railroad between mile posts 235.84 and 231.22 on the Pembine Sub near the Village of Crandon, in T35N and T36N, R13E, Forest County, Wisconsin. Due to staff time constraints and priority work activities, we are able to review your project primarily for potential impacts to federally-listed threatened and endangered species and candidate species. Be advised that other environmental concerns may be associated with this project such as wetland and stream impacts, erosion control needs, and effects on state-listed threatened or endangered species. If stream or wetland impacts will occur, state or federal permits may be needed. If resource impacts are expected to occur, we recommend that you forward this project to the appropriate Wisconsin Department of Natural Resources Office for their review.

Please provide us copies of any future documents that may be associated with this project or of future projects you may be planning that would require Service review. This will allow us to keep our files current. We will provide comments as time and work priorities allow.

Federally-Listed Species, Candidate Species, and Critical Habitat

According to our files, the following federally-listed threatened or endangered species, candidate species, or critical habitats occur in Forest County:

<u>Classification</u>	<u>Common Name</u>	<u>Scientific Name</u>	<u>Habitat</u>
threatened	bald eagle	<u>Haliaeetus</u> <u>leucocephalus</u>	breeding

endangered	gray wolf	<u>Canis lupus</u>	northern and central forested areas
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In addition, the following species has been documented in Forest County, but is not known to be resident or breeding within the county at this time:

<u>Classification</u>	<u>Common Name</u>	<u>Scientific Name</u>	<u>Habitat</u>
threatened	Canada lynx	<u>Lynx canadensis</u>	potential habitat

Currently, our records indicate that there are no federally-listed threatened or endangered species or critical habitat present at the project site. However, we note that the project area is adjacent to extensive natural areas, including a large deciduous forest and wetlands. There may be state-listed species and sensitive natural communities in or near the project area. In addition, over time, habitats at or near the project site may be utilized by listed or proposed species not present at this time. Further, fish, wildlife or plant species occurring within the project area may become federally-listed as threatened or endangered or proposed for listing; it is also possible that critical habitat could be proposed or designated for a species. Therefore, if there is a time lag between plan completion and execution, it is important to reassess the impact of the project on federally-listed or proposed species or designated critical habitat prior to completion of the final project design and start of construction. In such instances, this office should be contacted for updated species and critical habitat information. Our species/critical habitat list is updated every 6 months.

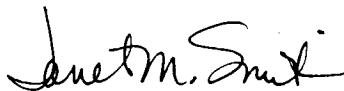
If this project involves a Federal action activity (i.e., permits), the Surface Transportation Board (STB), or its designated agent, is responsible for contacting the Service regarding that agency's determination as to whether the selected project alternative may affect federally-listed threatened or endangered species or adversely modify designated critical habitat. Section 7 of the Endangered Species Act of 1973, as amended (ESA), directs Federal agencies to consult with the Service on such matters. The Service would respond as to whether we concur with the determination of the STB or its designated agent. If the proposed project may adversely affect federally-listed threatened or endangered species or adversely modify designated critical habitat, the STB should initiate formal consultation with the Service in accordance with section 7 of the ESA. Information on the section 7 consultation process can be obtained by contacting the staff person identified at the end of this letter.

Wetland Mitigation

We note that the project area is adjacent to one or more wetlands. In refining and selecting project alternatives, efforts should be made to select an alternative that does not direct or indirect adverse impacts to wetlands. If no other alternative is feasible and it is clearly demonstrated that project construction resulting in wetland disturbance or loss cannot be avoided, a wetland mitigation plan should be developed that identifies measures proposed to minimize adverse impacts and replace lost wetland habitat values and other wetland functions and values.

We appreciate the opportunity to respond. Questions pertaining to these comments can be directed to Ms. Leakhena Au at 920-866-1734.

Sincerely,

A handwritten signature in black ink, appearing to read "Janet M. Smith". The signature is fluid and cursive, with the first name "Janet" being more prominent and the last name "Smith" following in a similar style.

Janet M. Smith
Field Supervisor



www.wcl.ca

U.S. Legal Affairs

Michael J. Barron
Counsel

17641 South Ashland Avenue
Homewood, Illinois 60430

T 708-332-3954
F 708-332-4361
michael.barron@cn.ca

March 4, 2005

Mr. Robert Whiting
St. Paul District
Army Corps of Engineers Centre
190 Fifth Street East
St. Paul, MN 55101-1638

Re: Wisconsin Central Ltd. Proposed Abandonment in Forest County, Wisconsin

Dear Mr. Whiting:

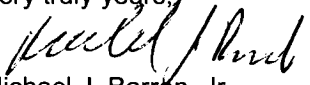
Wisconsin Central Ltd. ("WCL") is planning to file a proposed abandonment with the Surface Transportation Board ("STB") for approval to abandon an approximately 4.62 mile line of railroad starting at MP 235.84 on the Pembine Sub (f/k/a MP 249.38 on the old Shawano Sub) and ending at MP 231.22 on the Pembine Sub (f/k/a MP 254.00 on the old Shawano Sub) near Crandon, Forest County, Wisconsin. For your convenience, we have attached a map for your reference. WCL is advising you of the proposed action so you may assist us in identifying any potential effects of the proposed action on, among other things, the following:

1. Water quality;
2. Designated wetlands;
3. 100-year-old flood plains;
4. Endangered or threatened species;
5. Critical habitats;
6. Wildlife sanctuaries or refuges;
7. National or state parks or forests;
8. Coastal zone management;
9. Soil and natural resource conservation;
10. Agricultural land;
11. Regional and/or local use plans; and
12. The need for permits under Sections 402 or 404 of the Clean Water Act.

Because of the nature of the proposed action, we foresee no adverse effects. Nevertheless, we would appreciate your review and any comments you may wish to offer. We would appreciate a written response as soon as possible so that we may include it in the environmental report, which we will file with the STB. We intend on filing the Environmental Report in four weeks.

Thank you for your assistance.

Very truly yours,


Michael J. Barron, Jr.
Counsel for Wisconsin Central Ltd.

Encl.

Exhibit H



www.cn.ca

U.S. Legal Affairs

Michael J. Barron
Counsel

17641 South Ashland Avenue
Homewood, Illinois 60430

T 708-332-3954
F 708-332-4361
michael.barron@cn.ca

RECEIVED

APR 11 2005

DIV HIST PRES

April 7, 2005

Mr. Sherman Banker
State Historical Society of Wisconsin
816 State Street
Madison, WI 53706-1488

Re: Wisconsin Central Ltd. Proposed Abandonment in Forest County, Wisconsin

Dear Mr. Banker:

Wisconsin Central Ltd. ("WCL") is planning to file a proposed abandonment with the Surface Transportation Board ("STB") for approval to abandon an approximately 4.62 mile line of railroad starting at MP 235.84 on the Pembine Sub (f/k/a MP 249.38 on the old Shawano Sub) and ending at MP 231.22 on the Pembine Sub (f/k/a MP 254.00 on the old Shawano Sub) near Crandon, Forest County, Wisconsin. For your convenience, we have attached a map for your reference. WCL is advising you of the proposed action so you may assist us in performing a historical review process. A map of the area being considered for abandonment and a photograph of a bridge within the area is enclosed. There are no other bridges or buildings in the abandonment area.

Thank you for your assistance. Please call me should you have questions.

Very truly yours,

Michael J. Barron, Jr.
Counsel for Wisconsin Central Ltd.

Enc.

Exhibit I

MP 253.67 Shewano

Pre-1997



Crandon, Wisconsin, United States



REQUEST FOR SHPO COMMENT AND CONSULTATION ON A FEDERAL UNDERTAKING

Submit one copy with each undertaking for which our comment is requested. Please print or type. Return to:
 Wisconsin Historical Society, Division of Historic Preservation, Office of Preservation Planning, 816 State Street, Madison, WI 53706
 Please Check All Boxes and Include All of the Following Information, as Applicable.

I. GENERAL INFORMATION

- ☒ This is a new submittal.
- ☐ This is supplemental information relating to Case #: _____, and title: _____
- ☐ This project is being undertaken pursuant to the terms and conditions of a programmatic or other interagency agreement. The title of the agreement is _____
- a. Federal Agency Jurisdiction (Agency providing funds, assistance, license, permit): STB
- b. Federal Agency Contact Person: Section on Environmental Analysis Phone: 202-565-1545
- c. Project Contact Person: Michael J. Barron Phone: 708-332-3954
- d. Return Address: 17641 S. Ashland Ave., Homewood, IL Zip Code: 60430
- e. Email Address: Michael.Barron@cn.ca
- f. Project Name: Wisconsin Central Ltd. Notice of Exemption for Forest County, AB-303 Sub-No. 29X
- g. Project Street Address: N/A
- h. County: Forest City: near Crandon Zip Code: 54520
- i. Project Location: Township N/A, Range N/A, E/W (circle one), Section N/A, Quarter Sections N/A
- j. Project Narrative Description—Attach Information as Necessary - See Environmental/Historic Report.
- k. Area of Potential Effect (APE). Attach Copy of U.S.G.S. 7.5 Minute Topographic Quadrangle showing APE. - See Environmental/Historic Report

II. IDENTIFICATION OF HISTORIC PROPERTIES

- ☐ Historic Properties are located within the project APE per 36 CFR 800.4. Attach supporting materials.
- ☒ Historic Properties are not located within the project APE per 36 CFR 800.4. Attach supporting materials. See Environmental/Historic Report.

III. FINDINGS

- ☒ No historic properties will be affected (i.e., none is present or there are historic properties present but the project will have no effect upon them). Attach necessary documentation, as described at 36 CFR 800.11. See Environmental/Historic Report.
- ☐ The proposed undertaking will have no adverse effect on one or more historic properties located within the project APE under 36 CFR 800.5. Attach necessary documentation, as described at 36 CFR 800.11.
- ☐ The proposed undertaking will result in an adverse effect to one or more historic properties and the applicant, or other federally authorized representative, will consult with the SHPO and other consulting parties to resolve the adverse effect per 36 CFR 800.6. Attach supporting documentation as described at 36 CFR 800.11 with a proposed plan to resolve adverse effect(s).

Authorized Signature: *Michael J. Barron* Date: 5-2-05

Type or print name: Michael J. Barron, Jr. Counsel for WCL

IV. STATE HISTORIC PRESERVATION OFFICE COMMENTS

- ☐ Agree with the finding in section III above.
- ☐ Object to the finding for reasons indicated in attached letter.
- ☐ Cannot review until information is sent as follows: _____

Authorized Signature: _____

_____ Date: _____