

210587

April 12, 2004

ENTERED
Office of Proceedings

APR 13 2004

Part of
Public Record

Victoria Rutson
Chief, SEA
Surface Transportation Board
1925 K Street, N.W.
Washington, DC 20423-0001

**Re: Surface Transportation Board Docket No. AB-6 (Sub-No. 417X);
The Burlington Northern and Santa Fe Railway Company
Abandonment of Glyndon, Minnesota to Felton, Minnesota**

Attorneys at Law

311 South Wacker Drive
Suite 3000
Chicago, Illinois
60606-6677
Tel 312.360.6000

Michael A. Smith
Senior Counsel
Direct 312.360.6724
Fax 312.360.6598
msmith@
freebornpeters.com

Dear Ms. Rutson:

On or after May 4, 2004, we are filing with the Surface Transportation Board ("STB") a Notice of Exemption seeking authority to abandon 15.91 miles of railroad line between M.P. 18.09 in Glyndon, Clay County, Minnesota and Milepost 34.00 in Felton, Clay County, Minnesota, which traverses through United States Postal ZIP Codes 56547 and 56636. Attached are a Environmental and Historic Reports describing the proposed action and any expected environmental or historic effects, as well as a map of the affected area.

Chicago

Springfield

Sincerely,



Michael A. Smith

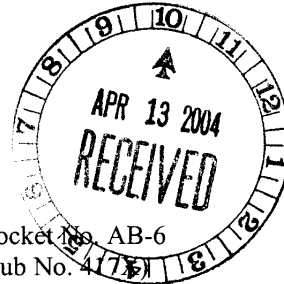
Enclosures

BEFORE THE

SURFACE TRANSPORTATION BOARD

In the Matter of The
Burlington Northern and Santa Fe
Railway Company Notice of Exemption
to Abandon Its Line of Railroad
Between M.P. 18.09 in Glyndon, Minnesota
and M.P. 34.00 in Felton, Minnesota

210587



ENVIRONMENTAL REPORT

The following information is submitted to the Surface Transportation Board by The Burlington Northern and Santa Fe Railway Company (BNSF) in accordance with the Board's reporting requirements as set forth in 49 C.F.R. § 1105.7 for the purpose of assisting the Board's preparation of an environmental document regarding BNSF's Notice of Exemption for abandonment of its line between M.P. 18.09 near Glyndon, Clay County, Minnesota and M.P. 34.00 near Felton, Clay County, Minnesota, total distance of 15.91 miles.

(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.

BNSF seeks to abandon and discontinue service of the line. A map of the line is attached as Exhibit A.

(2) Transportation system: Describe the effect 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.

The proposed abandonment will have no effect on existing transportation systems or patterns as the line is out of service.

(3) Land Use:

(i) Based on consultation with local and/or regional planning agencies and/or 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.

BNSF believes that the proposed exemption will be consistent with existing land use plans. The Clay County Board of Commissioners were notified by letter dated December 8, 2003. See Exhibits B. As of the date of this report, the Board of Commissioners has not responded. BNSF will provide the Board copies of any response it may receive.

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

The impact to farmland should be minimal. See Exhibit C, letter from the Natural Resources Conservation Service.

(iii) If any action affects land or water uses within a designated coastal zone, include the coastal zone information required by § 1105.9

N/A

(iv) If the proposed action is abandonment, state whether or not the right-of-way is suitable for alternative public use under 49 U.S.C. § 10906 and explain why.

It is possible that the right-of-way may be suitable for alternative public use. The Clay County Board of Commissioners were notified by letter dated December 8, 2003. See Exhibits B. As of the date of this

report, the Board of Commissioners has not responded. BNSF will provide the Board copies of any response it may receive.

(4) Energy:

(i) Describe the effect of the proposed action on transportation of energy.

To the best of BNSF's knowledge there are no undeveloped energy resources such as oil, natural gas or coal in the vicinity of this line.

(ii) Describe the effect of the proposed action on recyclable commodities.

This abandonment and discontinuance will not adversely affect movement or recovery of recyclable commodities as the line is out of service.

(iii) State whether the proposed action will result in an increase or decrease in overall energy efficiency and explain why.

This abandonment will not result in an increase or decrease in overall energy efficiency as the line is out of service.

(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 the energy consumption and show the data and methodology used to arrive at the figure given.

There will be no diversions of traffic because the line is out of service.

(5) Air:

(i) If the proposed action will result in either:

(iii) If the transportation of ozone depleting materials (such as nitrogen oxide and from) 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.

The proposed abandonment will not result in an increase of rail or truck traffic because the line is out of service.

(6) Noise: If any of the thresholds identified in item (5)(c) 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,

N/A

(ii) An increase to a noise level of 76 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 those receptors if the thresholds are surpassed.

N/A

(7) Safety:

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

This abandonment should have no adverse effect on health or public safety. There are 17 public crossings and eight private crossings. During salvage operations on the line, if any may be required, precautions will be taken to ensure public safety, and contractors will be required to satisfy all applicable health and safety laws and regulations.

(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

crosses the 100-year floodplain at two points. See Exhibits J, maps provided by Clay County Emergency Management.

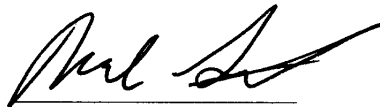
(iii) State whether permits under Section 402 of the Clean Water Act (33 U.S.C. § 1344) are required for the proposed action. (Applicants should contact the U.S. Environmental Protection Agency or the state environmental protection or equivalent agency if they are unsure whether such permits are required.

BNSF does not believe permits under Section 402 of the Clean Water Act are required. The Minnesota Pollution Control Agency was notified by letters dated December 8, 2003. See Exhibit H. As of the date of this report, the Minnesota Pollution Control Agency has not responded. BNSF will provide the Board copies of any response it may receive.

(10) Proposed Mitigation: Describe any actions that are proposed to mitigate adverse environmental impacts, indicating why the proposed mitigation is appropriate.

Any salvage operations that may result will be in accordance with BNSF's general practice of requiring its private contractors to comply with all federal, state and local laws and regulations pertaining to the environment, including, but not limited to noise, air quality, water quality, and items of archaeological significance. The project itself should mitigate the environmental effects of reinstating active rail operations.

Respectfully Submitted,



Michael Smith
Freeborn & Peters
311 S. Wacker Dr. Suite 3000
Chicago, Illinois 60606-6677
Phone: (312) 360-6724
Fax: (312) 360-6598

Date: April 8, 2004

BEFORE THE
SURFACE TRANSPORTATION BOARD

In the Matter of The
Burlington Northern and Santa Fe
Railway Company Notice of Exemption
to Abandon Its Line of Railroad
Between M.P. 18.09 in Glyndon, Minnesota
and M.P. 34.00 in Felton, Minnesota

Docket No. AB-6
(Sub No. 417X)

HISTORICAL REPORT

The following is submitted to the Surface Transportation Board by The
Burlington Northern and Santa Fe Railway Company (BNSF) in accordance with the
Board's reporting requirements set forth in 49 C.F.R. § 1105.8 for the purpose of assisting
the Board's environmental and historical assessment regarding BNSF's Notice of
Exemption to abandon its line of railroad between M.P. 18.09 near Glyndon, Minnesota
to M.P. 34.00 near Felton, Clay County, Minnesota, total distance of 15.91 miles.

(1) A U.S.G.S. topographic map (or 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 the railroad structures that are 50 years old or older and are part of the
proposed action;

One copy of a U.S.G.S. Topographical map has been provided to the Minnesota
Historical Society and one copy is being provided to the Surface Transportation Board's
Section of the Environmental Analysis upon filing of this Report.

(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:

The Glyndon to Felton, Minnesota line connects the rural communities of
Glyndon and Felton. Averill is a station on the line that is no longer listed for population

purposes. The 2000 population figure for Glyndon is 1,049 and 211 for Felton. In 2002 the Glyndon population increased to 1,119 and Felton increased to 217. Most of the adjoining land is generally flat and is used for agricultural purposes growing grain and beans. Some sugar beets are grown in the surrounding area. The rail line corridor is 150 feet wide.

(3) Good quality photographs (actual photographic prints, not photocopies) or railroad structures on the property that are 50 years old or older and of the immediately surrounding area;

There are six bridges that are 50 years or older in the immediate area of the abandonment. Photographs of the six bridges are attached to this report. See Exhibit K.

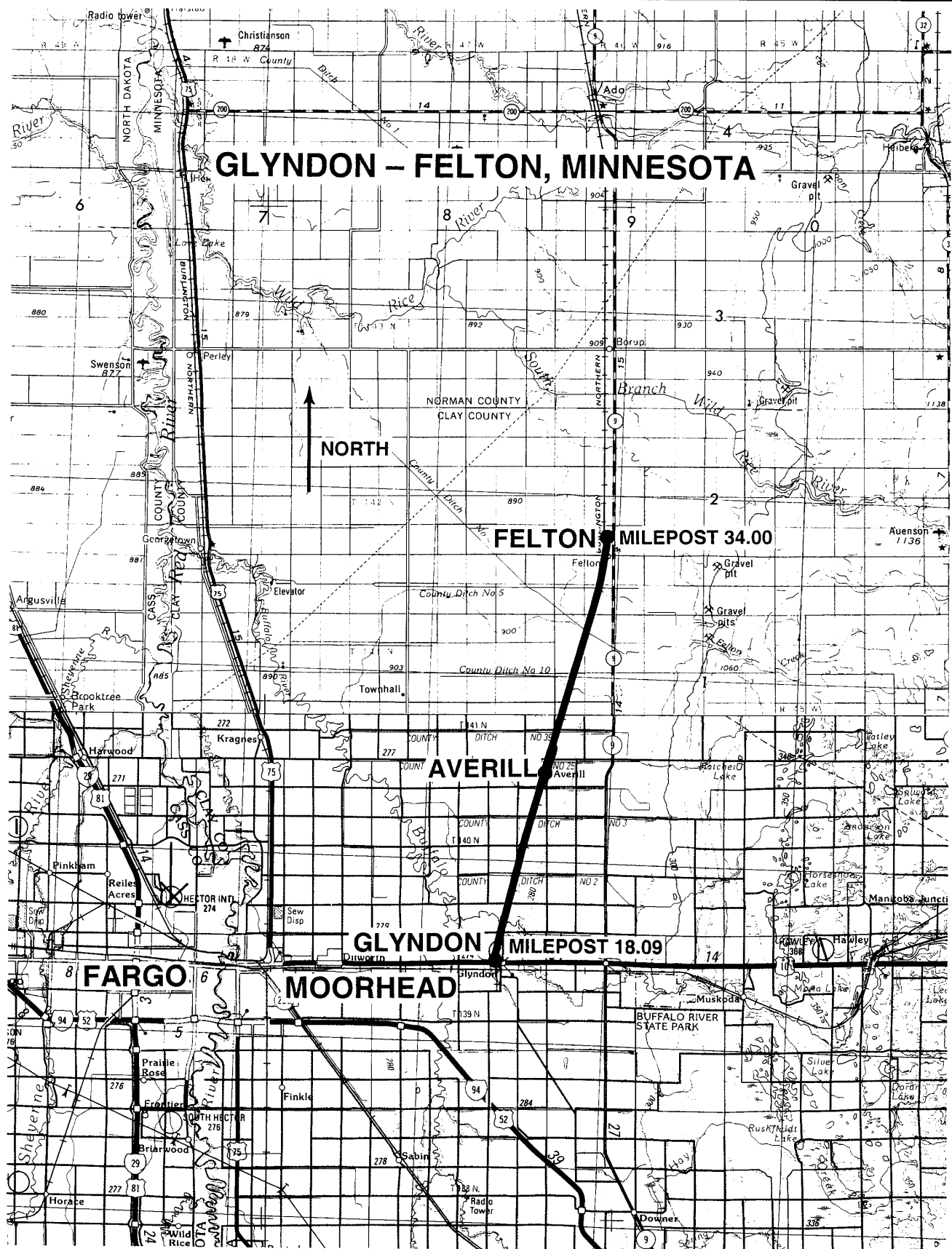
(4) The date(s) of construction of the structures, and the date(s) and extent of any major alterations, to the extent such information is known;

The dates of construction of the bridges are included with the photographs. See Exhibit K.

(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:

The right of way was acquired by the St Paul Minneapolis and Manitoba Railway Company in 1899. The St Paul Minneapolis and Manitoba Railway Company was a predecessor to the Great Northern Railway Company (GN). In 1970 the GN merged with other railroads to become the Burlington Northern Railroad (BN). In 1995 BN merged with The Atchison Topeka and Santa Fe Railway (ATSF) to become The Burlington Northern and Santa Fe Railway Company (BNSF).

(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 to be historic;



GLYNDON - FELTON, MINNESOTA

NORTH

FELTON MILEPOST 34.00

AVERILL

GLYNDON MILEPOST 18.09

FARGO

MOORHEAD

B

Freeborn & Peters LLP

December 8, 2003

Jon Evert
Commissioner, Chair, District 3
Clay County Board of Commissioners
807 North 11th Street
PO Box 280
County Courthouse
Moorhead, MN 56560-1500

**Re: *The Burlington Northern and Santa Fe Railway Company Abandonment
of Glyndon, Minnesota to Felton, Minnesota***

Attorneys at Law

311 South Wacker Drive
Suite 3000
Chicago, Illinois
60606-6677
Tel 312.360.6000

Brian Nettles
Paralegal
Direct 312.360.6336
Fax 312.360.6596
bnettl@
freebornpeters.com

Chicago

Springfield

Dear Mr. Evert:

BNSF plans on filing with the Surface Transportation Board ("STB") a Notice of Exemption seeking authority to abandon 15.91 miles of railroad line between M.P. 18.09 in Glyndon, Minnesota to M.P. 34.00 in Felton, Minnesota.

As part of the environmental report BNSF needs to know whether or not the proposed action is consistent with local land use plans and if there are any alternate public uses for the corridor such as a recreational trail.

The proposed abandonment may require the removal of the track materials such as the rails and ties but the roadbed will be left intact.

For your reference I have enclosed a map of the above referenced railroad line. If you have any questions, or if you would like to discuss this matter further, please do not hesitate to contact me at (312) 360-6336.

Thank you in advance for your cooperation.

Sincerely,

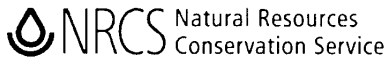


Brian Nettles

bn
Enclosure

C

United States Department of Agriculture



1004 Frontier Dr., Fergus Falls, MN 56537

Phone: 218-736-5445 Fax: 218-736-7215

December 29, 2003

Freeborn and Peters LLP
Attn: Brian Nettles
311 South Wacker Drive
Suite 3000
Chicago, Illinois 60606-6677

Re: The Burlington Northern and Santa Fe Railway Abandonment of line from
Glyndon to Felton Minnesota and the Farmland Protection Policy Act PL97-98

Dear Mr. Nettles:

I have reviewed your letter dated December 8, 2003 and attached map concerning the above rail line abandonment. Based on your letter it appears the abandonment activity will be confined to the removal of rails and ties and any other rail type material. The actual railroad grade, bridges and culverts will remain and it is assumed very little soil disturbance will occur. The impact to farmland should be minimal.

If there are any significant changes to the abandonment plans or if you have any questions, feel free to contact me at 218.739.5445 ext.102.

Sincerely,

Mike Lieser
Area Resource Soil Scientist

Cc: Sharon Lean, DC, NRCS, Moorhead, MN
File

D

Freeborn & Peters LLP

December 8, 2003

U.S. Fish & Wildlife Service
Region 3
Division of Endangered Species
1 Federal Drive
BHW Federal Building
Fort Snelling, MN 55111-4056

**Re: *The Burlington Northern and Santa Fe Railway Company Abandonment
of Glyndon, Minnesota to Felton, Minnesota***

Attorneys at Law

311 South Wacker Drive
Suite 3000
Chicago, Illinois
60606-6677
Tel 312.360.6000

Brian Nettles
Paralegal
Direct 312.360.6336
Fax 312.360.6596
bnettl@
freebornpeters.com

Chicago

Springfield

Dear Sir or Madam:

BNSF plans on filing with the Surface Transportation Board ("STB") a Notice of Exemption seeking authority to abandon 15.91 miles of railroad line between M.P. 18.09 in Glyndon, Minnesota to M.P. 34.00 in Felton, Minnesota.

As part of the environmental report BNSF needs to know whether or not there are any endangered or threatened species, wildlife sanctuaries or refuges or areas designated as critical habitat adjacent or near the line and if so, what effects the proposed action may have.

The proposed abandonment may require the removal of the track materials such as the rails and ties but the roadbed will be left intact.

For your reference I have enclosed a map of the above referenced railroad line. Please provide this information by January 8, 2004. If you have any questions, or if you would like to discuss this matter further, please do not hesitate to contact me at (312) 360-6336.

Thank you in advance for your cooperation.

Sincerely,



Brian Nettles

/bn
Enclosure

E

Freeborn & Peters LLP

January 20, 2004

Minnesota Department of Natural Resources
Wildlife Division
500 Lafayette Road
St. Paul, MN 55155-4040

**Re: *The Burlington Northern and Santa Fe Railway Company Abandonment
 of Glyndon, Minnesota to Felton, Minnesota***

Attorneys at Law

311 South Wacker Drive
Suite 3000
Chicago, Illinois
60606-6677
Tel 312.360.6000

Brian Nettles
Paralegal
Direct 312.360.6336
Fax 312.360.6596
bnettl@
freebornpeters.com

Chicago

Springfield

Dear Sir or Madam:

BNSF plans on filing with the Surface Transportation Board ("STB") a Notice of Exemption seeking authority to abandon 15.91 miles of railroad line between M.P. 18.09 in Glyndon, Minnesota to M.P. 34.00 in Felton, Minnesota.

As part of the environmental report BNSF needs to know whether or not there are any endangered or threatened species, wildlife sanctuaries or refuges or areas designated as critical habitat adjacent or near the line and if so, what effects the proposed action may have.

The proposed abandonment may require the removal of the track materials such as the rails and ties but the roadbed will be left intact.

For your reference I have enclosed a map of the above referenced railroad line. Please provide this information by February 20, 2004. If you have any questions, or if you would like to discuss this matter further, please do not hesitate to contact me at (312) 360-6336.

Thank you in advance for your cooperation.

Sincerely,



Brian Nettles

/bn
Enclosure

F



United States Department of the Interior

Bureau of Land Management
Milwaukee Field Office
626 E. Wisconsin Avenue, Suite 200
Milwaukee, Wisconsin 53202-4617



IN REPLY REFER TO:
2000 (030)

January 7, 2004

Mr. Brian Nettles
Freeborn & Peters, Attorneys at Law
311 South Wacker Drive, Suite 3000
Chicago, Illinois 60606-6677

Dear Mr. Nettles:

This is in response to your letter of December 8, 2003, to our office concerning the proposal by the Burlington Northern and Santa Fe Railway Company (BNSF) to abandon 15.91 miles of railroad line between M.P. 18.09 in Glyndon, Minnesota to M.P. 34.00 in Felton, Minnesota.

A search of our records shows there are no Federal lands administered by the Bureau of Land Management along the railroad line. However, please be aware that some of the original railroad grants were limited fee rights-of-way and may be subject to the Railroad Right-of-Way Forfeiture and Abandonment Act of March 8, 1922, 43 U.S.C. § 912 (the 1922 Abandonment Act), and the National Trails System Improvement Act of October 4, 1988, Public Law 100-470, 16 U.S.C. § 1248 (c) - (f).

Thank you for giving us the opportunity to comment on this proposal. Our office does not have information on the location of wildlife refuges, state or national parks, state or national forests in the immediate vicinity. You must contact the Fish and Wildlife Service, National Park Service, National Forest Service and State offices to obtain this information. If you require additional information, please contact Marcia Sieckman at (414) 297-4402.

Sincerely,

Chris Hanson
Assistant Field Office Manager
Division of Lands and Renewable Resources

G



IN REPLY REFER TO:

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Bishop Henry Whipple Federal Building
1 Federal Drive
Fort Snelling, MN 55111-4056

FWS/NWRS-RE - General
Railroad Abandonments

December 22, 2003

Mr. Brian Nettles
Freeborn & Peters LLP
311 South Wacker Drive
Suite 3000
Chicago, Illinois 60606-6677

Dear Mr. Nettles:

Thank you for the opportunity to comment on the Burlington Northern and Santa Fe Railway Company's proposed abandonment of 15.91 miles of railroad line between M.P. 18.09 in Glyndon, Minnesota, to M.P. 34.00 in Felton, Minnesota.

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

Sincerely,

Patrick G. Carroll
Senior Realty Officer
Division of Realty

H

Freeborn & Peters LLP

December 8, 2003

Water Standards Unit
Division Environmental Outcomes
Section Environmental Standards & Analysis
Minnesota Pollution Control Agency
520 Lafayette Road
St. Paul, MN 55155-4194

**Re: *The Burlington Northern and Santa Fe Railway Company Abandonment
of Glyndon, Minnesota to Felton, Minnesota***

Attorneys at Law

311 South Wacker Drive
Suite 3000
Chicago, Illinois
60606-6677
Tel 312.360.6000

Brian Nettles
Paralegal
Direct 312.360.6336
Fax 312.360.6596
bnettl@
freebornpeters.com

Chicago

Springfield

Dear Sir or Madam:

BNSF plans on filing with the Surface Transportation Board ("STB") a Notice of Exemption seeking authority to abandon 15.91 miles of railroad line between M.P. 18.09 in Glyndon, Minnesota to M.P. 34.00 in Felton, Minnesota.

As part of the environmental report BNSF needs to know whether or not this action will be consistent, with Federal, State or local water quality standards. Also, please state whether or not Section 402 and/or NPDES permits are required as a result of the proposed abandonment.

The proposed abandonment may require the removal of the track materials such as the rails and ties but the roadbed will be left intact. No placement of dredge or fill material in any inland waterways is anticipated to result from abandonment and/or salvage.

For your reference I have enclosed a map of the above referenced railroad line. If you have any questions, or if you would like to discuss this matter further, please do not hesitate to contact me at (312) 360-6336.

Thank you in advance for your cooperation.

Sincerely,



Brian Nettles

.bn
Enclosure

Freeborn & Peters LLP

December 8, 2003

Minnesota Pollution Control Agency
Construction Storm Water Program
520 Lafayette Road North
St. Paul, MN 55155-4194

**Re: *The Burlington Northern and Santa Fe Railway Company Abandonment
of Glyndon, Minnesota to Felton, Minnesota***

Dear Sir or Madam:

Attorneys at Law

311 South Wacker Drive
Suite 3000
Chicago, Illinois
60606-6677
Tel 312.360.6000

Brian Nettles
Paralegal
Direct 312.360.6336
Fax 312.360.6596
bnettl@
freebornpeters.com

Chicago

Springfield

BNSF plans on filing with the Surface Transportation Board ("STB") a Notice of Exemption seeking authority to abandon 15.91 miles of railroad line between M.P. 18.09 in Glyndon, Minnesota to M.P. 34.00 in Felton, Minnesota.

As part of the environmental report BNSF needs to know whether or not this action will be consistent, with Federal, State or local water quality standards. Also, please state whether or not Section 402 and/or NPDES permits are required as a result of the proposed abandonment.

The proposed abandonment may require the removal of the track materials such as the rails and ties but the roadbed will be left intact. No placement of dredge or fill material in any inland waterways is anticipated to result from abandonment and/or salvage.

For your reference I have enclosed a map of the above referenced railroad line. If you have any questions, or if you would like to discuss this matter further, please do not hesitate to contact me at (312) 360-6336.

Thank you in advance for your cooperation.

Sincerely,



Brian Nettles

/bn
Enclosure



DEPARTMENT OF THE ARMY

ST. PAUL DISTRICT, CORPS OF ENGINEERS
190 FIFTH STREET EAST
ST. PAUL, MN 55101-1638

January 9, 2004

REPLY TO
ATTENTION OF:

Construction-Operations
Regulatory (04-01950-JKA)

Mr. Brian Nettles
Freeborn & Peters LLP
311 South Wacker Drive
Chicago, Illinois 60606-6677

Dear Mr. Nettles:

We have reviewed information about a project of Burlington Northern and Santa Fe Railway Company to abandon 15.91 miles of railroad line between M.P. 18.09 in Glyndon, MN and M.P. 34.00 in Felton, MN. Track materials such as the rails and ties would be removed with the roadbed left intact. No dredge or fill material would be placed in any inland waterways. The project site is in various section of the following townships and ranges Clay County, MN: T. 139N., R. 47W., T. 140N., R. 47W., T. 140N., R. 46W., T. 141N., R. 46W., and T. 142N., R. 46W.

The work proposed at the locations stated is not within the regulatory jurisdiction of the Corps of Engineers. 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. Therefore, a Department of the Army permit is not required to do this work.

This letter is valid only for the project referenced above. If any change in design, location, or purpose is contemplated, contact this office to avoid doing work that may be in violation of Federal law. PLEASE NOTE THAT THIS CONFIRMATION LETTER DOES NOT ELIMINATE THE NEED FOR STATE, LOCAL, OR OTHER AUTHORIZATIONS, SUCH AS THOSE OF THE DEPARTMENT OF NATURAL RESOURCES OR COUNTY.

The decision regarding this action is based on information found in the administrative record which documents the District's decision-making process, the basis for the decision, and the final decision.

If you have any questions, contact Jon K. Ahlness in our St. Paul office at (651) 290-5381. In any correspondence or inquiries, please refer to the Regulatory number shown above.

Sincerely,

Robert J. Whiting
for Robert J. Whiting
Chief, Regulatory Branch

J

Freeborn & Peters LLP

December 8, 2003

Darrel Grande
Emergency Management Director
Clay County Emergency Management
Clay County Courthouse - 3rd Floor
807 11th Street North
Moorhead, MN 56560

**Re: *The Burlington Northern and Santa Fe Railway Company Abandonment
of Glyndon, Minnesota to Felton, Minnesota***

Attorneys at Law

311 South Wacker Drive
Suite 3000
Chicago, Illinois
60606-6677
Tel 312.360.6000

Brian Nettles,
Paralegal
Direct 312.360.6336
Fax 312.360.6596
bnettl@
freebornpeters.com

Chicago

Springfield

Dear Mr. Grande:

BNSF plans on filing with the Surface Transportation Board ("STB") a Notice of Exemption seeking authority to abandon 15.91 miles of railroad line between M.P. 18.09 in Glyndon, Minnesota to M.P. 34.00 in Felton, Minnesota.

As part of the environmental report BNSF needs to know if the proposed abandonment will affect any 100-year floodplains. If so, please furnish 8 & ½ by 11 black and white maps in the area of each designated floodplain if they are available.

The proposed abandonment may require the removal of the track materials such as the rails and ties but the roadbed will be left intact.

For your reference I have enclosed a map of the above referenced railroad line. Please provide this information by January 8, 2004. If you have any questions, or if you would like to discuss this matter further, please do not hesitate to contact me at (312) 360-6336.

Thank you in advance for your cooperation.

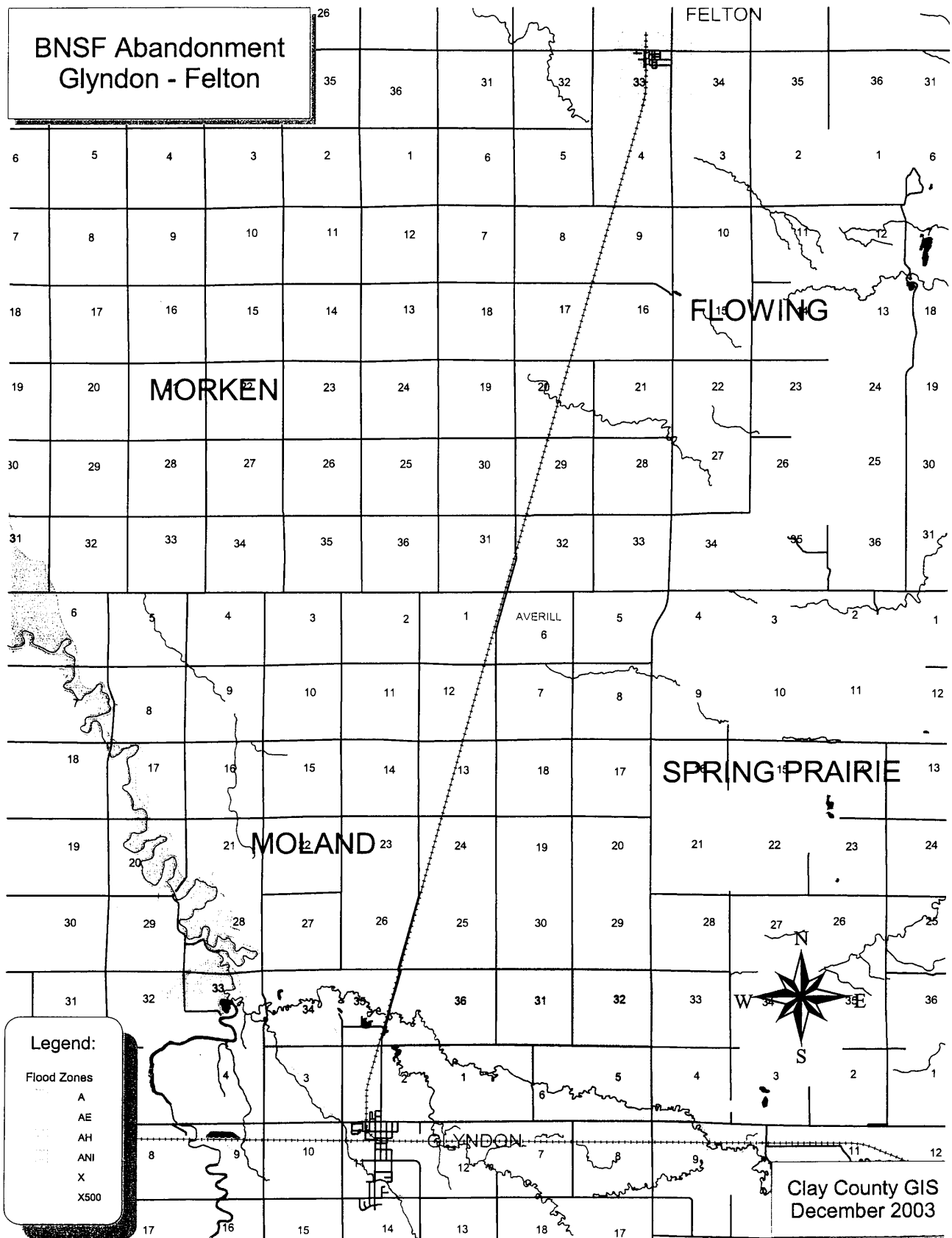
Sincerely,



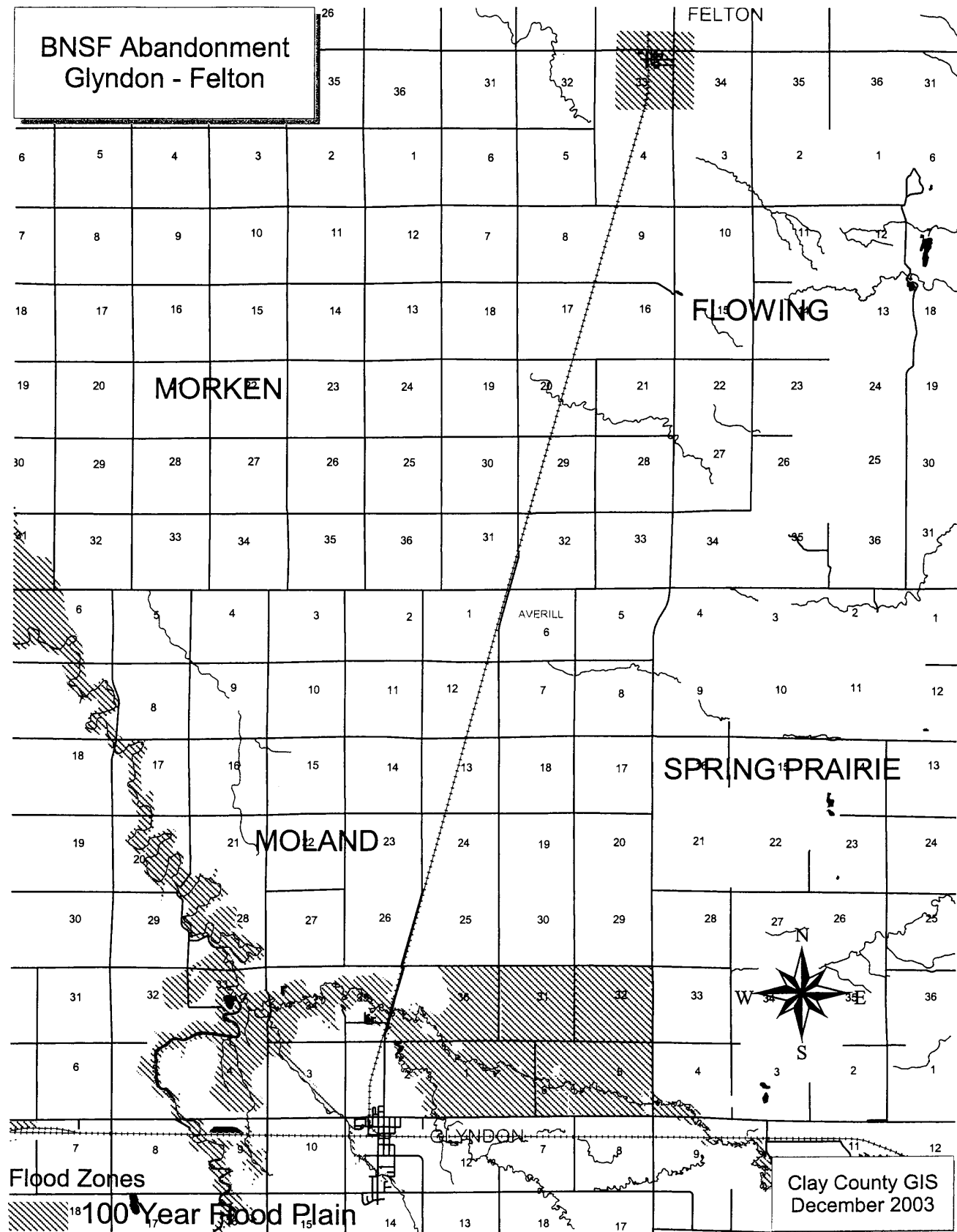
Brian Nettles

bn
Enclosure

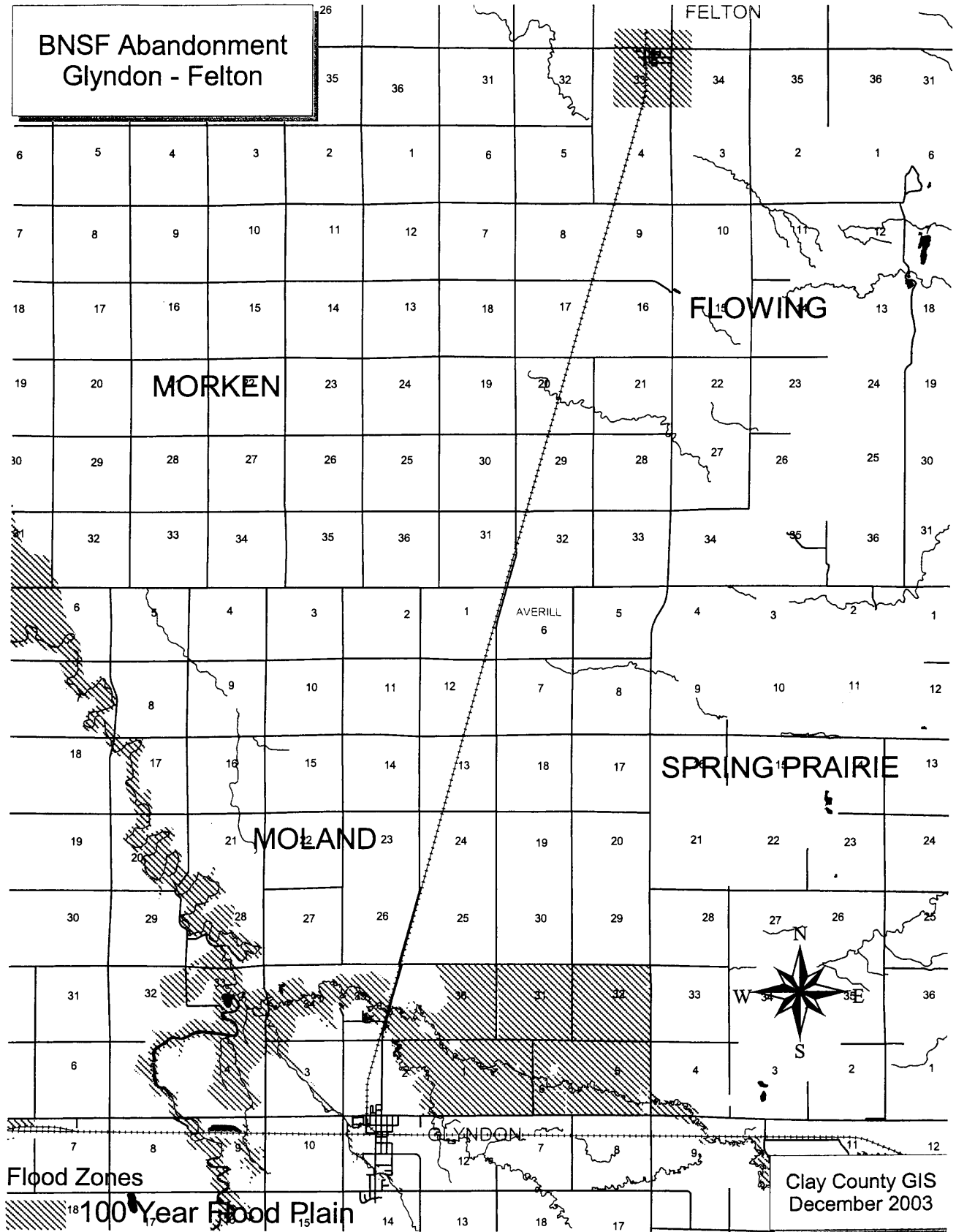
BNSF Abandonment Glyndon - Felton



**BNSF Abandonment
Glyndon - Felton**

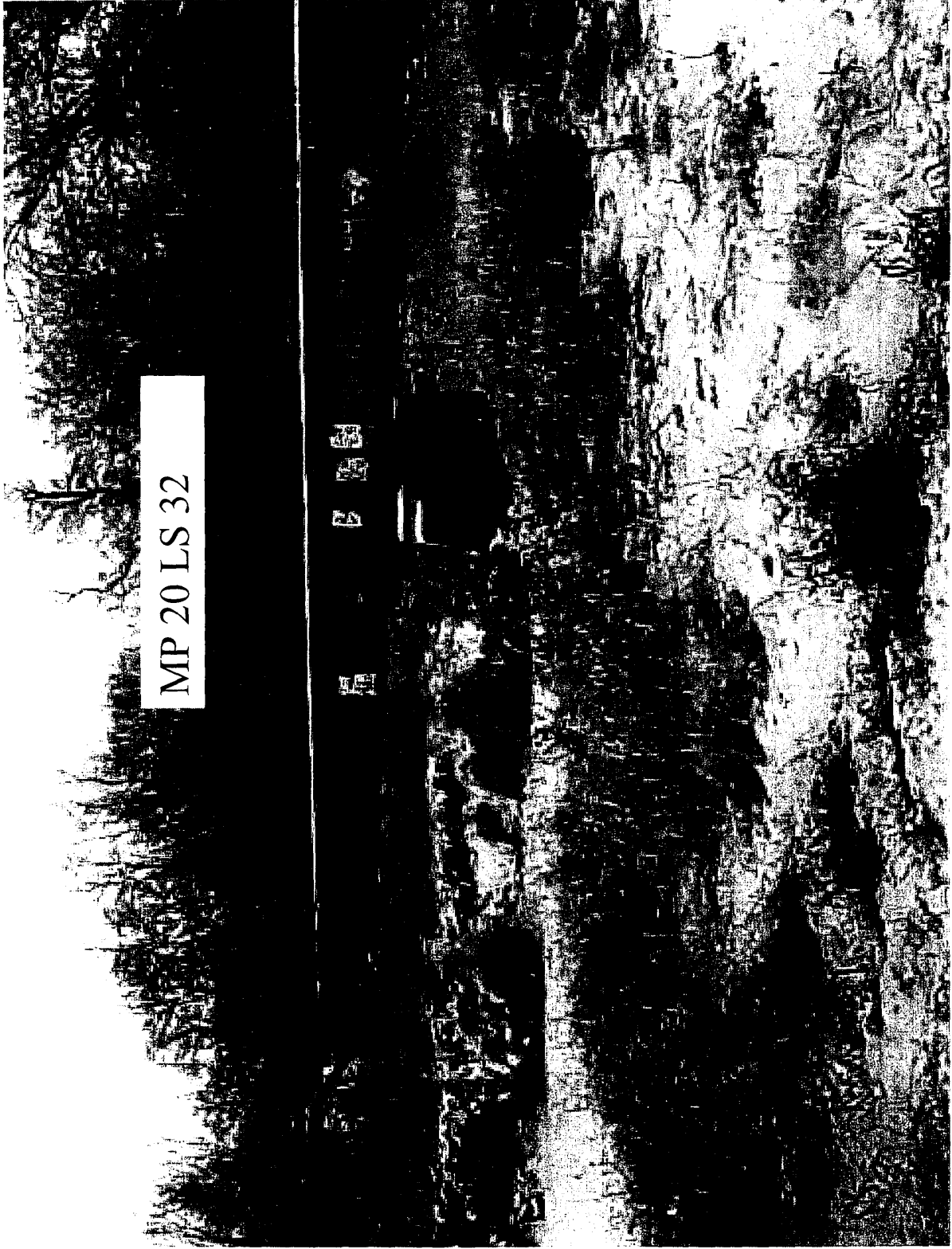


**BNSF Abandonment
Glyndon - Felton**

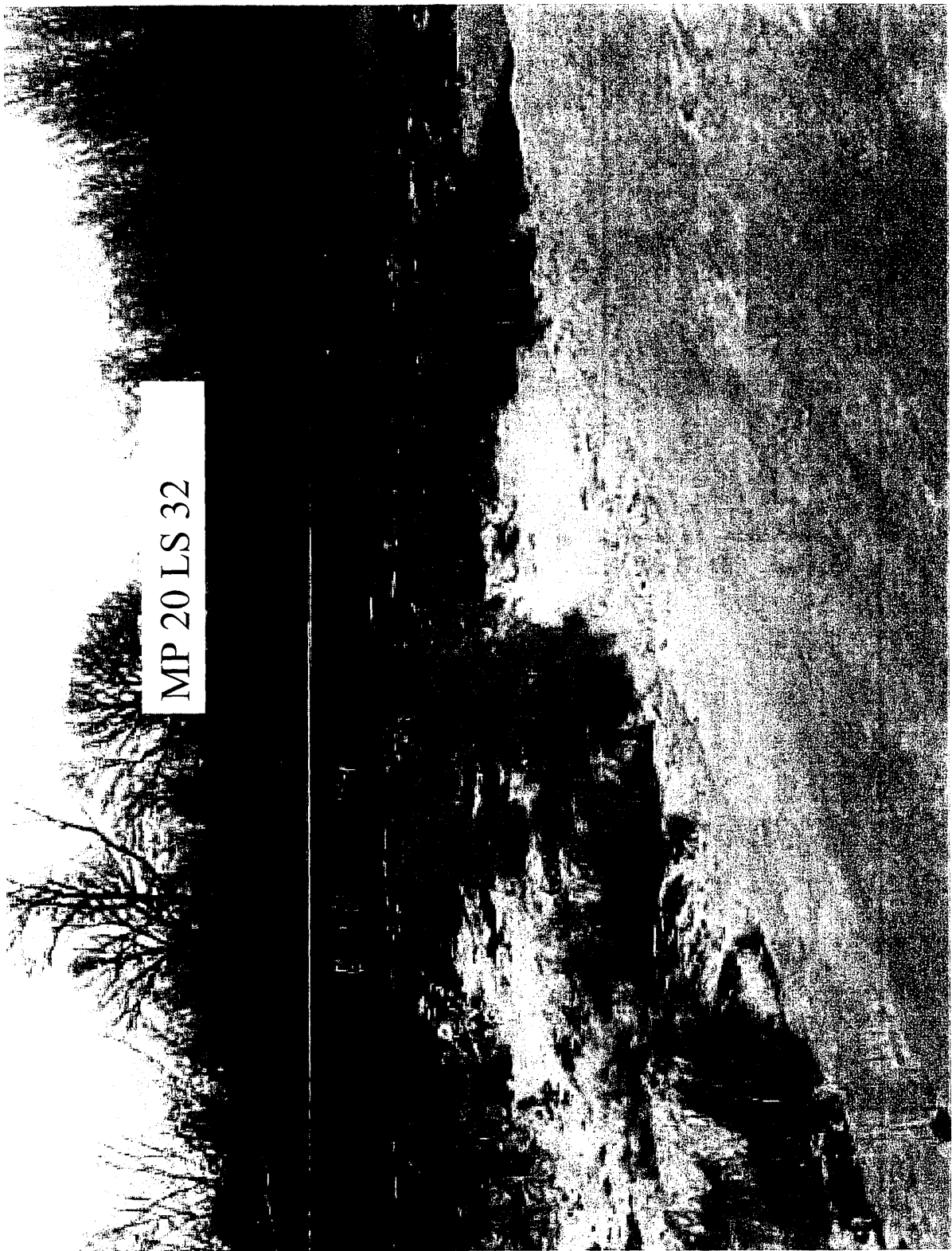


K

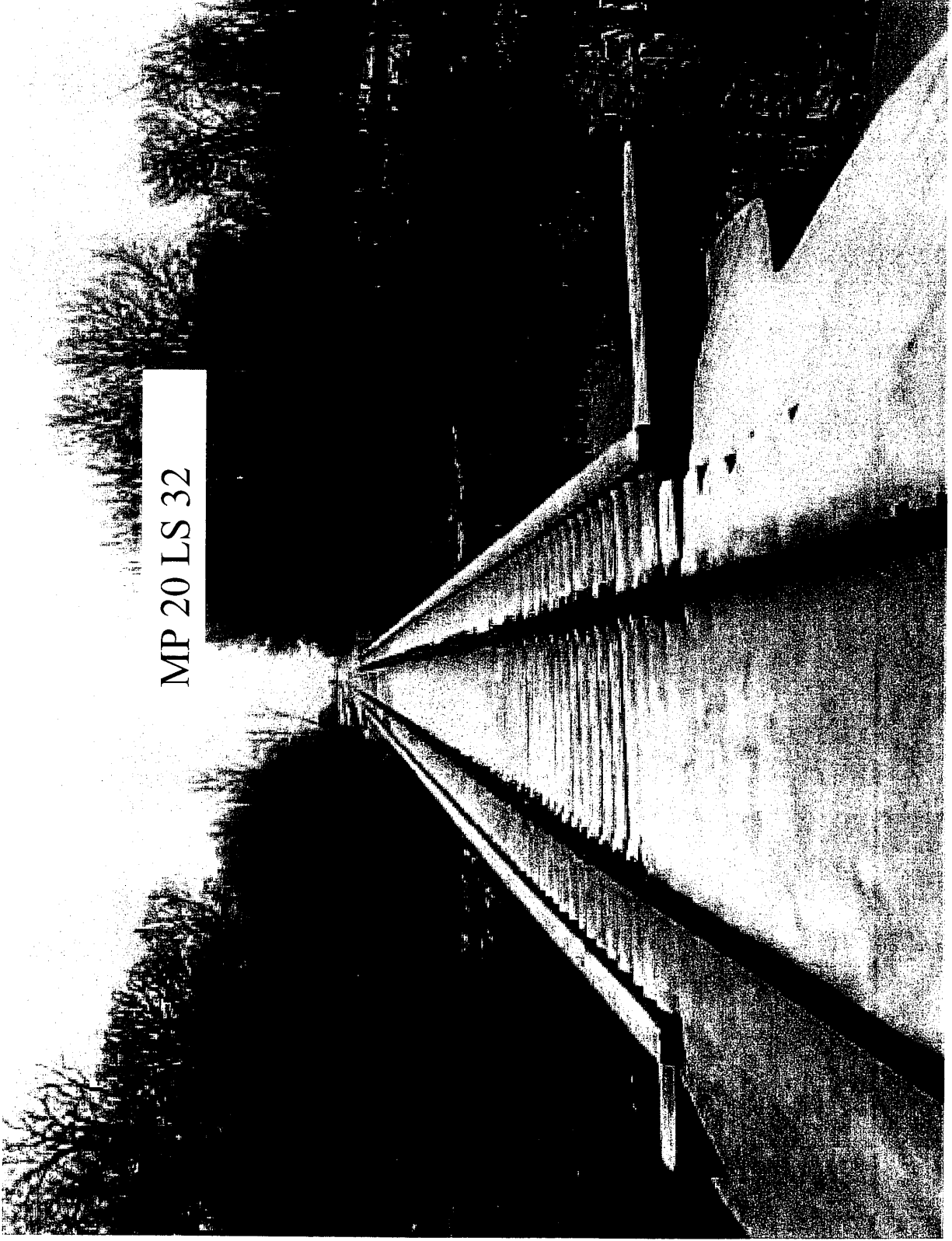
MP 20 LS 32



MP 20 LS 32



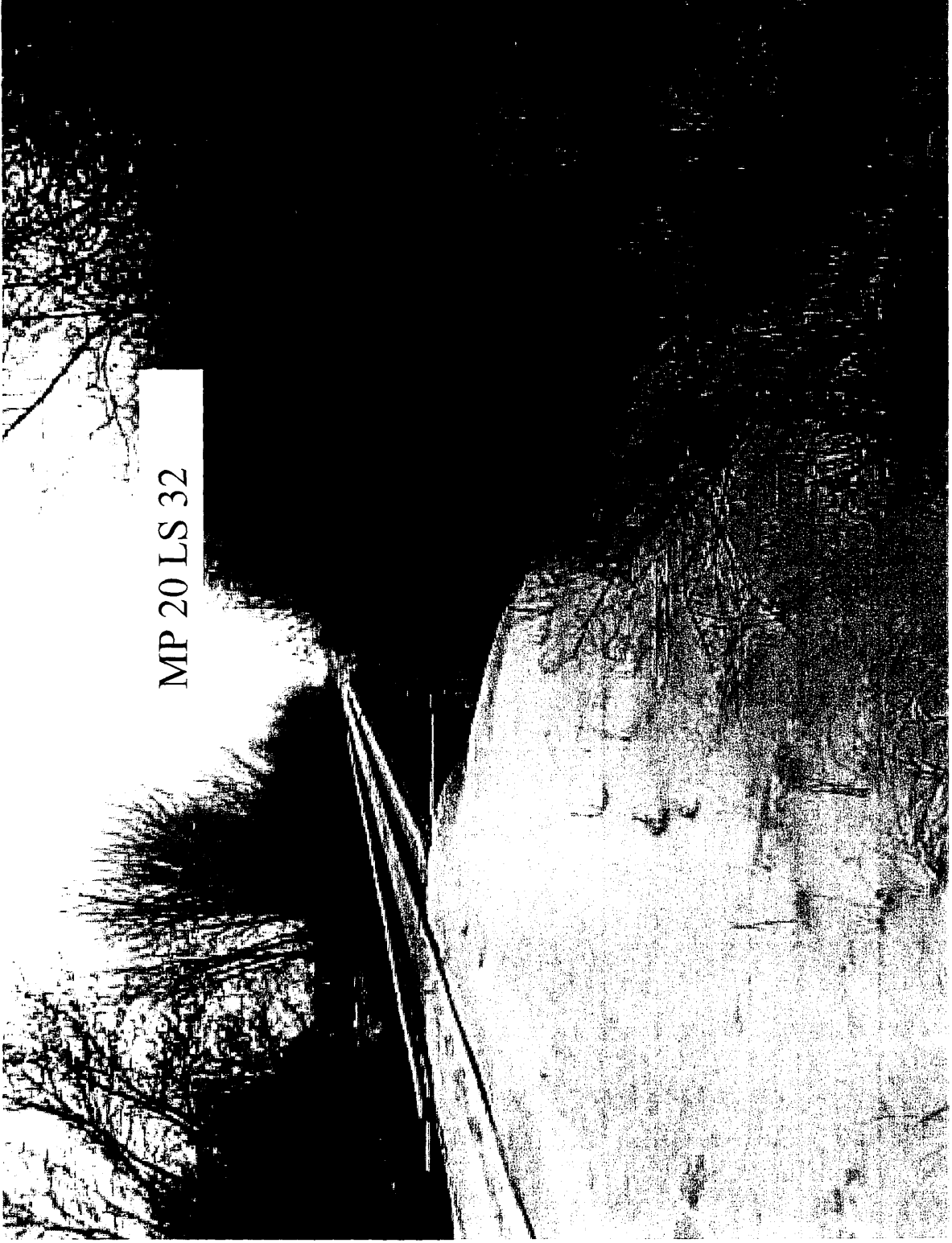
MP 20 LS 32



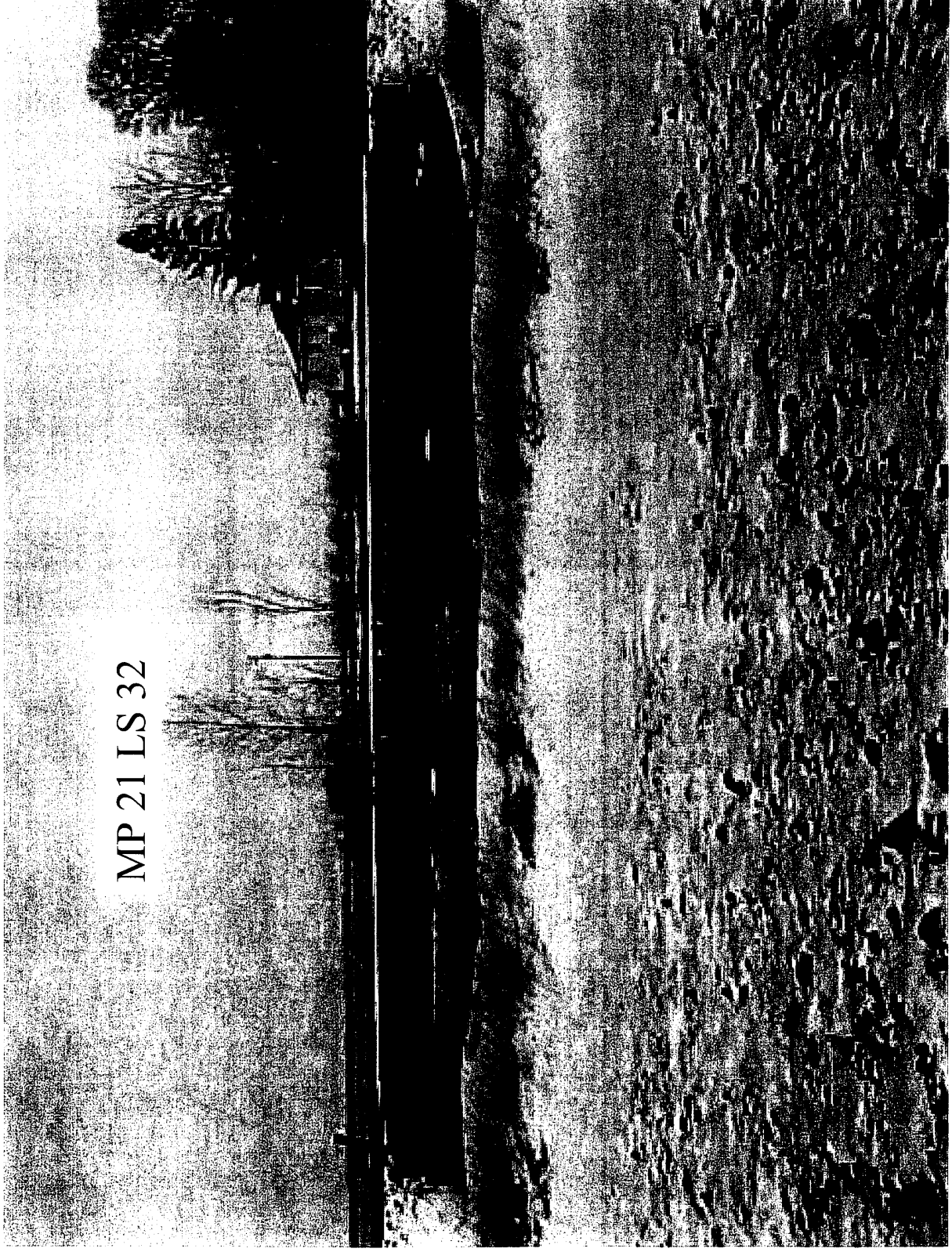


MP 20 LS 32

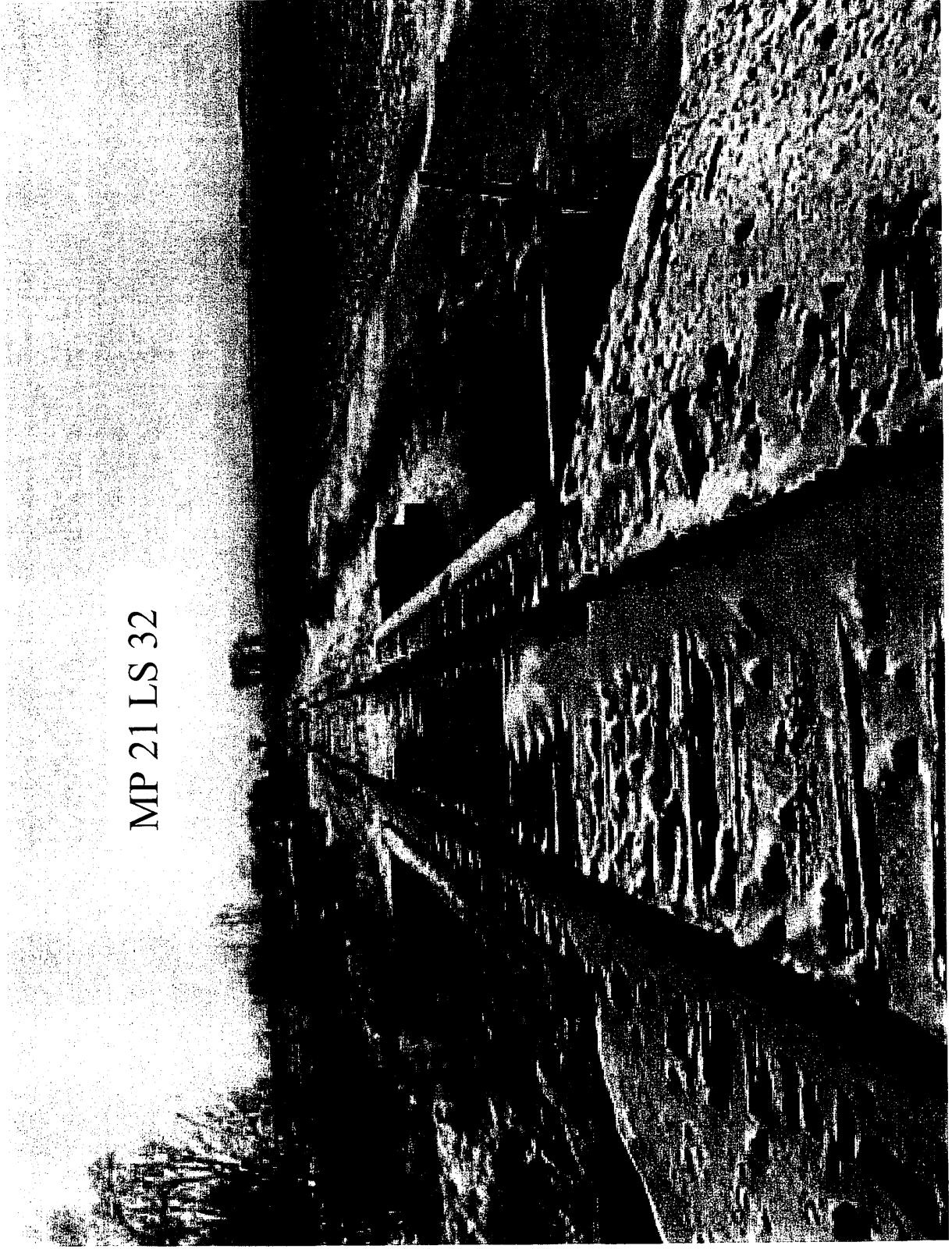
MP 20 LS 32



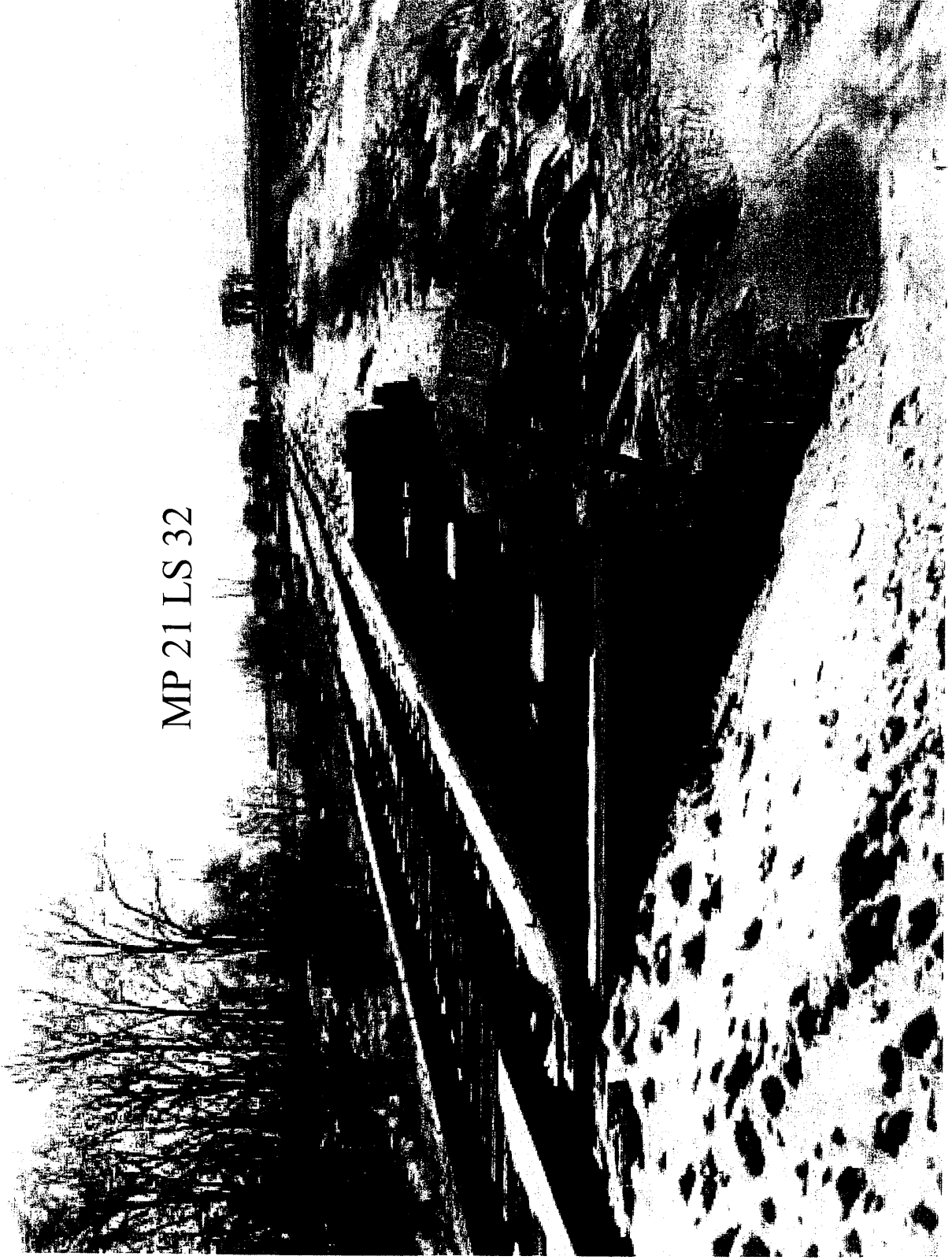
MP 21 LS 32



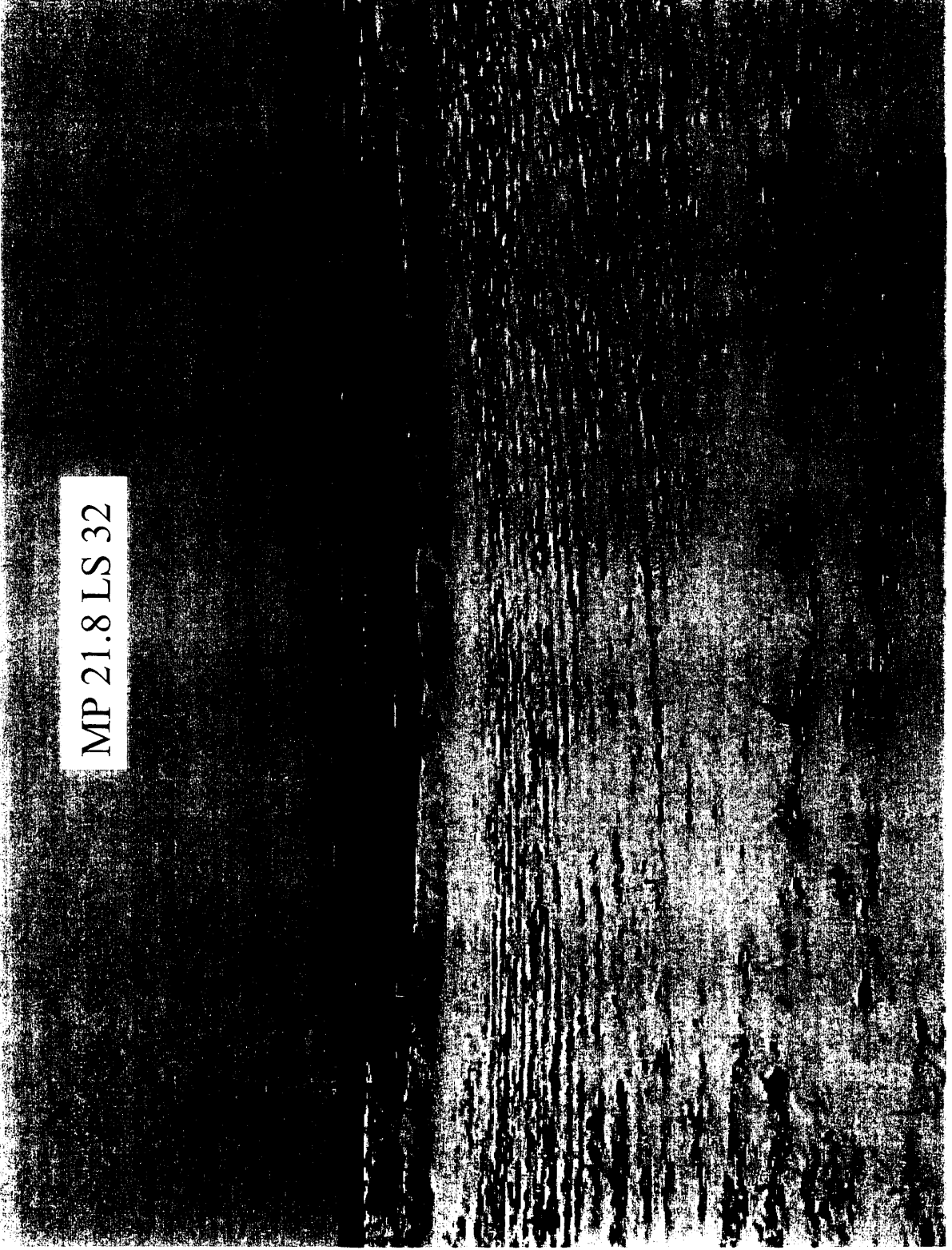
MP 21 LS 32



MP 21 LS 32



MP 21.8 LS 32



MP 21.8 LS 32



MP 21.8 LS 32



MP 22.7 LS 32



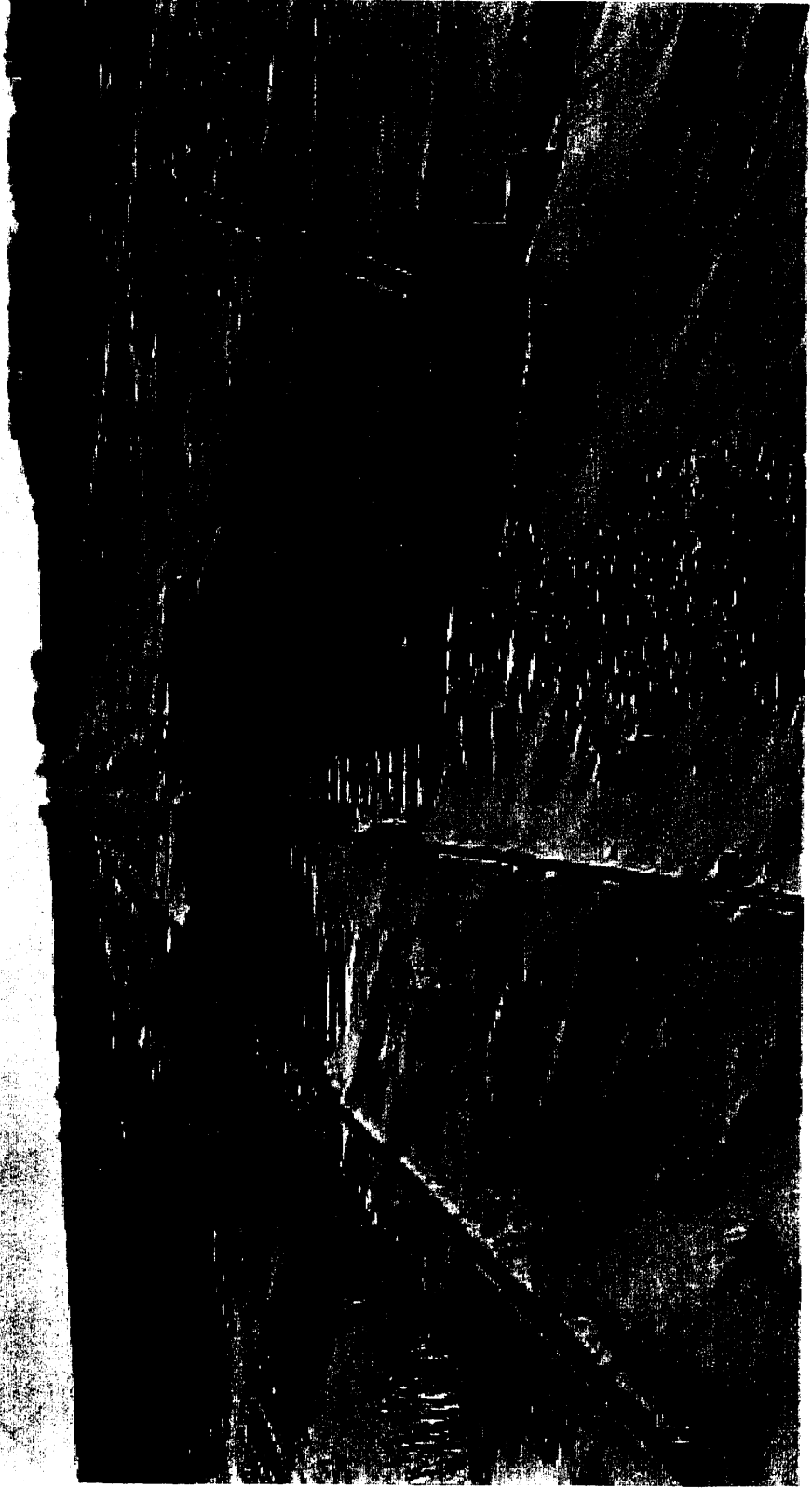
MP 22.7 LS 32



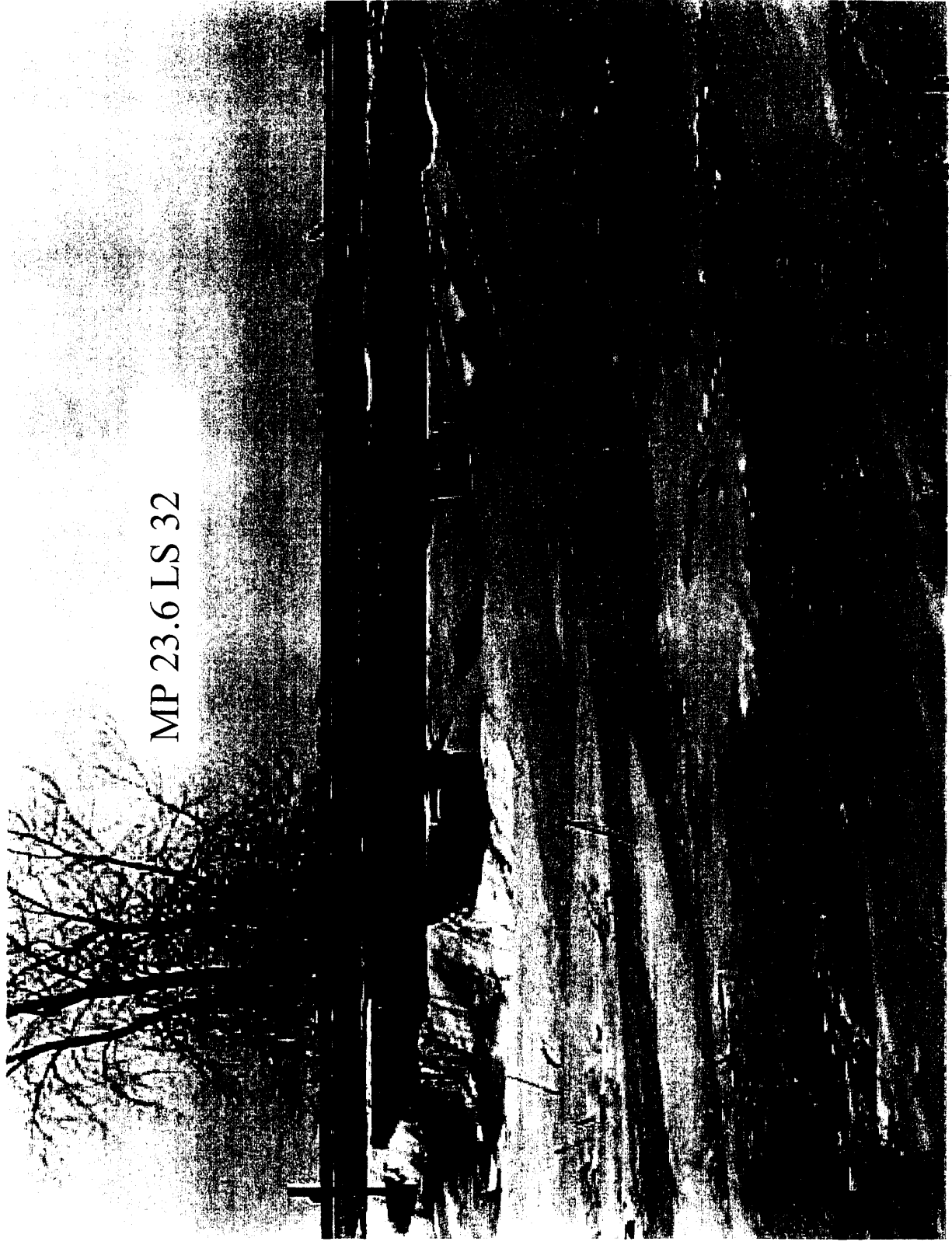
MP 23.5 LS 32



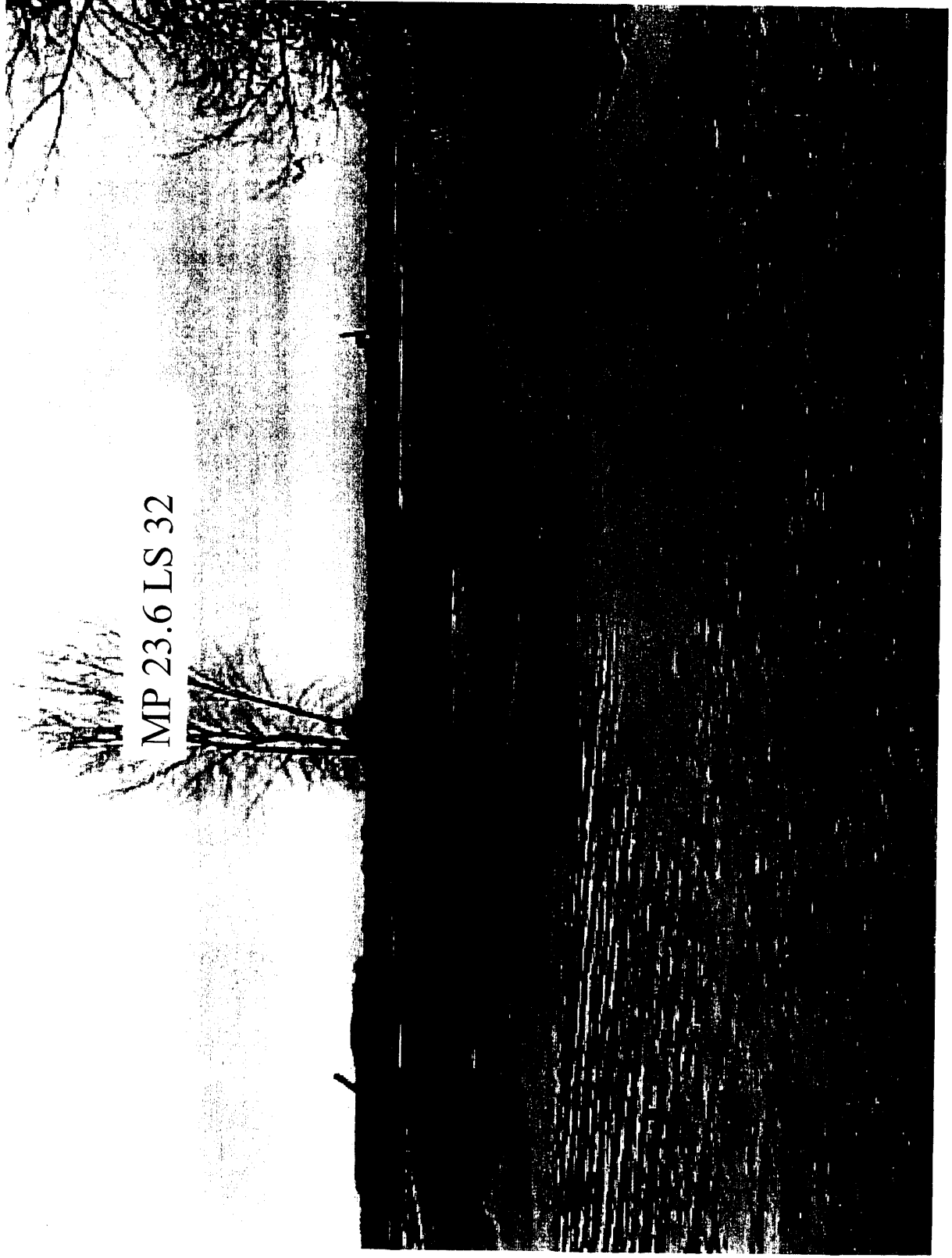
MP 23.5 LS 32



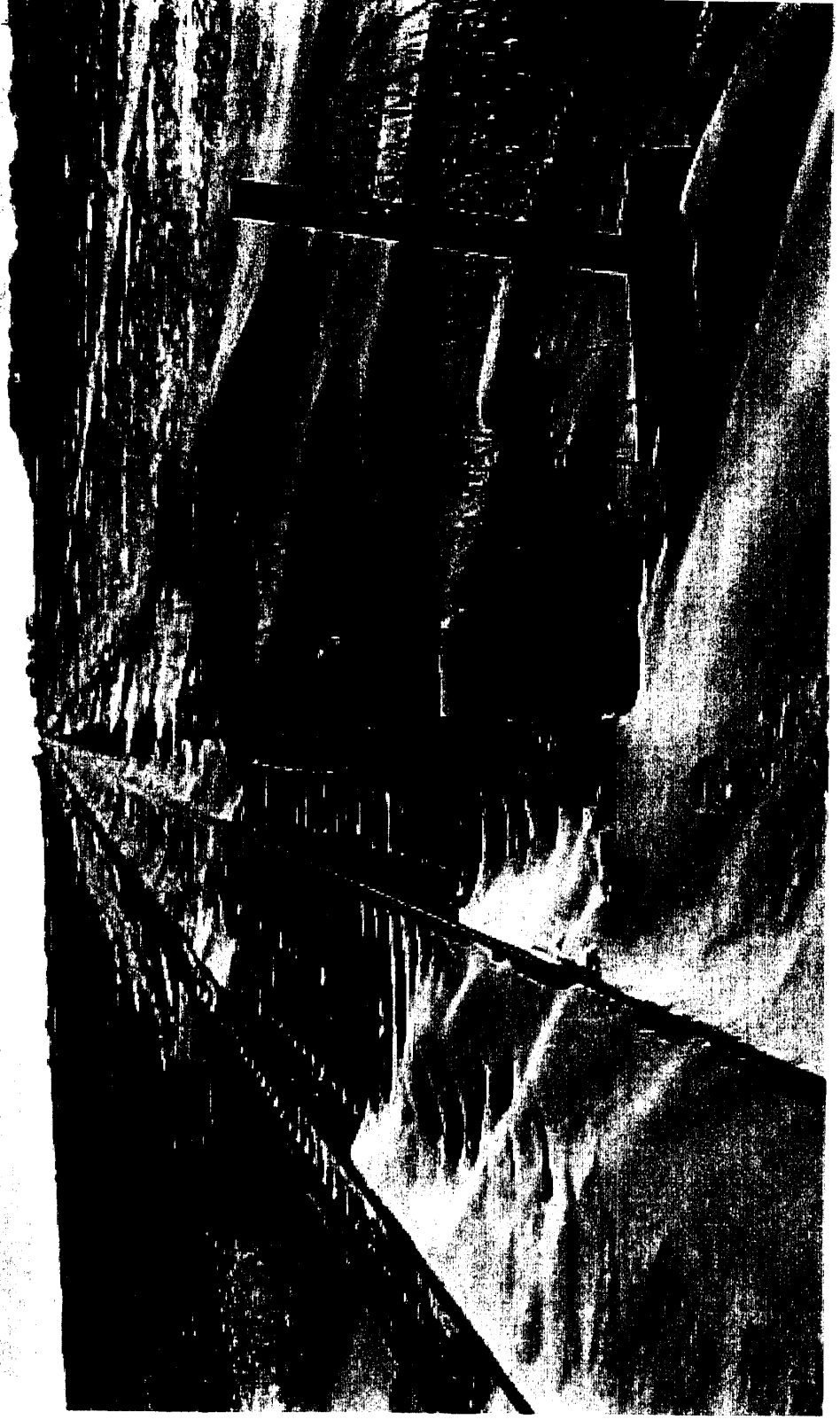
MP 23.6 LS 32



MP 23.6 LS 32



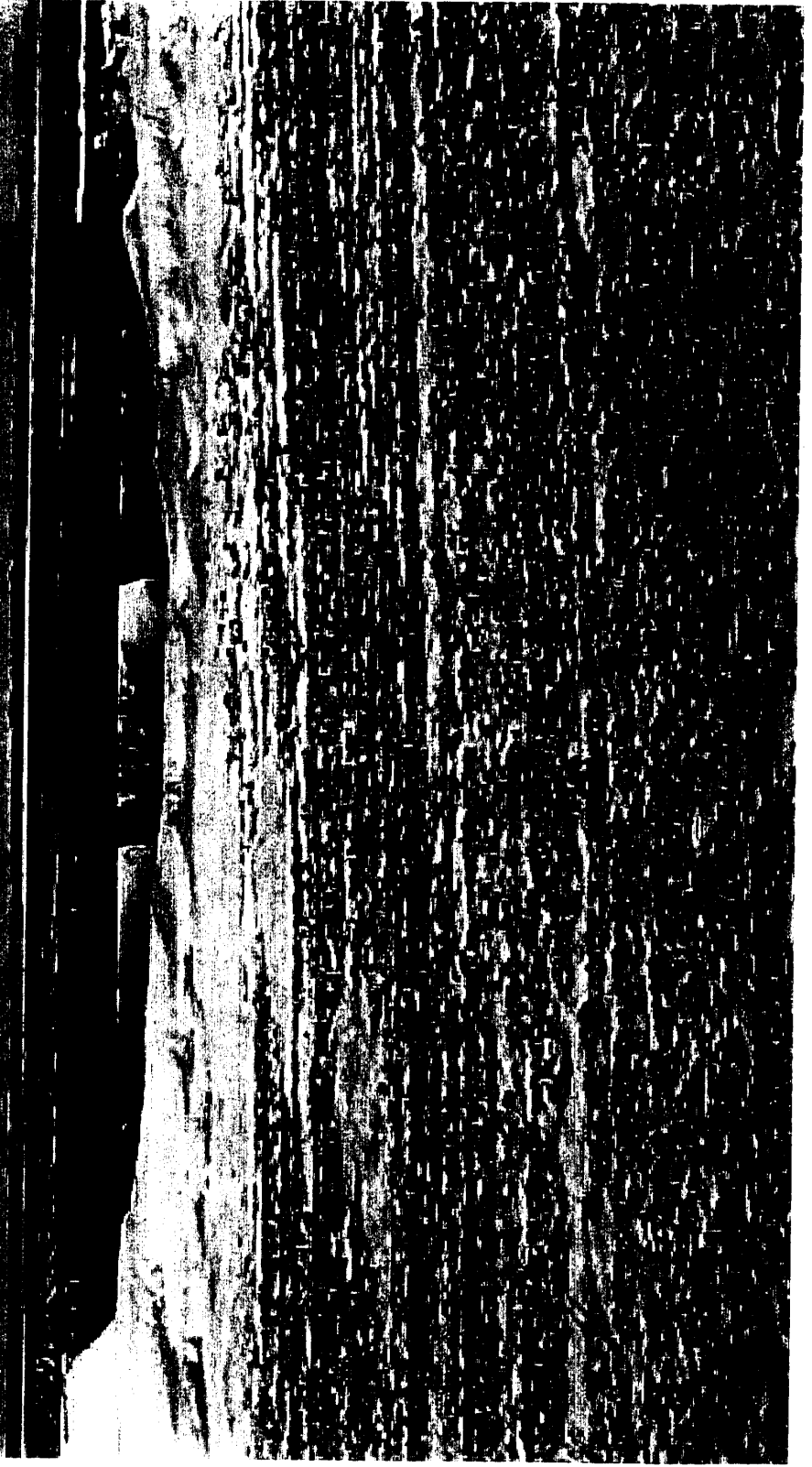
MP 23.6 LS 32



MP 23.9 LS 32



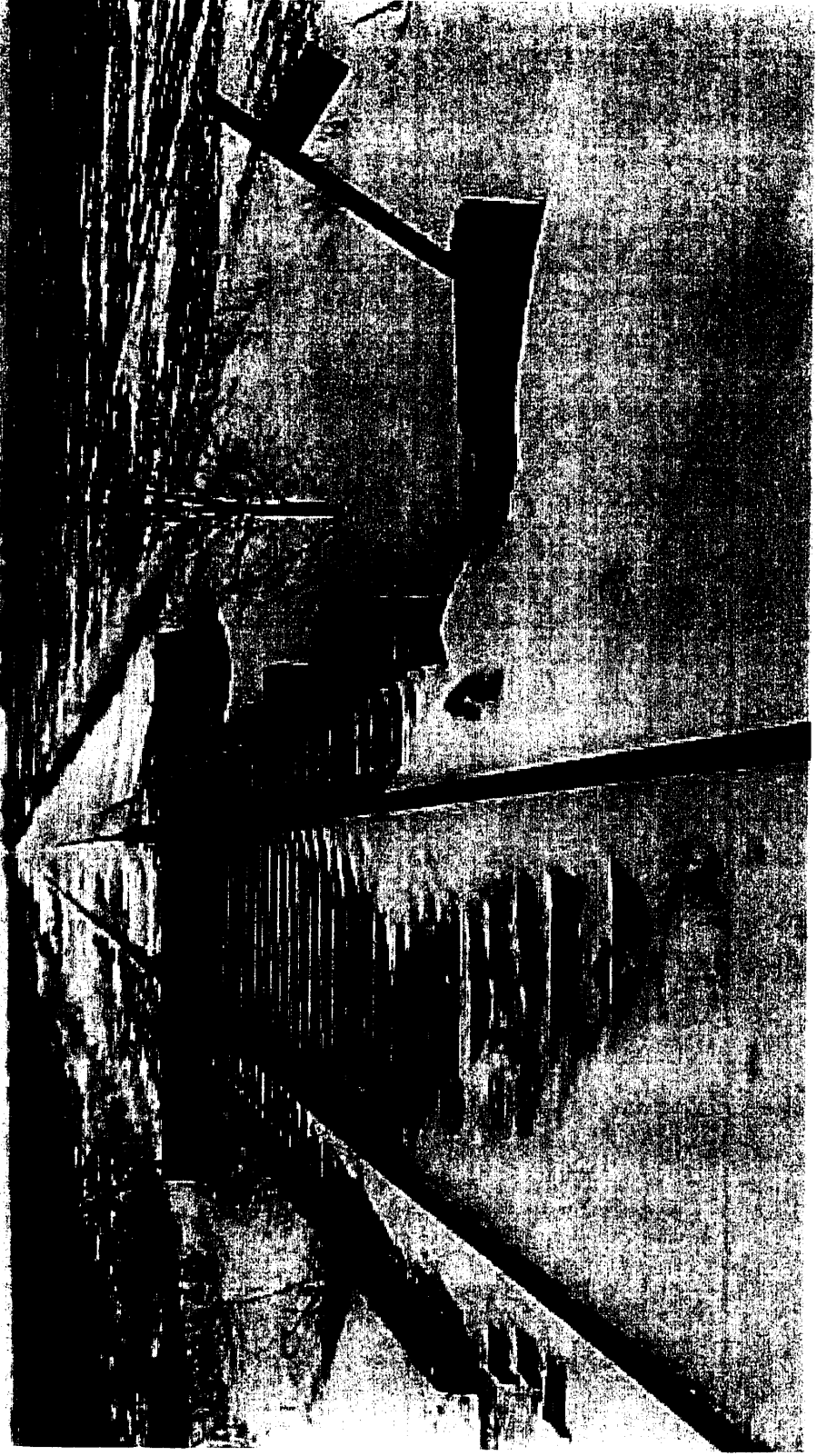
MP 23.9 LS 32



MP 24.7 LS 32



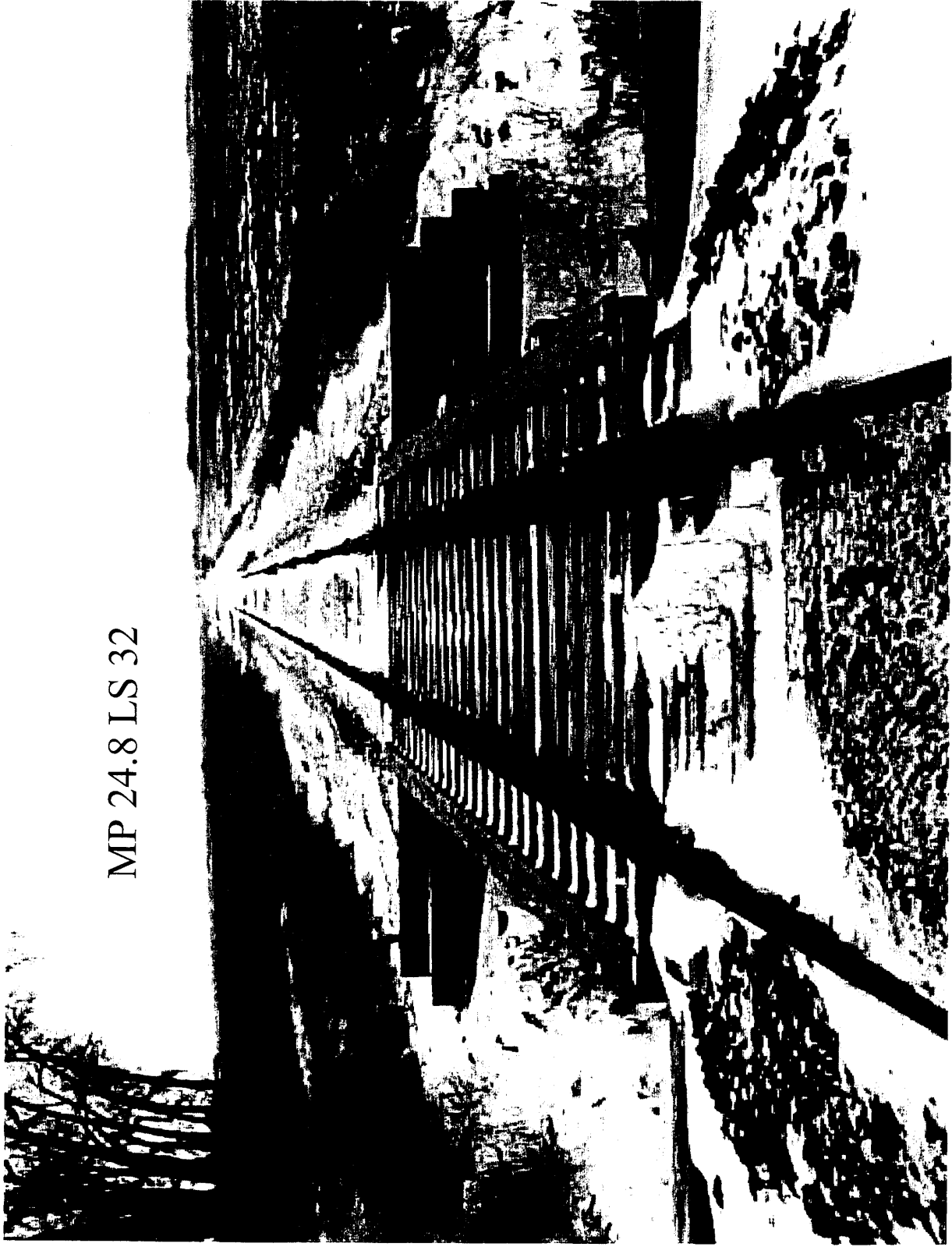
MP 24.7 LS 32



MP 24.8 LS 32



MP 24.8 LS 32



MP 25.7 LS 32



MP 25.7 LS 32



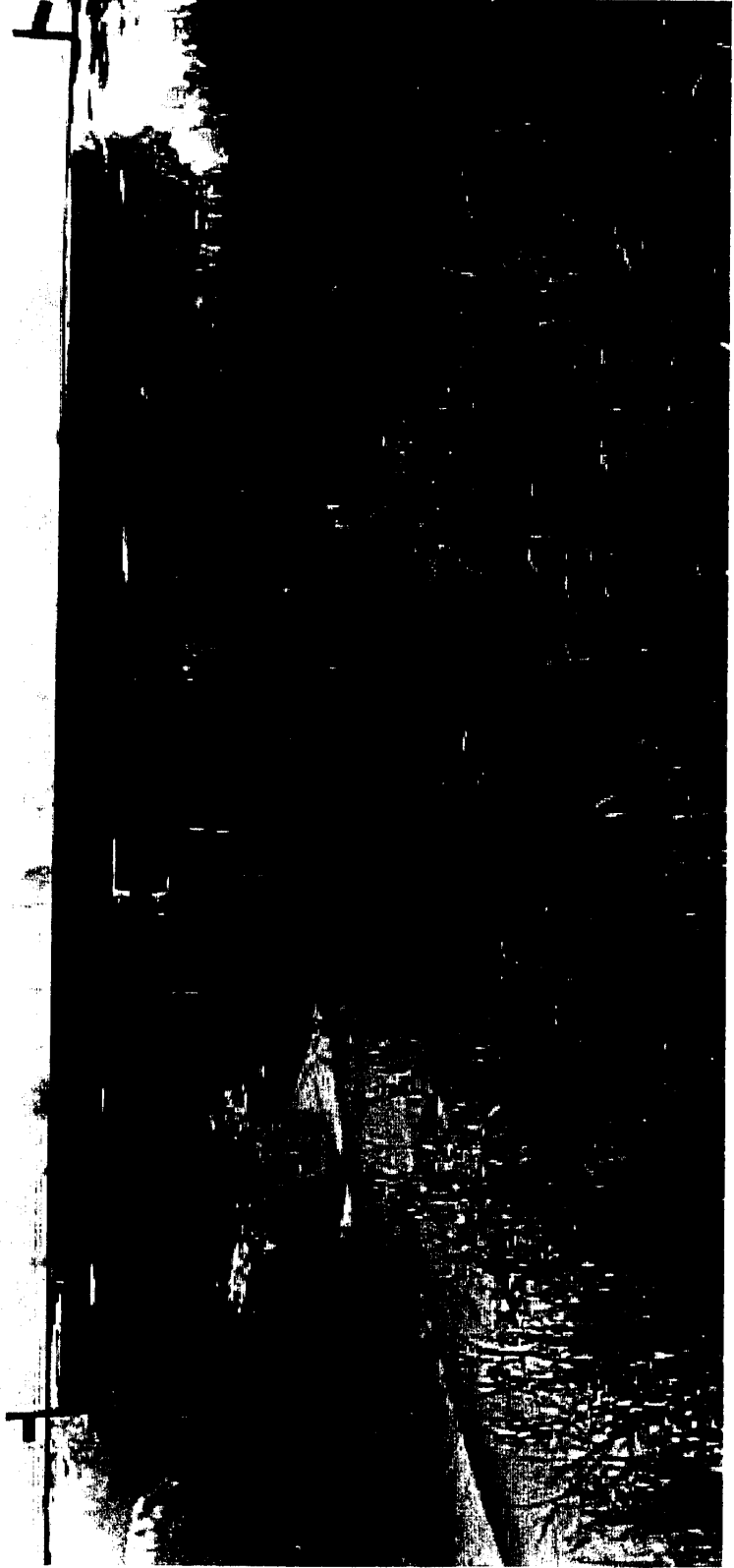
MP 26.4 LS 32



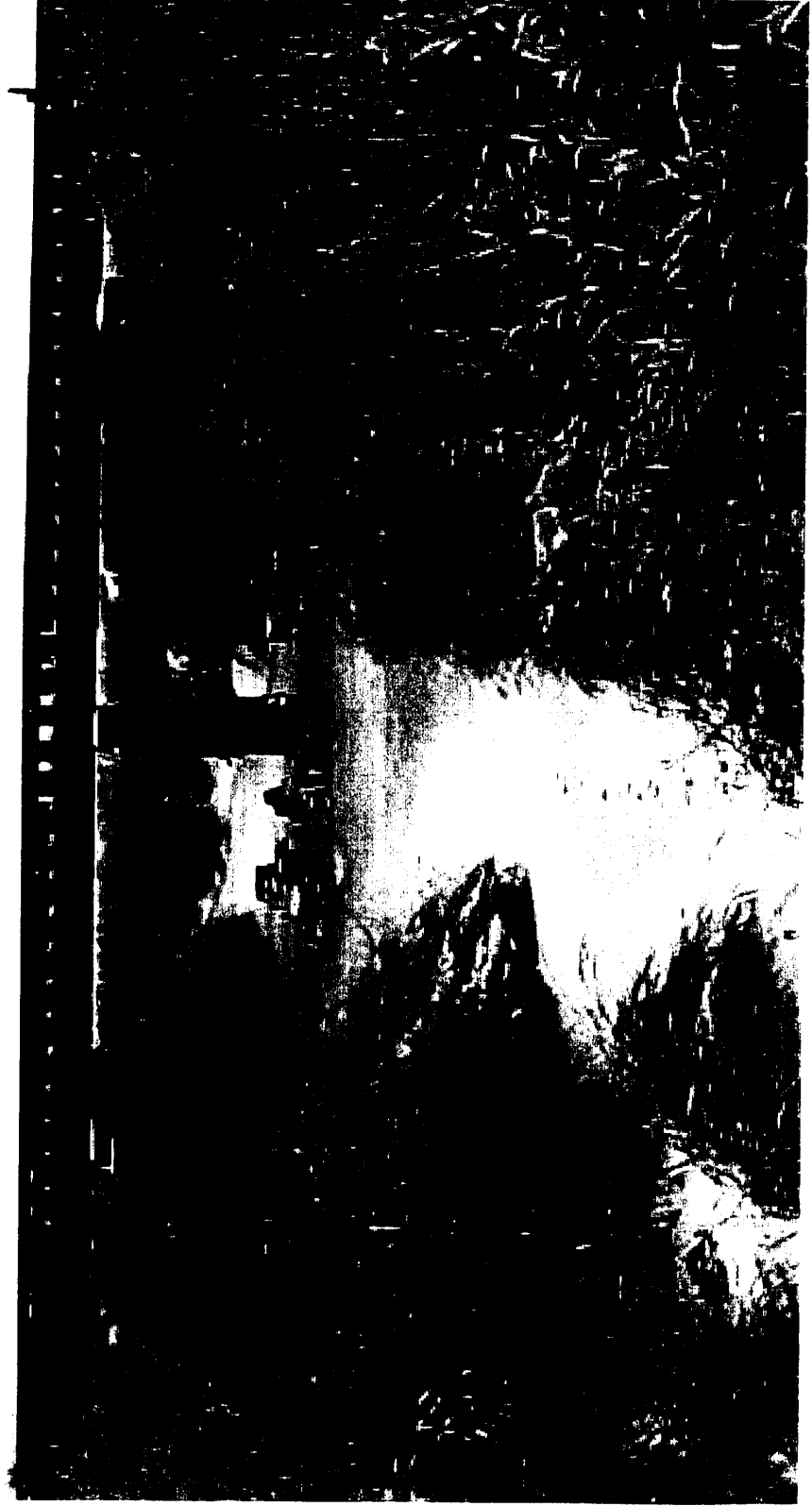
MP 26.4 LS 32



MP 26.7 LS 32



MP 26.7 LS 32



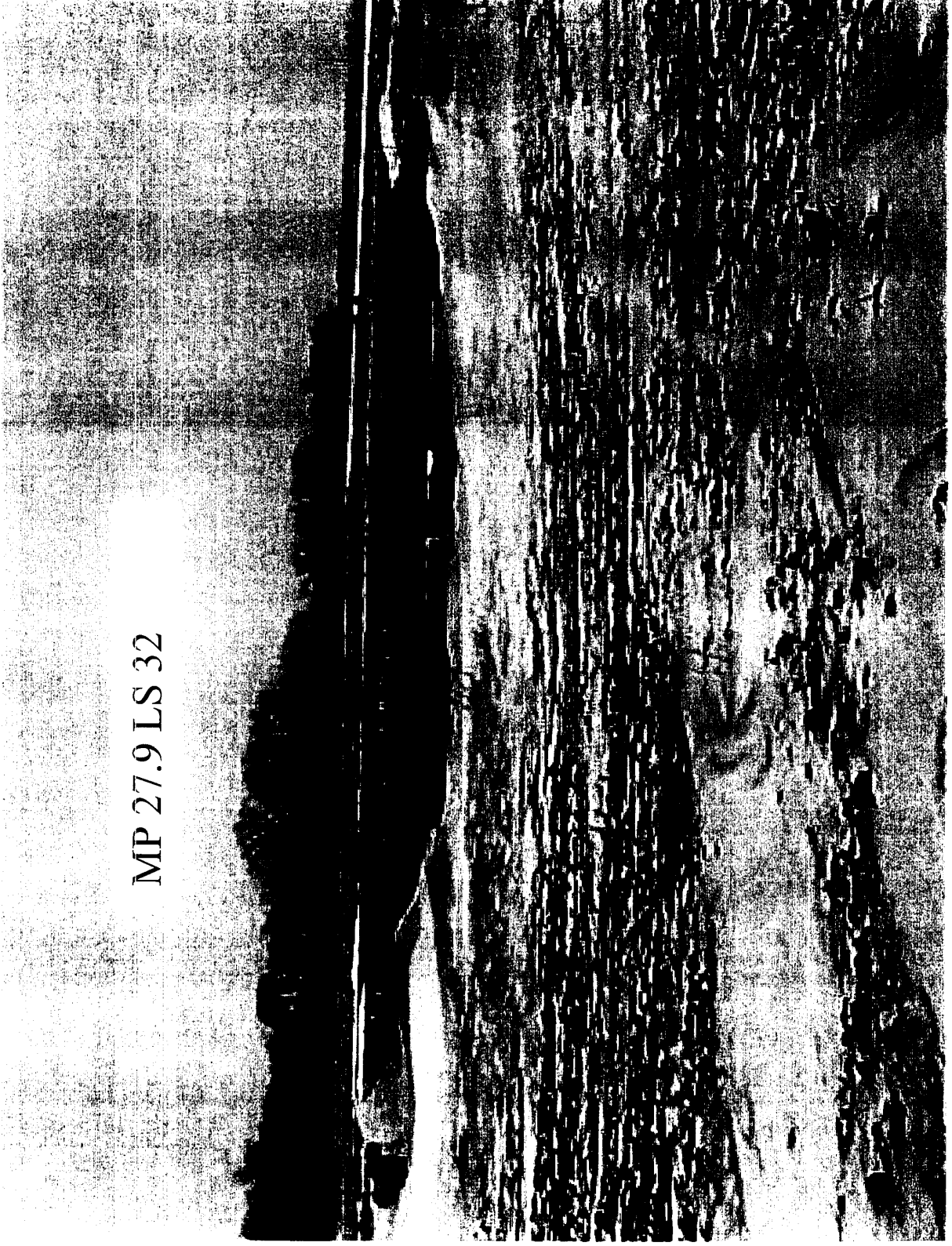
MP 26.7 LS 32



MP 27.9 LS 32



MP 27.9 LS 32



MP 26.7 LS 32



MP 27.9 LS 32



MP 27.9 LS 32



MP 28.3 LS 32

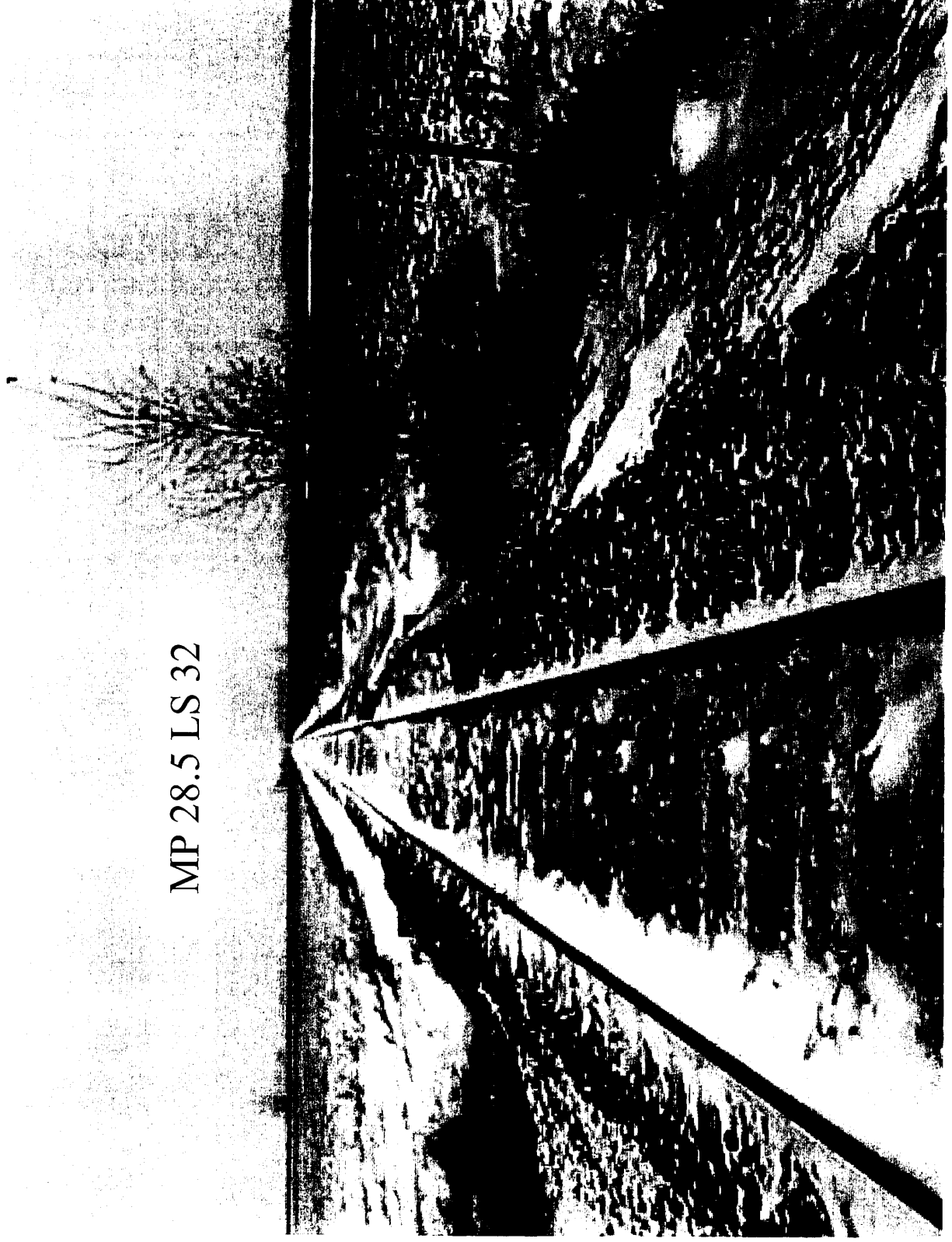
MP 28.3 LS 32



MP 28.5 LS 32



MP 28.5 LS 32



MP 28.8 LS 32



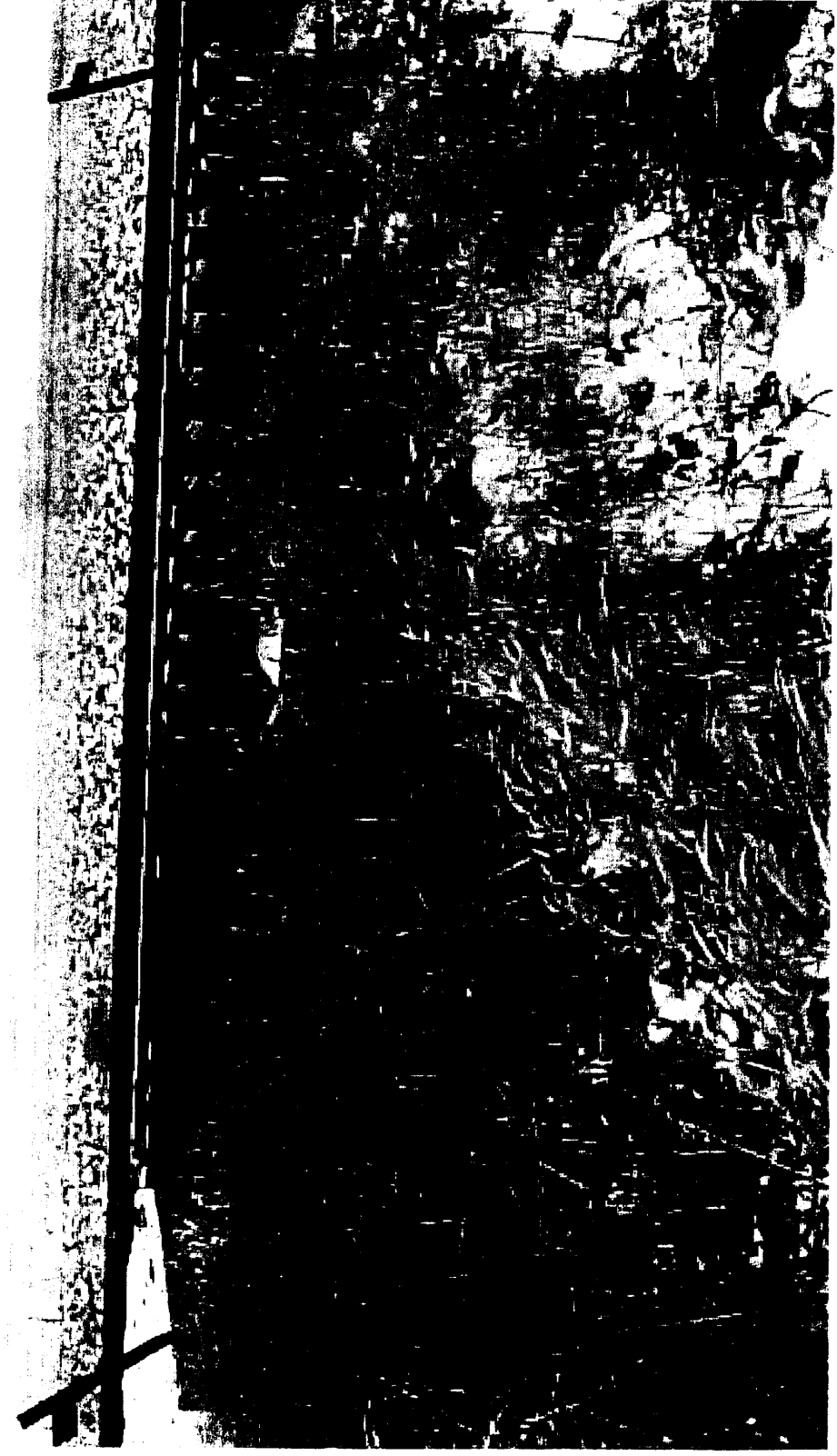
MP 28.8 LS 32



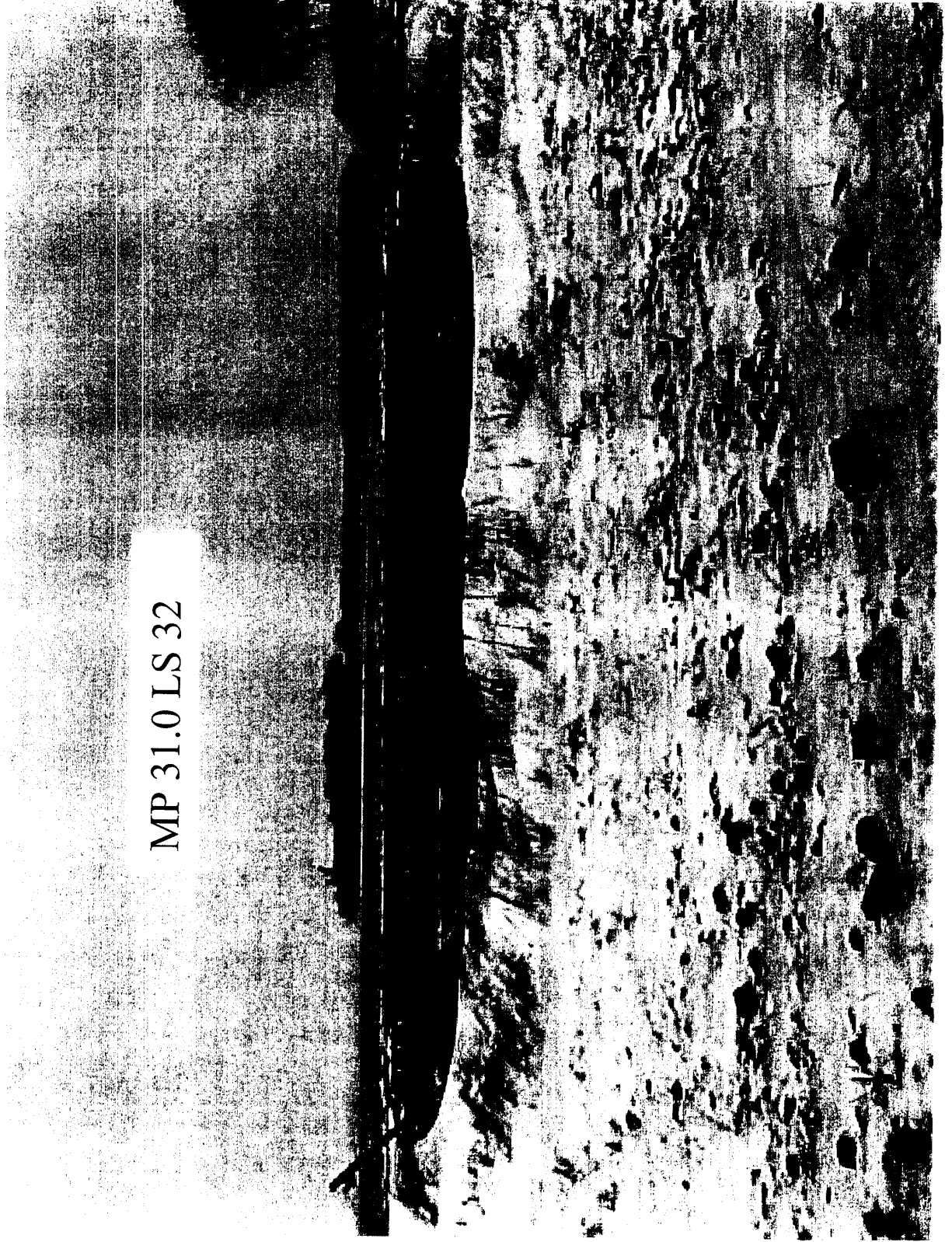
MP 29.5 LS 32



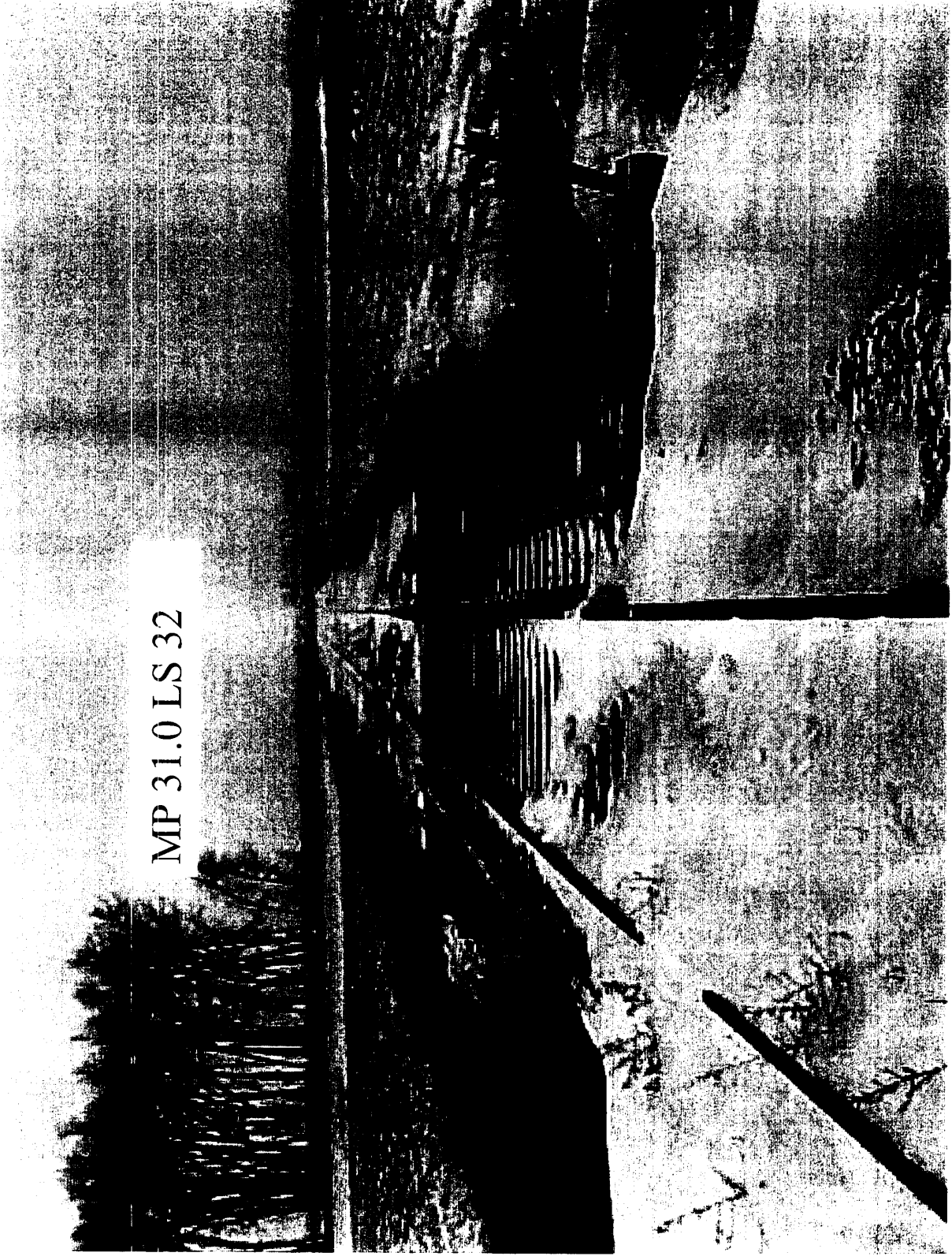
MP 29.5 LS 32



MP 31.0 LS 32



MP 31.0 LS 32



MP 31.5 LS 32



MP 31.5 LS 32



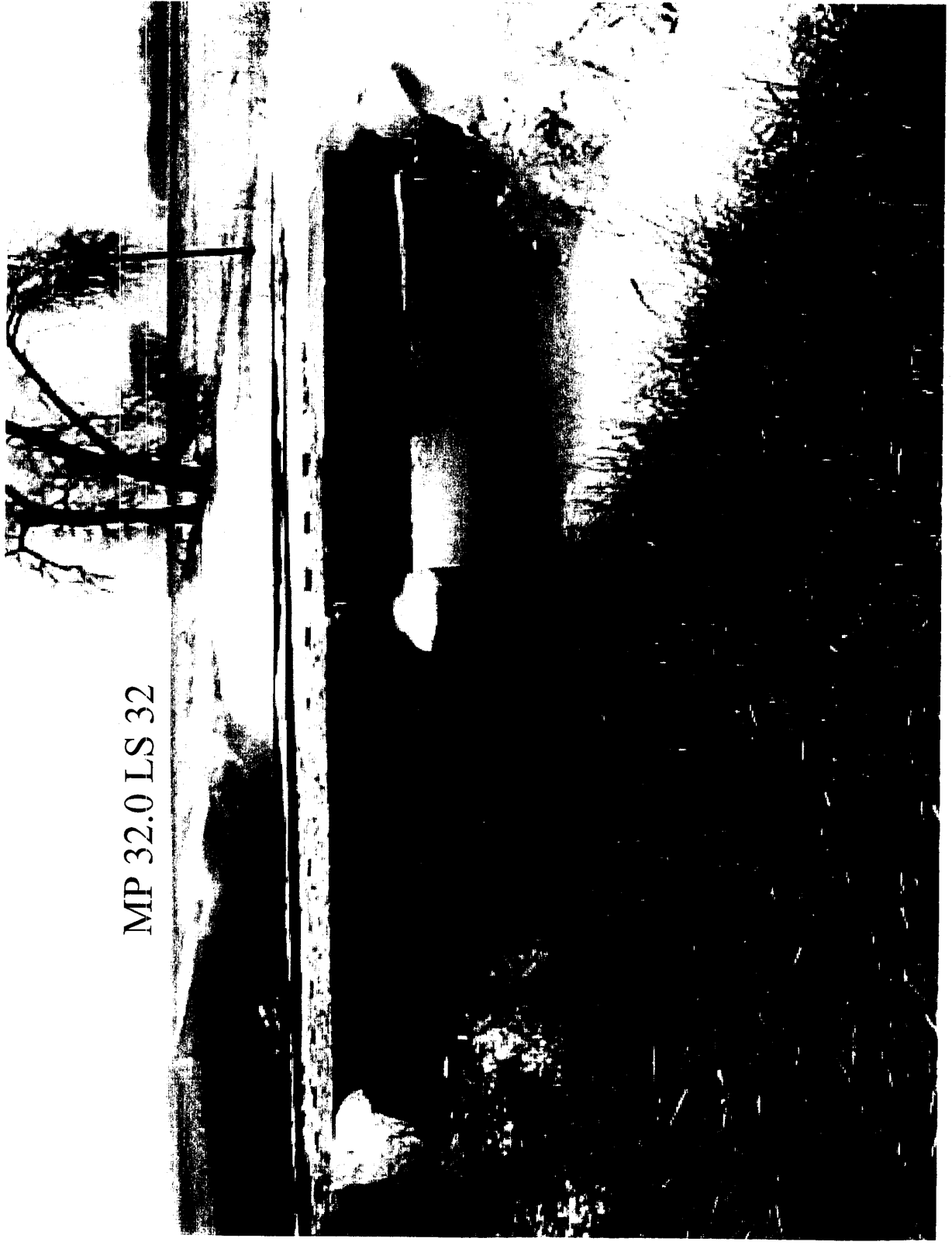
MP 32.0 LS 32



MP 32.0 LS 32



MP 32.0 LS 32



L



MINNESOTA HISTORICAL SOCIETY

March 30, 2004

Mr. Brian Nettles
Freeborn & Peters LLP
311 S. Wacker Drive, Suite 3000
Chicago, IL 60606-6677

Re: Burlington Northern and Santa Fe Railway Company to abandon 15.91 miles of
railway between milepost 18.09 in Glyndon and milepost 34.00 in Felton
Clay County
SHPO Number: 2004-0866

Dear Mr. Nettles:

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).

Based on our review of the documentation submitted, there do not appear to be any individually eligible buildings or structures along this line. As for the line itself, its construction as the St. Vincent Extension of the St. Paul and Pacific Railroad, begun in 1872, provided a link to Winnipeg via the Canadian Pacific Railway by 1879. Thus it may have significance as an important early rail link.

Contact our office at 651-296-5462 with questions or concerns.

Sincerely,

Dennis A. Gimmestad
Government Programs & Compliance Officer