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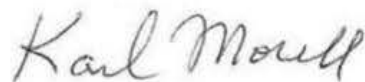
Ms. Danielle Gosselin
Director
Office of Environmental Analysis
Surface Transportation Board
395 E Street, S.W.
Washington, DC 20423

Re: STB Docket No. AB-857 (Sub-No. 3X), Great Western Railway
of Colorado, LLC -- Abandonment Exemption -- In Weld
County, Colorado

Dear Ms. Gosselin:

Attached please find the Historic Report that was inadvertently
omitted from the filing earlier today in the above-captioned matter.

Sincerely,

A handwritten signature in cursive script that reads "Karl Morell".

Karl Morell

Enclosures

**HISTORIC REPORT
(49 CFR SECTION 1105.8)**

STB DOCKET NO. AB-857 (SUB-NO. 3X)

**GREAT WESTERN RAILWAY OF COLORADO, LLC
– ABANDONMENT EXEMPTION –
IN WELD COUNTY, COLORADO**

The Historic Report should contain the information required by Section 1105.7(e)(1) of the Environmental Report prepared for the proposed abandonment:

1. *Proposed Actions 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 the 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.

Great Western Railway of Colorado, LLC ("GWRC") proposes to abandon its Welty Branch located between milepost 0.0 at Johnstown, Colorado and milepost 6.2, at Welty, in Weld County Colorado, totaling approximately 6.2 miles (the "Line"). GWRC intends to railbank the Line and leave the rail, track materials, and cross ties in place. In addition, there are no plans of disturbing the underlying roadbed. There are no bridges to be removed and no surrounding waterways.

Previously, in April 2008, GWRC filed to abandon the Line. *See* STB Docket No. AB-857 (Sub-No. 1X), *Great Western Railway of Colorado, LLC – Abandonment Exemption – in Weld County, CO* (not printed), served May 6, 2008. The requested exemption became effective on June 5, 2008. After being granted six extensions of the deadline to consummate the abandonment, GWRC, on August 28, 2014, notified the Board that, due to recent industrial expansion in the area, GWRC had decided not to consummate the abandonment of the Line.

The Line has not been used for local traffic in many years. The Line is stub-ended and not capable of handling overhead traffic. Therefore, the proposed abandonment will not change rail freight operations on the Line. The Line has been used to store rail cars and GWRC plans to continue using a portion of the Line for car storage.

GWRC continues to believe that there will be industrial expansions along the Line in the near future. Certain "Landowners" are apparently seeking to file an adverse abandonment and salvage the Line. Consequently, GWRC is seeking abandonment

authority so the GWRC can railbank the Line and preserve the corridor for future rail service.

A map of the proposed abandonment is attached as Exhibit 1.

HISTORIC REPORT

1. A U.S.G.S. topographic map (or an alternate map drawn to scale and sufficiently detailed to show buildings and other structures in the vicinity of the proposed action) showing the location of the proposed action, and the locations and approximate dimensions of railroad structures that are 50 years or older and are part of the proposed action.

A map depicting the Line proposed for abandonment were supplied to the Colorado State Historic Preservation Officer ("SHPO"). See Exhibit 2. There are no structures 50 years old or older associated with the abandonment of the Line.

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 Line branches off GWRC's mainline at the intersection of route 17 and N 2nd Street in Johnstown (population 9,887), extends in a southwesterly direction through Johnstown until it reaches route 15 and then extends westerly through a predominantly rural area to the end of the Line just west of Interstate Hwy 25. The basic rail corridor right-of-way is approximately 80 feet in width for the majority of the length of the Line.

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

There are no railroad structures on the Line that are 50 years old or older.

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

There are no railroad structures on the Line that are 50 years old or older.

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.

GWRC is the successor to the Great Western Railway Company that constructed the Line sometime between 1901 and 1906 primarily to serve the sugar beet industry in the area. Subsequently, the Line was used to transport various agricultural products. The Line, however, has not been used for many years. Because no traffic has moved over this

Line in many years, the proposed abandonment will not result in any change in rail operations.

6. A brief summary of documents in the carrier's possession, such as engineering drawings, that might be useful in documenting a structure that is found to be historic.

GWRC does not possess any such documents.

7. An opinion (based on readily available information in the railroad's possession) as to whether the site and/or structures meet the criteria for listing on the National Register of Historic Places (36 C.F.R. 60.4), and whether there is a likelihood of archeological resources or any other previously unknown historic properties in the project area, and the basis for these opinions (including any consultations with the State Historic Preservation Office, local historical societies or universities).

The Line contains no historic structures and GWRC is unaware of any archeological resources or railroad historic properties along the Line.

On December 28, 2021, GWRC sent a letter to the SHPO eliciting their views on the proposed abandonment. *See* Exhibit 2. In response, the SHPO stated that “[w]e concur with your assessment that the proposed undertaking will have no adverse effect on historic properties, provided the Railway remains committed to railbanking this section of the track.” *See* Exhibit 3.

8. A description (based on readily available information in the railroad's possession) of any known prior subsurface ground disturbance or fill, environmental conditions (naturally occurring or manmade) that might affect the archeological recovery of resources (such as swampy conditions or the presence of toxic waste), and the surrounding terrain.

There are no existing records as to the nature of any known subsurface ground disturbance or fill, or environmental condition that might affect the archeological recovery of any potential resources.

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

GWRC will work with the SHPO on the matters discussed above and will provide the SHPO whatever additional information is need in association with the proposed Line abandonment.

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EXHIBIT 2

December 23, 2021

Colorado Archeology and Historic Preservation Office
1200 Broadway
Denver, Colorado 80203

**RE: Docket No. AB-857 (Sub-No. 3), Great Western Railway of
Colorado, LLC --Abandonment Exemption--In Weld County,
CO**

Dear Sir/Madam:

Great Western Railway of Colorado, LLC ("GWRC") is planning to file a Notice of Exemption with the Surface Transportation Board ("STB"), on or about February 15, 2022, for GWRC to abandon its 6.2-mile line of railroad located between milepost 0.0, at Johnstown, and milepost 6.2, at Welty, in Weld County, Colorado. A map of the proposed abandonment is attached. One of the requirements for this filing with the STB is that the carrier contact the State Historic Preservation Office regarding the proposed abandonment.

Enclosed is a map depicting the area where the rail line is located. The proposed abandonment will involve the removal of the rail, track material, and crossties.

The rail line GWRC seeks to abandon is located in Weld County, Colorado. The line begins at milepost 0.0, at Johnstown, and extends generally in a westerly direction to the end of the line at milepost 6.2, at Welty. The line crosses through predominately flat, rural areas.

There are no structures 50 years old or older associated with the abandonment of the 6.2-mile rail line.

In 2007, GWRC sought your assistance in the proposed abandonment of this same rail line. A copy of your response is attached. GWRC also retained URS Corporation to prepare a report which was submitted to your office. Attached is the correspondence between URS and your office. Should you require an additional copy of the URS August 2008 report, please contact me.

We will send you a copy of the Historic Report as soon as it is completed. If I can of further assistance regarding this matter, please call me.

Sincerely,

Karl Morell

Attorney for

Great Western Railway of Colorado, LLC

10 January 2022

HC #80837

Karl Morell
Karl Morell & Associates
440 1st St., NW, Suite 440
Washington, DC 20001

RE: Abandonment Exemption, Great Western Railway of Colorado, MP 0.0 to MP 6.2,
Johnstown to Welty, Weld County (Docket No. AB-857 (Sub-No. 3))

Dear M. Morell:

Thank you for your recent correspondence received 4 January 2022, concerning the proposed abandonment and railbanking of a section of track in Weld County. Our office has reviewed the submitted materials. This section of the Welty Branch (5WL.841.15) supports to overall eligibility of the resource. We concur with your assessment that the proposed undertaking will have no adverse effect on historic properties, provided the Railway remains committed to railbanking this section of the track.

If you have any questions, please contact Joseph Saldibar, Architectural Services Manager, at (303) 866-3741 or (303) 842-5619.

Sincerely,

Dr. Holly Kathryn Norton

Dawn DiPrince
State Historic Preservation Officer

Digitally signed by Dr. Holly Kathryn Norton
Date: 2022.01.12 11:23:51 -07'00'