

CHARLES H. MONTANGE

ATTORNEY AT LAW

426 NW 162ND STREET
SEATTLE, WASHINGTON 98177

(206) 546-1936
FAX: (206) 546-3739

TRANSPORTATION BOARD

20 Nov. 2003 ENTERED
Office of Proceedings

DEC 09 2003

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

Part of
Public Record

FILING FEE WAIVED

Re: Docket No. AB 863, City of Venice --
Abandonment Exemption -- Branch St. Yard, MO
and McKinley Junction, IL -- Notice of Exemption

Fee waiver applicable per § 1002.2(e)(1).

Dear Mr. Williams:

Enclosed for filing with the Board in the captioned proceeding are an original and ten copies of the Notice of Exemption on behalf of City of Venice (IL).

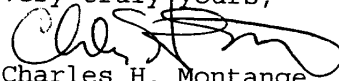
City of Venice is a unit of local government (municipality) in the State of Illinois. It is not a quasi-government organization or a government subsidized transportation company. It accordingly qualifies for a fee waiver pursuant to 49 C.F.R. 1002.2(e)(1). City of Venice requests such fee waiver.

Enclosed for filing with the Board in the above proceeding are an original and ten copies of a "statement of willingness" pursuant to 49 C.F.R. § 1152.29, on behalf of Madison County Transit (MCT).

MCT is also a unit of local government and not a quasi-governmental organization or a government-subsidized transportation company. It also qualifies for a fee waiver for the filing of the statement of willingness pursuant to 49 C.F.R. § 1002.2(e)(1). MCT requests such fee waiver.

Please acknowledge receipt on the enclosed copy of this letter and return it to me in the self-addressed, stamped envelope so I may verify receipt for my records.

Very truly yours,

A handwritten signature in black ink, appearing to read 'Charles H. Montange', written over the typed name.

Charles H. Montange
for City of Venice
and Madison County Transit
(as to fee waiver for
statement of willingness)

Enclosures

BEFORE THE SURFACE TRANSPORTATION BOARD

DOCKET AB 863

RECEIVED
NOV 21 2003
MAIL
MANAGEMENT
STB

CITY OF VENICE

-- ABANDONMENT EXEMPTION --

BETWEEN BRANCH STREET YARD, MO
AND MCKINLEY JUNCTION, IL

NOTICE OF EXEMPTION

Charles H. Montange
426 NW 162d St.
Seattle, WA 98177
(206) 546-1936
for City of Venice

for filing: 21 Nov. 2003

BEFORE THE SURFACE TRANSPORTATION BOARD

DOCKET AB 863

CITY OF VENICE

-- ABANDONMENT EXEMPTION --

BETWEEN BRANCH STREET YARD, MO
AND MCKINLEY JUNCTION, IL

NOTICE OF EXEMPTION

City of Venice (Illinois) files this Verified Notice of Exemption pursuant to the class exemption at 49 C.F.R. § 1152.50 to abandon its 2.00 mile rail line located between milepost 0.55 near Branch Street Yard in St. Louis, Missouri and Milepost 0.0 at the state line at Venice, Illinois, and Milepost 0.00 at Venice and Milepost 1.45 at McKinley Junction, Illinois.

1. Consummation date. The effective date of the abandonment will be the earliest date for which this Board by its regulations may so authorize, which (as set forth below) the City calculates will be January 12, 2004.

Madison County Transit (MCT) has filed and served a "statement of willingness" coterminous with this Notice of Exemption. City of Venice consents to negotiate an interim trail use and railbanking with MCT pursuant to 16 U.S.C. § 1247(d). City of Venice expects that the line, with the possible exception of the McKinley Bridge itself, will be railbanked rather than abandoned should this Board issue a Notice of Interim Trail Use (NITU). City of Venice requests this Board to issue a Notice of Interim Trail Use (NITU)

effective no more than thirty days after publication in the Federal Register.

Assuming publication on December 11, 2003 (20 days from filing on Nov. 21, 2003), the effective date would be January 12, 2004. Thus, City requests a NITU be issued effective no later than January 12, 2004.

2. Certification required by 49 C.F.R. § 1152.50(b). The required certification is attached hereto as Exhibit A.

3. Information required by 49 C.F.R. § 1152.22(a)(1) through (4), (7), and (8), and (e)(4).

(a) General.

(1) Exact name of applicant. City of Venice

(2) Whether applicant is a common carrier by railroad subject to 49 U.S.C. Subtitle IV, Chapter 105. City of Venice understands itself to be a common carrier by railroad for purposes of the referenced statute. See Exhibit B.

(3) Relief sought. City of Venice seeks to abandon per 49 C.F.R. § 1152.50 or railbank per id. § 1152.29 its 2.00 mile rail line from MP 0.55 near Branch St. Yard in St. Louis, MO to MP 0.00 at the state line in Venice, IL, and from MP 0.0 in Venice to MP 1.45 at McKinley Junction, IL.¹ There has been no

¹ The western (Missouri) terminus legal description (MP 0.55) is as follows: Beginning at a point two hundred thirty nine point seven (239.7) feet north of and parallel with the north line of Cock Street, extended eastwardly, said 239.7 feet being measured along the center line of said approach, of the

local or overhead traffic on the line for ten years.

- (4) Map. A map depicting the trackage covered by the proposed abandonment is attached as Exhibit C.

- (7) Name, title and address of representative of applicant to whom correspondence should be sent.

Charles H. Montange

426 NW 162d St.

Seattle, WA 98177

(206) 546-1936

- (8) List of all United States Postal Service ZIP Codes that the line proposed for abandonment traverses.

62090 (Venice IL); 63147 (St. Louis MO)

- (e) Rural and community impact.

- (4) Statement of whether the properties proposed to be abandoned are appropriate for use for other public purposes, including roads and highways, other forms of mass transportation, conservation, energy production or transmission, or recreation. If the applicant is aware of any restriction on the title to the property, including any reversionary

City of St. Louis, Missouri, all as described by the deed recorded in Book 1889 page 325 of Madison County, Illinois Recorder's Office and in Book 7887 page 425 of City of St. Louis, Missouri Recorder's Office.

The state line is treated as MP 0.00.

The eastern (Illinois) terminus legal description (MP 1.45) is as follows: Venice corporate limit, being the centerline of Section 35, Venice Township, Range 10 West, Madison County, IL.

interest, which would affect the transfer of title or the use of the property for other than rail purposes, this shall be disclosed. The line traverses an urban area bifurcated by the Mississippi River. The McKinley Bridge is appropriate for use for other public purposes, specifically upgraded highway use, as are approaches to it. The entire line may have value as a right of way for possible future light rail purposes, and for interim trail use. City of Venice expects to convey the bridge to Illinois Department of Transportation and the remainder of the line to Madison County Transit for public purposes pursuant to the NITU. To the best of City of Venice's knowledge, there may be some reversionary claimants to portions of the line. See Exhibit B.

4. Labor protection. This line has not been employed for rail purposes for more than ten years. City of Venice has no employees associated with rail services in connection with this line. Accordingly, City of Venice does not expect any employees to be affected by this transaction. Application of the labor protective conditions of Oregon Shortline R. Co. -- Abandonment -- Goshen, 360 ICC 91 (1979) is therefore moot, but City of Venice will accept such application if it will facilitate granting this Notice of Exemption.

5. Certification. Certificates of compliance with the notice requirements of 49 C.F.R. § 1152.50(d)(12) and 1105.11 are attached as Exhibit D.

6. Environmental report. The Environmental Report (ER) containing information required by 49 C.F.R. § 1105.7(e) is attached hereto as Exhibit E. As indicated, based on information available to City of Venice, the rail line does not contain federally granted rights-of-way. Any documentation in City's possession will be made available promptly to those requesting it. Correspondence with recipients of the ER is appended at the end of the ER in Exhibit E.

7. Historic report. The Historic Report containing information required by 49 C.F.R. § 1105.8 is attached hereto as Exhibit F. A supplemental document circulated by City of Venice to the relevant state historic preservation officers is also appended to Exhibit F.

Respectfully submitted,


Charles H. Montange
426 NW 162d St.
Seattle, WA 98177
(206) 546-1936
Attorney for City of Venice

Dated: 20 November 2003

Exhibit A

VERIFICATION AND CERTIFICATION THAT RAIL LINE MEETS
CRITERIA OF 49 C.F.R. SECTION 1152.50 (b)

I, TYRONE ECHOLS, being duly sworn depose and state that I am
the MAYOR of the City of Venice, that I am authorized to make this
verification, and that I have read the foregoing Notice of Exemption and know the facts
asserted therein are true and accurate as stated to the best of my knowledge, information
and belief.

I hereby certify that no local rail traffic has been handled to or from any
customer over this line between the two termini at MP 0.55 near Branch Street Yard in
St. Louis Missouri to MP 0.0 in Venice Illinois and from MP 0.0 in Venice Illinois to
MP 0.45 near McKinley Junction in Illinois for at least two (2) years prior to the date
hereof. Further, no formal complaint filed by a user of rail service on the line (or a
State or local government entity acting on behalf of such user) regarding cessation of
service over the line either is pending with the Surface Transportation Board or any
U.S. District Court or has been decided in favor of a complainant within the two-year
period.

Tyrone Echols

SUBSCRIBED AND SWORN TO before me
this 13 th day of November, 2003.

Diana Kay Rudolph
Notary public

My commission expires:

July 30, 2006

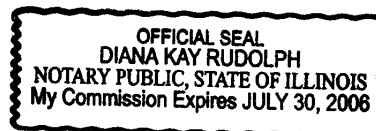


Exhibit B

Background on Common Carrier Status

Acquisition by City of Venice. City of Venice acquired all of the interests in the land and fixtures (including McKinley Bridge, abutments, tracks and ties) in the rail line at issue in this proceeding from Illinois Terminal Railroad by quitclaim deed dated October 14, 1958. Illinois Terminal Railroad did not reserve a railroad easement. City of Venice entered into an agreement ("Railroad Agreement") on the same date with Illinois Terminal Railroad relating to rail service. The agreement provided that Illinois Terminal Railroad (and its designees) would enjoy exclusive railroad use on a portion of the McKinley Bridge, and on the railroad approaches. The Railroad Agreement was for fifty years with renewable fifty year terms, but could be earlier terminated by the Railroad if certain bonds were retired or refunded and if the Railroad met certain other conditions. City of Venice employed the McKinley Bridge as a toll bridge for motor vehicular traffic (in effect using the Bridge jointly with the Railroad). City of Venice has been unable to identify any filing with the Interstate Commerce Commission in connection with this acquisition transaction, and is unaware of any order granting the City an exemption from rail regulation in connection with the transaction.

Norfolk and Western Railroad, as successor to Illinois Terminal Railroad, ceased active use of the Bridge and eventually obtained abandonment authorization for its common

carrier obligation on the property in a proceeding captioned Norfolk & Western Railway Company -- Abandonment, AB 290 (Sub-no. 139X), the initial abandonment authorization in which was served on March 29, 1994. See 59 Fed. Reg. 14669 (1994). In that proceeding, Madison County Transit railbanked the portion of rail line immediately adjacent to the line at issue here at McKinley Junction.

Under precedent established by the Interstate Commerce Commission, the City of Venice in acquiring all Illinois Terminal Railroad's interests in the property in 1958 also acquired a common carrier obligation as to the two mile line of railroad involved in this proceeding. See, e.g., Southern Pacific Transportation Company -- Abandonment Exemption -- Los Angeles County, 8 ICC2d 495 (served May 20, 1992). City of Venice has not heretofore taken any action to terminate that common carrier obligation.

The McKinley Bridge, which this line encompasses, has deteriorated to the point that it is no longer safe to use for motor vehicular purposes. Moreover, the rail approaches include extensive wooden trestles which are in deteriorated condition and which would require extensive and expensive reconstruction in order to support rail traffic.

Illinois Department of Transportation and Missouri Department of Transportation are planning a major transportation improvement which will include remodelling and upgrading the McKinley Bridge and its motor vehicular

approaches. The project currently includes provision for a bicycle and pedestrian pathway. City of Venice wishes to facilitate this project. As part of the project, the bridge will be conveyed to Illinois Department of Transportation and City of Venice has entered into an agreement under which the remaining railroad property is expected to be conveyed to Madison County Transit District ("MCT") for public purposes, including interim trail use and preservation of the corridor for possible future rail, including passenger rail, use.

In the course of making arrangements for the property transfers attendant upon this major project, City of Venice became aware of the common carrier obligation which attached to the City upon acquisition of the property under ICC precedent. As noted, the City can locate no ICC or STB order by which it was exempted from federal rail transportation regulation when it acquired the property, or subsequently.

Request for expeditious treatment. City of Venice wishes to comply with STB procedures in connection with abandoning its common carrier obligation in order to avoid any risk of liability. In order to allow the vital highway and bridge project to proceed expeditiously, City of Venice is filing this Notice of Exemption.

City of Venice requests that this Board issue a Notice of Interim Trail Use (NITU) effective as early as possible (which City calculates under STB regulations would be January 12, 2003), rather than a notice of exempt abandonment. In order to

facilitate the bridge rehabilitation, City of Venice wishes to be in a position to convey the bridge and approaches, absent any common carrier obligation, in order thus to avoid delaying the highway and bridge project. It had been our desire to accomplish this by the end of calendar 2003, but in all events as soon as possible.

Consent to issuance of a Notice of Interim Trail Use. City of Venice understands that MCT wishes to acquire the property as a possible future light rail connection and for interim trail purposes. City of Venice understands that MCT is filing a "statement of willingness" per 49 C.F.R. § 1152.29 coterminous with this Notice. City of Venice consents to negotiate a transfer of the rail properties on this line pursuant to 16 U.S.C. § 1247(d) and any applicable Notice of Interim Trail Use (NITU). City of Venice supports and joins in any request for a NITU.

Exhibit C

Map

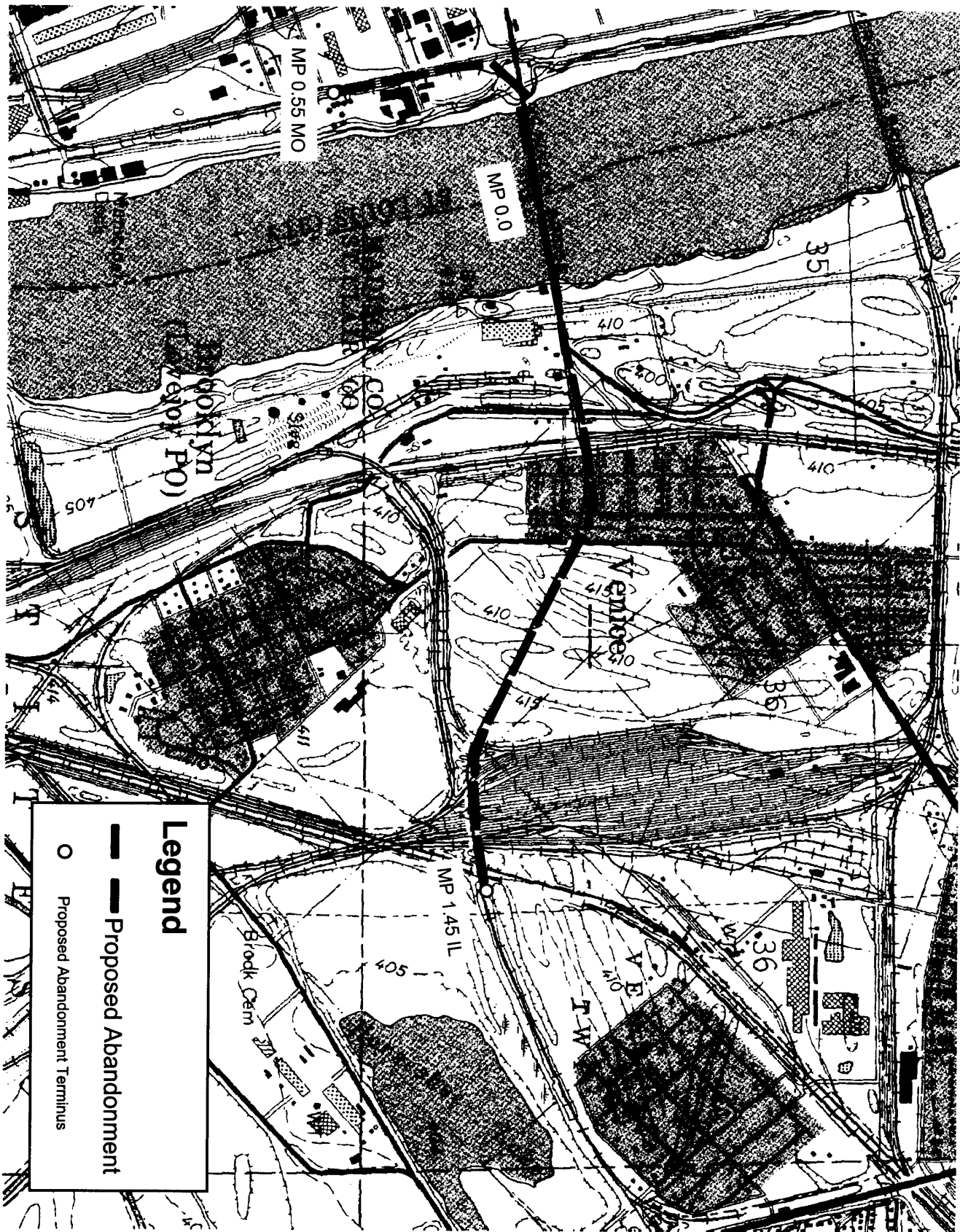


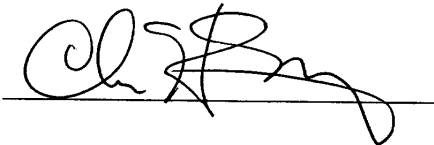
Exhibit D
Notice Compliance and Certification
(service of Env. Rep./His. Rep.)
(service of notice of abandonment)
(newspaper notice)

Pursuant to the requirements of 49 C.F.R. § 1105.7, the undersigned hereby certifies that a copy of the Environmental and Historic Reports in Docket AB 863 were served by U.S. Mail, postage pre-paid, first class equivalent, on 28 October 2003 upon all persons listed in the Service List attached to the Memorandum dated 28 October 2003 addressed to Recipients of Environmental Report and Historic Report, attached hereto.

Pursuant to the requirements of 49 C.F.R. § 1152.50(d)(1), the undersigned hereby certifies that notice of the proposed abandonment in AB 863 was served by express service (Federal Express), next business day delivery, on 7 November 2003 upon all the addressees in the attached letter of 7 November 2003.

As required by 49 C.F.R. § 1105.12, the undersigned hereby certifies that notice of the proposed abandonment in AB 863 was published in the Edwardsville Intelligencer (a newspaper of general circulation in Madison County, IL), the Suburban Journals (same in Madison County and adjacent Monroe and St. Clair Counties), and the St. Louis Post-Dispatch (a newspaper of general circulation in St. Louis) on the dates (Nov. 4, Nov. 2, and Oct. 31-Nov. 2, respectively) as further set forth in the three affidavits of publication attached.

Dated: 19 Nov. 2003



CHARLES H. MONTANGE

ATTORNEY AT LAW

426 NW 162ND STREET
SEATTLE, WASHINGTON 98177

(206) 546-1936

FAX: (206) 546-3739

S.1e

28 October 2003
(for City of Venice, IL)

To: Recipients of Environmental Report
and Historic Report in STB dkt. No. AB-863
(see List Attached)

Re: Surface Transportation Board
Docket No. AB 863, City of Venice --
Abandonment Exemption -- Branch St. Yard, MO
and McKinley Junction, IL -- Notice of Exemption

On November 21, 2003, we expect to file with the Surface Transportation Board a Notice of Exemption pursuant to 49 C.F.R. § 1152.50 seeking authority to abandon an approximately two mile long line of railroad in St. Louis (MO) and the City of Venice in Madison County (IL), lying between Milepost 0.55 near the Branch Street Yard in St. Louis, MO extending through Milepost 0.0 (state line) to Milepost 1.45 on the eastern city limits of City of Venice in Madison County, IL. Attached is an Environmental Report (and, in the case of the relevant addressees, Historic Report) describing the proposed action and any expected environmental (and/or historic) effects, as well as a map of the effected area. Also attached are similar reports previously prepared and circulated by Norfolk & Western Railway when it sought authority to abandon common carrier obligations on a larger line of which this portion of line is a part.

We are providing this report so that you may review the information that will form the basis for the STB's independent environmental analysis of this proceeding. If any of the information is misleading or incorrect, if you believe that pertinent information is missing, or if you have any questions about the Board's environmental review process, please contact the Section of Environmental Analysis (SEA), Surface Transportation Board, 1925 K Street, NW, Washington, D.C. 20423, telephone 202-565-1535, and refer to the above Docket No. AB 863. Because the applicable statutes and regulations impose stringent deadlines for processing this action, your written comments to SEA (with a copy to City of Venice's attorney for this proceeding) would be appreciated within three (3) weeks.

Your comments will be considered by the Board in evaluating the environmental and/or historic preservation impacts of the contemplated action. If there are any questions concerning this proposal, please contact our representative (attorney) directly. Our representative (attorney) in this matter is Charles H.

Montange who may be contacted at 206-546-1936 or by mail at 426
NW 162d St., Seattle, WA 98177.

Very truly,

A handwritten signature in black ink, appearing to read 'Ch. H. Montange', written over the printed name.

Charles H. Montange
Attorney for City of Venice

Re: Surface Transportation Board
Docket No. AB 863, City of Venice --
Abandonment Exemption -- Branch St. Yard, MO
and McKinley Junction, IL -- Notice of Exemption

Environmental Report and Historic Report
Addressees (Service List for ER and HR)

Environmental Report addressees (49 CFR 1105.7):

1. State Clearinghouse.

Office of the Governor ✓	Federal Assistance Clearinghouse ✓
State of Illinois	Office of Administration
207 Statehouse	P.O. Box 809
Springfield, IL 62706	Jefferson City, MO 65102

2. State Environmental Protection Agency.

Environmental Protection Agency ✓	Dept. of Natural Resources ✓
P.O. Box 19276	P.O. Box 176
Springfield, IL 62794-9276	Jefferson City, MO 65102

3. State Coastal Zone Management Agency.

Not applicable.

4. Head of Each County (or Comparable Political Entity).

Hon. Alan Dunstan ✓	Hon. Francis Slay ✓
Madison County Bd. Chairman	Mayor of St. Louis
155 North Main St., Suite 165	City Hall
Edwardsville, IL 62025-1963	1200 Market St., Suite 200
	St. Louis, MO 63103-2877
	Hon. Buzz Westfall ✓
	County Executive for
	St. Louis County
	Administration Bldg.
	41 South Central Ave.
	Clayton, MO 63105-1719

5. U.S. EPA Regional Office.

US EPA, Region 5 ✓	US EPA, Region 7 ✓
Metcalf Bldg.	901 N. 5th St.
77 West Jackson Blvd.	Kansas City, MO 66101
Chicago, IL 60604	

6. U.S. Fish and Wildlife Regional Office.

US Fish and Wildlife Region 3
One Federal Drive
Fort Snelling
Twin Cities, MN 55111

7. U.S. Army Corps of Engineers.

U.S. Army Engineer District, St. Louis
1222 Spruce St.
St. Louis, MO 63103-2833

8. U.S. National Park Service.

US National Park Service, Midwest Region
1709 Jackson St.
Omaha, NE 68102

9. Natural Resource Conservation Office.

USDA Natural Resource
Conservation Service
2118 West Park Court
Champaign, IL 61821

USDA Natural Resource
Conservation Service
Parcade Center, Suite 350
601 Business Loop 70 West
Columbia, MO 65203-2546

10. National Geodetic Service.

National Oceanic and Atmospheric Administration
National Geodetic Survey
1315 East-West Highway
Silver Spring, MD 20910-3282

Historic Report Addressees (49 CFR 1105.8):

11. State Historic Preservation Officer.

Illinois Historic Preservation
Office
1 Old State Capitol
Springfield, IL 62701

Office of Historic Preservation
100 East High St.
Jefferson City, MO 65102

CHARLES H. MONTANGE

ATTORNEY AT LAW
426 NW 162ND STREET
SEATTLE, WASHINGTON 98177

(206) 546-1936
FAX: (206) 546-3739

fel

7 November 2003

Ms. Linda M. Wheeler
Director, Office of Planning and Programming
Illinois Department of Transportation
2300 South Dirksen Parkway
Springfield, IL 62764

Missouri Department of Transportation
attn: Multi-Modal & RR Safety
P.O. Box 270
Jefferson City, MO 65102

MTMCTEA
Attn: Railroads for National Defense
720 Thimble Shoals Blvd.
Suite 130
Newport News, VA 23606-2574

Mr. Dale Bosworth
Chief, Forest Service
U.S. Department of Agriculture
201--14th St., S.W.
Washington, D.C. 20520

Thomas Ross, Superintendent
Center for Recreation and Conservation
National Park Service
1849 C Street
Washington, D.C. 20240

Re: Surface Transportation Board docket AB 863
Abandonment Exemption -- Branch St. Yard,
in St. Louis, MO to McKinley Junction, in
Madison County, IL -- Notice of Exemption
Notice in compliance with 49 C.F.R.1152.50(d)

Dear Madam and Sirs:

Pursuant to 49 C.F.R. § 1152.50 (two year out of service exempt abandonment proceedings), City of Venice shall, on or after November 21, 2003, file a Notice of Exemption with the Surface Transportation Board for approval to abandon a line of railroad in St. Louis, MO, and Madison County, IL. The

approximately two-mile long line extends from MP 0.55 near Branch Street Yard in St. Louis to MP 0.0 (state line) to MP 1.45 near McKinley Junction in Madison County, IL. A map showing the line is attached for your reference. The line runs through the following U.S. Postal Zip Codes: 62090 (Venice IL); 63147 (St. Louis MO).

The exemption procedures set forth in § 1152.50 are being used in this case because no railroad traffic -- local or overhead -- has moved over this railroad line for at least ten years. Illinois Department of Transportation is planning to renovate the McKinley Bridge, which is a part of the line, for highway use, and City of Venice wishes to ensure that there is no common carrier obligation extant in order to facilitate the renovation.

City of Venice acquired all of the interests in the land and fixtures (including McKinley Bridge, abutments, tracks and ties) in the rail line at issue in this proceeding from Illinois Terminal Railroad by quitclaim deed dated October 14, 1958. Norfolk and Western Railroad, as successor to Illinois Terminal Railroad, ceased active use of the Bridge and eventually obtained abandonment authorization for its common carrier obligation on the property in a proceeding captioned Norfolk & Western Railway Company -- Abandonment, AB 290 (Sub-no. 139X), the initial abandonment authorization in which was served on March 29, 1994. See 59 Fed. Reg. 14669 (1994). By reason of its acquisition in 1958, City of Venice under Interstate Commerce Commission/Surface Transportation Board precedent appears to have acquired common carrier obligations, which City now wishes to abandon in order to allow the bridge renovation expeditiously to proceed.

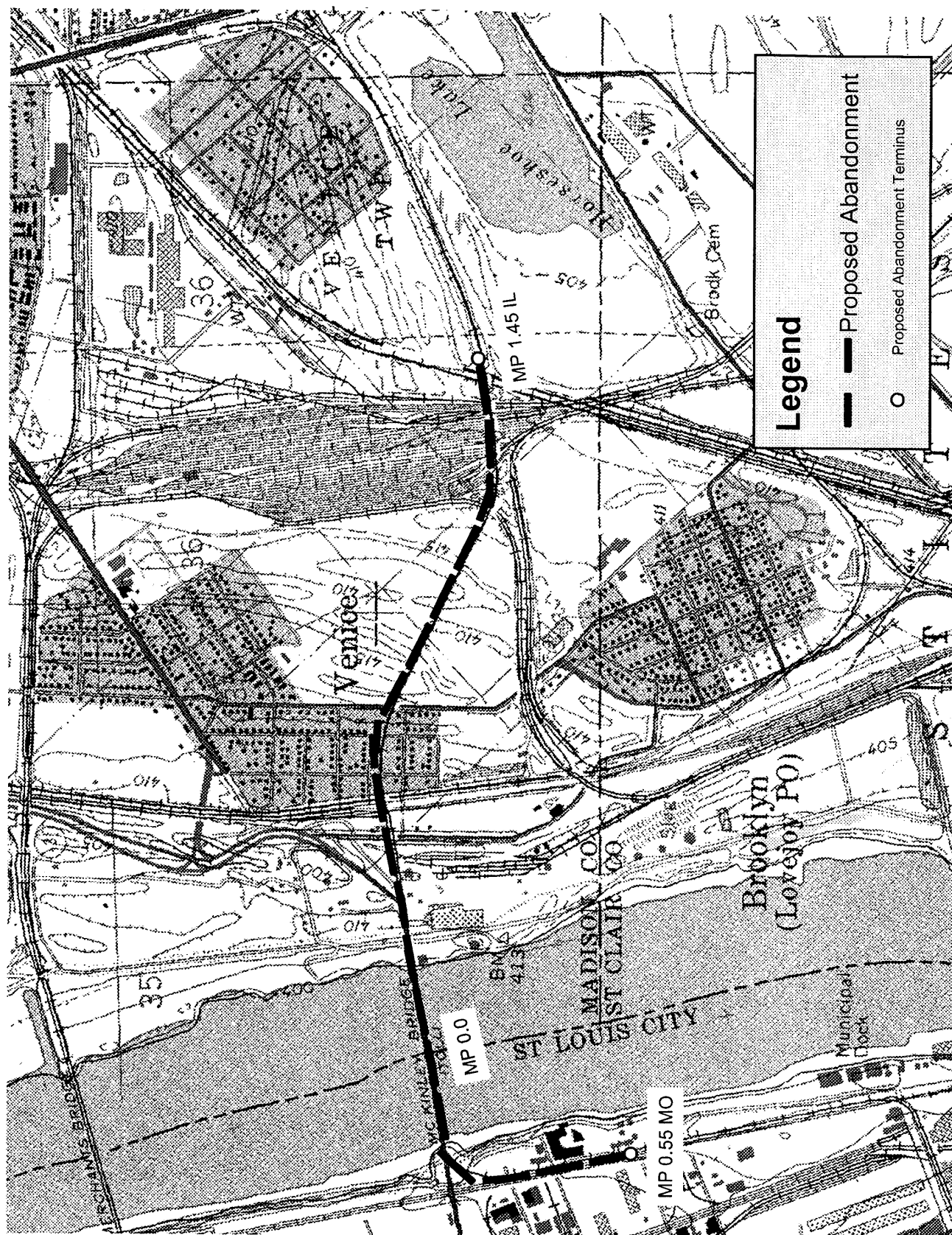
Based on information in the City's possession, the line does not contain any federally-granted rights-of-way. Any documentation in the railroad's possession will be made available promptly to those requesting it.

Very truly,

/s/

Charles H. Montange
counsel for City of Venice

Att.



Certificate Of Publication

Acct #065350003

Job #110897801

NOTICE REQUIRED BY SUR-
FACE
TRANSPORTATION BOARD
Out-of-Service
Abandonment Exemption
Notice of Intent to Abandon
or to Discontinue
Rail Service

STATE OF ILLINOIS)
)
 MADISON COUNTY TRANSIT
 Madison County) ss.

EDWARDSVILLE PUBLISHING Co., Inc., a corporation, does hereby certify that it is the publisher of the Edwardsville Intelligencer, a daily secular newspaper of general circulation in said County, printed and published in the City of Edwardsville, in said County and State, and that said newspaper is a newspaper as defined in "An Act to revise the law in relation to notices," approved February 13, 1874, as amended, and that the printed notice hereto annexed and hereby made a part of this certificate has been published in said newspaper at least once each week for

1 times in each and every copy and impression thereof; that the

date of the first newspaper containing said publication was

October 30 A.D. 2003, and that the date of the last newspaper

containing said publication was October 30 A.D. 2003; and that Anne Bukalski by resolution of the Board of Directors of said Edwardsville Intelligencer, Inc., has been authorized to make this certificate.

IN TESTIMONY WHEREOF said Edwardsville Intelligencer, Inc., has caused this certificate to be executed in its name by said Anne Bukalski this 4th day of November A.D. 2003.

Publication Fee, \$ 66.60

EDWARDSVILLE INTELLIGENCER Inc.

By al

City of Venice (IL) gives notice that on or about November 21, 2003, it intends to file with the Surface Transportation Board, Washington, D.C. 20423, a notice of exemption under 49 CFR 1152 Subpart F — Exempt Abandonments permitting the abandonment of or discontinuance of service on a 2.00 mile line of railroad between MP 0.55 near Branch Street Yard in St. Louis Missouri to MP 0.0 in Venice (IL), and from MP 0.0 in Venice (IL) to MP 0.45 near McKinley Junction (IL), which traverses through United States Postal Service ZIP Codes 63147 (St. Louis MO) and 62090 (Venice IL) in St. Louis, MO, and Madison County, IL. The proceeding will be docketed as No. AB 863.

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 the 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 Section of Environmental Analysis, Surface Transportation Board, Washington, D.C. 20423, or by calling that office at 202-565-1535.

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, D.C. 20423 [See 49 CFR 1104.1(i) 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 board'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: Charles H. Montange, 426 NW 162nd Street, Seattle, WA 98177 (telephone 206-546-1936). (10/30)

Suburban Journals

1714 Deer Tracks Trail, Town & Country, MO 63131
314-821-1110

AFFIDAVIT

I CERTIFY THAT THE ADVERTISEMENT OF THIS AFFIDAVIT HAS BEEN

PUBLISHED ON Nov 2, 2003

(INCLUSIVE DATES) IN THE NEWSPAPERS LISTED BELOW.

FOR: Madison County Transit

ITEM: legal Notice

PUBLICATION: Illinois madison, monroe, St. Clair
COUNTIES

SIZE: 4x56

Krisa Taylor
(SIGNATURE)

Commercial Sales Manager
(TITLE)

SUBSCRIBED AND SWORN TO ME ON THIS 11th

DAY OF November, 2003.

State of Missouri

MY COMMISSION EXPIRES

Karen L. McKay
(NOTARY PUBLIC)



Ad # : 4608625

Name (Primary) : MADISON COUNTY TRANSIT

Street 1 (Primary) : ONE TRANSIT WAY

City (Primary) : GRANITE CITY

State (Primary) : IL

Phone (Primary) : (618) 874-7433

ZIP (Primary) : 62040

Start Date : 11/02/2003

Stop Date : 11/02/2003

Width : 4.00

Depth : 56

Class Code : 9000 - Legal Notices

Publication : 52 - ALL ILLINOIS ZONE

Color Description :

Position Description :

Total : \$1,043.16

receipt

Public Notice
Surface Transportation Board

SUBSCRIPTION JOURNALS
1714 BERN TOWNS TAIL
ST. LOUIS, MO. 63101

**Notice Required by Surface Transportation Board
Out-of-Service Abandonment Exemption
Notice of Intent to Abandon or to Discontinue Rail Service**

City of Venice (IL) gives notice that on or about November 21, 2003, it intends to file with the Surface Transportation Board, Washington, D.C. 20423, a notice of exemption under 49 CFR 1152 Subpart F - Exempt Abandonments permitting the abandonment of or discontinuance of service on a 2.00 mile line of railroad between MP 0.55 near Branch Street Yard in St. Louis Missouri to MP 0.0 in Venice (IL), and from MP 0.0 in Venice (IL) to MP 0.45 near McKinley Junction (IL), which traverses through United States Postal Service ZIP Codes 63147 (St. Louis MO) and 62090 (Venice IL) in St. Louis, MO and Madison County, IL. The proceeding will be docketed as No. AB 863.

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 the 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 Section of Environmental Analysis, Surface Transportation Board, Washington, D.C. 20423, or by calling that office at 202-565-1535.

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, D.C. 20423 [See 49 CFR 1104.1(i) 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 Board'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: Charles H. Montange, 426 NW 162nd Street, Seattle, WA 98177 (telephone 206-546-1936).

ST. LOUIS POST-DISPATCH

12.0 of PUBLICITY INC.

AFFIDAVIT OF PUBLICATION

A02CNC460813800 1102

AGENCY FOR COMMUNITY TRA

ONE TRANSIT WAY/POB
GRANITE CITY IL 62040

THE ATTACHED ADVERTISEMENT WAS PUBLISHED IN THE ST. LOUIS POST-DISPATCH, IN CLASSIFICATION 9000, 4 TIMES, STARTING ON 10/31/2003 AND ENDING ON 11/02/2003.

Notice Required by
Surface Transportation
Board
Out-of-Service
Abandonment
Exemption Notice of
Intent to Abandon or to
Discontinue Rail Serv-
ice

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BYS

City of Venice (IL) gives notice that on or about November 21, 2003, it intends to file with the Surface Transportation Board, Washington, D.C. 20423, a notice of exemption under 49 CFR 1152 Subpart F - Exempt Abandonments permitting the abandonment of or discontinuance of service on a 2.00 mile line of railroad between MP 0.55 near Branch Street Yard in St. Louis Missouri to MP 0.0 in Venice (IL) and from MP 0.0 in Venice (IL) to MP 0.45 near McKinley Junction (IL), which traverses through United States Postal Service ZIP Codes 63147 (St. Louis MO) and 62090 (Venice IL) in St. Louis, MO, and Madison County, IL. The proceeding will be docketed as No. AB 863. 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 the 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 Section of Environmental Analysis, Surface Transportation Board, Washington, D.C. 20423, or by calling that office at 202-565-1535. 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, D.C. 20423 [See 49 CFR 1104.11 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 Board'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: Charles H. Montague, 426 NW 162nd Street, Seattle, WA 98177 (telephone 206-546-1936).

Marya Deppe
COMPANY REPRESENTATIVE

SWORN TO AND SUBSCRIBED BEFORE ME
THIS November 3, 2003.

Shirley D. Haymon
NOTARY PUBLIC, CITY OF ST. LOUIS

AFFIDAVIT CHARGE \$ 5.00 EACH

SHIRLEY D. HAYMON
Notary Public — Notary Seal
STATE OF MISSOURI
St. Louis County
My Commission Expires: June 5, 2005

R BLVD. > ST. LOUIS, MO 63101-1099 > PHONE 314-340-8000

Exhibit E

Environmental Report
and
Related Correspondence
(through 19 Nov. 2003)

BEFORE THE SURFACE TRANSPORTATION BOARD

DOCKET AB 863

CITY OF VENICE

-- ABANDONMENT EXEMPTION --

BETWEEN BRANCH STREET YARD, MO
AND MCKINLEY JUNCTION, IL

ENVIRONMENTAL REPORT

Charles H. Montange
426 NW 162d St.
Seattle, WA 98177
(206) 546-1936
for City of Venice

dated: 27 Oct. 2003

BEFORE THE SURFACE TRANSPORTATION BOARD

DOCKET AB 863

CITY OF VENICE

-- ABANDONMENT EXEMPTION --

BETWEEN BRANCH STREET YARD, MO
AND MCKINLEY JUNCTION, IL

ENVIRONMENTAL REPORT

City of Venice ("City"), pursuant to 49 C.F.R. § 1105.7, makes the following Environmental Report (ER) in support of the Notice of Exemption for authorization to abandon 2.00 miles of rail line commencing near Branch Street Yard in St. Louis, Missouri and terminating at McKinley Junction, on the eastern corporate limits of Venice, Illinois. A map depicting the line proposed for abandonment is attached as Exhibit A.

The line in question is coterminous with a segment of a longer line proposed for abandonment by Norfolk and Western Railway Company (N&W") in N&W Railway Company -- Abandonment, AB-290 (Sub-no. 139X), in 1994. The ER prepared by N&W for the entire line covered in that proceeding is appended hereto as Exhibit B.

City of Venice acquired all of the interests in the land and fixtures (including McKinley Bridge, abutments, tracks and ties) in the rail line at issue in this proceeding from Illinois Terminal Railroad by quitclaim deed dated October 14, 1958. Under precedent established by the Interstate Commerce

Commission, the City of Venice in acquiring all Illinois Terminal Railroad's interests in the property in 1958 automatically acquired a common carrier obligation as to the rail line. See, e.g., Southern Pacific Transportation Company - Abandonment Exemption -- Los Angeles County, 8 ICC2d 495 (served May 20, 1992). City of Venice has not heretofore taken any action to terminate that common carrier obligation. In order to ensure that the common carrier obligation is properly terminated, City of Venice has initiated this proceeding before the STB.

1. Proposed action and alternatives. City of Venice proposes an exempt rail abandonment. The line in question has not been used for rail purposes for over ten years and has no shippers. Although the basic rail structures remain in place, they are in deteriorated condition and would require a substantial investment to be restored for rail purposes. The McKinley Bridge, originally acquired in order to be employed for highway as well as rail purposes, needs to be renovated for continued highway use. Indeed, the bridge and bridge approaches have deteriorated to the point it has been closed for safety reasons for all uses. Illinois Department of Transportation plans to acquire the bridge for renovation in order to restore highway use. City of Venice accordingly sees no alternative to termination of its common carrier obligation (abandonment).

2. Transportation systems. There are no shippers currently situated on the rail line. In any event, any local

shippers have alternative access to nearby rail lines operated by the numerous carriers converging on St. Louis, including Union Pacific, Norfolk Southern and other roads. Indeed, a portion of the line to be abandoned in this proceeding goes over the southern end of another carrier's (Illinois Terminal's) rail yard on a trestle. In addition, Venice is readily accessible to trucks, being served by improved highways interconnecting with the interstate highway network hubbing on St. Louis. The abandonment will in fact improve transportation alternatives by facilitating the improvement of Illinois Route 3 and the McKinley Bridge.

There will be no diversion of any passenger or freight traffic onto other transportation systems which will result from the proposed action.

3. Land Use. (i) The proposed action is consistent with existing land use plans. Existing plans call for renovation of the McKinley Bridge, the vehicular approaches thereto, and to Illinois Route 3. These improvements will be facilitated by the proposed action.

(ii) The proposed action will not affect any prime agricultural land.

(iii) The proposed action does not involve any coastal zone.

(iv) The McKinley Bridge and portions of the right of way at issue herein are appropriate for alternative highway uses (approaches to the bridge, and improvements to Illinois Rte. 3)

and if the proposed action goes forward, these alternative public uses will be facilitated. The entire corridor may be suitable for public trail linkages, and ultimately as a light rail route because the corridor provides a link between St. Louis and its Illinois suburbs. City of Venice is agreeable to railbanking the line for these purposes pursuant to 16 U.S.C. § 1247(d).

4. Energy. (i) Development and transportation of energy resources will not be affected by the proposed action.

(ii) Movement/recovery of recyclable commodities will not be affected by the proposed action.

(iii) Since no rail traffic has moved on the line for over ten years, the proposed action (abandonment) will have no effect on energy efficiency.

(iv) For similar reasons, there will be no diversion of traffic to motor carriers attributable to the proposed action.

5. Air. (i) None of the thresholds specified in § 1105.7(e)(5) which would require an analysis of air emission effects will be triggered by the proposed action. Since the line has not been used for over ten years, there will be no air emission impact from the proposed action.

(ii) For the reason stated in the final sentence in part (i) above, no Class I or non-attainment areas would be affected by the proposed action.

(iii) There will be no impact of the proposed action on transportation of ozone-depleting materials.

6. Noise. None of the thresholds requiring noise analysis will be exceeded due to the proposed action.

7. Safety. (i) The proposed action will have no impact upon public health or safety, since the line has not been used for over ten years.

(ii) The proposed action is an abandonment, and does not envision any hazardous materials transport.

(iii) City of Venice has no knowledge of any hazardous waste sites or sites where there have been known hazardous materials spills on the right of way proposed for abandonment.

8. Biological resources. (i) City of Venice is not aware of any critical habitat which would be destroyed or modified as a result of the proposed action. Salvage operations will be within the right of way, and City does not anticipate removal of the McKinley Bridge. City accordingly does not believe that any endangered species which might be present will be adversely affected.

(ii) City of Venice does not believe that the line passes through any parks, forests, or wildlife sanctuaries, or that the proposed action will result in adverse effects on any wildlife sanctuary, national park, or state park.

9. Water. (i) City of Venice does not intend to appreciably remove or alter the McKinley Bridge. (Illinois Department of Transportation will comply with all applicable requirements for purposes of any future renovation, but the impacts of future renovation activities would not be a result of

this Board's abandonment authorization.) Certain piers or posts may be removed down to ground level. City of Venice does not intend to place any fill material. No water quality impacts are expected in connection with the proposed action. City of Venice considers the proposed action to be consistent with any applicable Federal, State and/or local water quality standards.

(ii) The rail line in question crosses the Mississippi River and several unnamed waterways. The River crossing is via the McKinley Bridge, which Bridge will not be removed. While the line passes through 100-year floodplains and wetlands associated with watercourses, City of Venice contemplates no removal of roadbed, and the only in-stream work contemplated is the removal of bridge piles, posts and piers down to ground line or stream bottom level, no discernible effects on either wetlands or 100-year flood plains are expected in connection with the proposed abandonment. N&W was previously informed that this action would not required a Section 404 permit. Letter, Mr. Brazier (Corps of Engineers) to Mr. Wyche (NS), Jan. 12, 1994 (Exhibit C). (Any bridge renovation contemplated by Illinois Department of Transportation is not part of the project before this agency, and in any event will comply with whatever requirements are applicable.)

(iii) For similar reasons, City of Venice believes that water quality effects should be negligible, and does not believe that a permit under section 402 of the Clean Water Act will be required.

10. Proposed mitigation. Abandonment of the line is not expected to produce adverse environmental impacts. To the extent City of Venice engages in salvage operations, it will undertake reasonable mitigation measures to ensure that the salvage operation does not produce adverse environmental impacts.

Correspondence
Environmental Report
(through 19 Nov. 2003)

1. USDA NRCS (MO), Nov. 6, 2003 letter
2. USDA NRCS (IL), Nov. 3, 2003 letter
3. Memo to USEPA-Region 5, faxed 13 Nov. 2003 (responds to telephone inquiry)
4. Memo to USEPA-Region 5, faxed 19 Nov. 2003 (further response to same)

United States Department of Agriculture



Natural Resources Conservation Service
Parkade Center, Suite 250, 601 Business Loop 70 West
Columbia, Missouri 65203

November 6, 2003

Charles H. Montage
Attorney at Law
426 NW 162nd Street
Seattle, Washington 98177

Dear Mr. Montage:

Thank you for the opportunity to review and comment on the following:

Surface Transportation Board
Docket No. AB 863, City of Venice --
Abandonment Exemption -- Branch St. Yard, MO
and McKinley Junction, IL -- Notice of Exemption

We have reviewed this Notice of Exemption and do not have any comments at this time. If further assistance is required from this office, please do not hesitate to contact me. This Notice will be kept on file for future reference.

Sincerely,

A handwritten signature in black ink, appearing to read 'Dennis K. Potter', with a stylized flourish at the end.

DENNIS K. POTTER
State Soil Scientist

United States Department of Agriculture



Natural Resources Conservation Service
2118 West Park Court
Champaign, IL 61821
Phone: 217/353-6600
Fax: 217/353-6676

November 3, 2003

Section of Environmental Analysis (SEA)
Surface Transportation Board
1925 K Street, NW
Washington, DC 20423

RE: Surface Transportation Board
Docket No. AB 863
City of Venice
Abandonment Exemption
Branch Street
Yard Missouri and McKinley Junction, Illinois

Dear Sirs:

We have reviewed the above project as requested. The proposed action will not affect any prime agricultural land.

We have no comments.

Sincerely,

A handwritten signature in black ink, appearing to read "William J. Gradle".

WILLIAM J. GRADLE
State Conservationist

cc:

Charles H. Montanse, 426 NW 162nd Street, Seattle, Washington 98177

Jjohnson:s:docketnoAB863

The Natural Resources Conservation Service provides leadership in a partnership effort to help people conserve, maintain, and improve our natural resources and environment.

An Equal Opportunity Provider and Employer

CHARLES H. MONTANGE

ATTORNEY AT LAW

426 NW 162ND STREET

SEATTLE, WASHINGTON 98177

(206) 546-1936

FAX: (206) 546-3739

File

Seal 12 Nov 03

13 November 2003

Memo to Kathleen Kowal
US EPA, Region 5
Metcalf Bldg.
77 West Jackson Blvd
Chicago, IL 60604

Re: City of Venice -- Abandonment Exemption, AB 863
your telephone questions

From: Chas. Montange
for City of Venice



You telephoned to inquire about possible "instream" work, noted in the ER at page 7. In our subsequent telephone conversation, you expressed concern about mussels on the McKinley Bridge pilings, acknowledged that a renovation planned by Illinois Department of Transportation was not in the scope of the ER, but demanded names and telephone numbers of persons familiar with plans for the property. As I indicated, I would attempt to do so, but your suggestion that you call the Mayor and City Attorney would not be productive, because (as I said) the City of Venice itself has no plans to do any work on the railroad property which it owns. The City had previously employed the bridge as a toll bridge for highway purposes, but for safety reasons the bridge has been closed. The City expects to transfer the McKinley Bridge and its vehicular approaches to Illinois Department of Transportation (Ill DOT). The City has also entered into an option contract to transfer the remaining properties to Madison County Transit (MCT) for interim trail use and railbanking. Since the City has no plans for the properties other than to transfer them, the relevant plans are in the hands of Ill DOT and MCT.

As noted, City of Venice anticipates transferring ownership of the McKinley Bridge and the motor vehicular approaches to the Bridge to Ill DOT. The City is generally aware that Ill DOT has plans to renovate the bridge for highway purposes. The City has not prepared those plans. The City believes that Ill DOT has complied with all environmental and historic preservation requirements concerning same, or plans to do so at an appropriate time. Although City does not believe that Ill DOT's planned renovation of the McKinley Bridge is part of the action (exempt abandonment of rail service obligations) whose environmental consequences are at issue before the STB and thus

within the purview of the ER, in the interest of full disclosure Venice noted that there may be some instream work, limited to removal of bridge piles, posts and piers down to ground line or stream bottom level. That work, as understood at the time, would be in connection with Ill DOT's project to renovate the Bridge.

You specifically mentioned concerns about mussels affixed to the large piers the Mississippi River. The City of Venice does not understand that those piers will be removed. However, some piers or posts must be removed for Ill DOT's project in connection with the highway approaches to the Bridge. Based upon preliminary information obtained subsequent to your call, the City does not currently understand any of this work to involve work instream. In response to your inquiry, we are seeking to verify this, or to obtain further details.

City of Venice currently plans to convey the remainder of the corridor to MCT. MCT (contact person Jerry Kane, Executive Director of MCT, 618-874-7433) verifies our understanding that this portion does not contain wetlands or streams. Mr. Kane indicates to us that if MCT acquires the property as planned, MCT has no immediate plans to remove any of the elevated structures. However, MCT may remove or modify some of the structures and renovate others in the future as appropriate for trail use. Mr. Kane also notes that Ill DOT is planning the renovation of Illinois Rte. 3, and this is expected to require the removal of some of the elevated structures. (Again, however, this project is not before the STB, and according to Mr. Kane, would not entail any work in wetlands or streams.)

If MCT and Ill DOT do not acquire the properties from City of Venice, City of Venice has no plans to do anything in connection with the properties.

As I indicated in the telephone conversation, the purpose the proceeding is to terminate the common carrier obligation City of Venice evidently acquired when in 1958 it acquired the McKinley Bridge and the properties in question. Norfolk & Western previously terminated its obligation. The City's effort at this juncture is motivated by a desire to comply with the law at the STB, to avoid any impediments to the State's investment in the bridge renovation, and to work with MCT to preserve the old railroad corridor intact for possible future public transportation uses, including rail uses. Because the City did not have positive knowledge of Ill DOT's plans in connection with the McKinley Bridge, the City employed the same language as Norfolk & Western in its ER in the earlier Norfolk & Western proceeding involving the same properties. We now understand that the only area of possible instream work is at the Mississippi River itself, and that work would be solely in connection with the Ill DOT Bridge renovation project. As

noted, and as we understand you to agree, this work is outside the scope of the ER. Nonetheless, because you have requested information concerning it, we will attempt to obtain same from Ill DOT, and we at this time are attempting to track down who has that information.

Because you expressed curiousness with respect to the Illinois SHPO's clearance of Ill DOT's bridge renovation plans, I enclose that document for your files.

I understand indirectly from the Mayor's office that someone from Chicago has attempted to call them today, and perhaps that was you. As I said, the City has no plans to alter the properties. It does plan to transfer the properties to MCT and Ill DOT upon conclusion of this proceeding, which it hopes is sooner rather than later. It is my understanding that you are to refer your calls on future plans for the properties to MCT and Ill DOT, as I have indicated by telephone and above. You are welcome to call MCT (Jerry Kane, Executive Director) whose telephone number is above. And we are attempting to ascertain who has the information you seek at Ill DOT, if there is in fact any instream impact. As you should understand, Ill DOT is a large entity, and we would appreciate an opportunity to ascertain the information on their project in which you have expressed interest. But be assured that many people are laboring many hours today and will continue to do so in response to your inquiries until we have a full response.

Encl. (2 pp.)

CHARLES H. MONTANGE

ATTORNEY AT LAW

426 NW 162ND STREET

SEATTLE, WASHINGTON 98177

(206) 546-1936

FAX (206) 546-3739

29 October 2003
(for City of Venice, IL)

To:

Illinois Historic Preservation Office 1 Old State Capitol Springfield, IL 62701	Office of Historic Preservation 100 East High St. Jefferson City, MO 65102
--	---

Re: Surface Transportation Board
Docket No. AB 863, City of Venice --
Abandonment Exemption -- Branch St. Yard, MO
and McKinley Junction, IL -- Notice of Exemption

From: Chas. Montange 
counsel for City of Venice

Under cover letter of 28 October, I forwarded to your offices copies of the Environmental Report (ER) and Historic Report (HR) prepared on behalf of City of Venice for the above referenced abandonment exemption proceeding.

Since preparation of the ER and HR, I have received a copy of the No Adverse Effect determination by the Illinois Historic Preservation Agency with respect to Illinois Department of Transportation's proposed rehabilitation of the McKinley Bridge. Especially in light of the enclosed, City of Venice hopes that your agencies more readily can conclude that the City's proposed termination of common carrier obligations with respect to the bridge and its approaches will have no adverse effect and that the requirements of Section 106 are met for purposes of AB 863.

Att.

cc. Section on Environmental Analysis, STB (w/att.)



**Illinois Historic
Preservation Agency**

1 Old State Capitol Plaza • Springfield, Illinois 62701-1507 • (217) 782-4836 • TTY (217) 524-7128

Madison County
Venice

McKinley Bridge Rehabilitation
SN 060-6002 over the Mississippi River
IHPA LOG #0201090031WMS

May 2, 2002

Michael Hine
Illinois Department of Transportation
2300 S. Dirksen Parkway
Attn: John Walthall
Springfield, IL 62764

Dear Mr. Hine:

We have reviewed the preliminary design information regarding historic conditions for the above referenced project. In our opinion, these plans meet The Secretary of the Interior's "Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings".

Please retain this letter in your files as evidence of a No Adverse Effect determination and compliance with Section 106 of the National Historic Preservation Act of 1966, as amended.

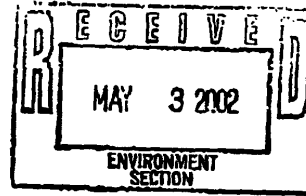
If you have any further questions, please contact Cody Wright, Cultural Resource Manager, 1 Old State Capitol Plaza, Springfield, IL 62701, 217/785-3977.

Sincerely,

Anne E. Haaker

Anne E. Haaker
Deputy State Historic
Preservation Officer

ARR:CW:ly



CHARLES H. MONTANGE
ATTORNEY AT LAW
426 NW 162ND STREET
SEATTLE, WASHINGTON 98177
(206) 546-1936
FAX: (206) 546-3739

Fixed 19 Nov 03

19 November 2003

Memo to Kathleen Kowal
US EPA, Region 5
Metcalf Bldg.
77 West Jackson Blvd.
Chicago, IL 60604

Re: City of Venice -- Abandonment Exemption, AB 863
further follow-up

From: Chas. Montange (for City of Venice)



Illinois Department of Transportation advises us that the McKinley Bridge renovation will not involve any instream work. The contact person at IDOT is Bridgett Calhoun, Environmental Manager, District 8, IDOT. Her telephone number is (618) 346-3156, should you wish to verify.

Since there is no instream work planned by IDOT, City of Venice does not foresee any instream work by anyone in connection with the rail line abandonment, or with what others may do with the property subsequent thereto, and the language on page 7 of the ER should be deemed modified accordingly. In particular, neither Venice nor (so far as we can now tell) any other entity expected to acquire the property from Venice intends to engage in any instream removal of bridge piles, posts or piers down to ground line or stream bottom level.

cc. AB 863 file

Exhibit F

Historic Report
and
Related Correspondence
(through 19 Nov. 2003)

BEFORE THE SURFACE TRANSPORTATION BOARD

DOCKET AB 863

CITY OF VENICE

-- ABANDONMENT EXEMPTION --

BETWEEN BRANCH STREET YARD, MO
AND MCKINLEY JUNCTION, IL

HISTORIC REPORT

Charles H. Montange
426 NW 162d St.
Seattle, WA 98177
(206) 546-1936
for City of Venice

dated: 27 Oct. 2003

BEFORE THE SURFACE TRANSPORTATION BOARD

DOCKET AB 863

CITY OF VENICE

-- ABANDONMENT EXEMPTION --

BETWEEN BRANCH STREET YARD, MO
AND MCKINLEY JUNCTION, IL

HISTORIC REPORT

City of Venice ("City"), pursuant to 49 C.F.R. § 1105.8, makes the following Historic Report (HR) in support of the Notice of Exemption for authorization to abandon 2.00 miles of rail line commencing near Branch Street Yard in St. Louis, Missouri and terminating at McKinley Junction, on the eastern corporate limits of Venice, Illinois. A map depicting the line proposed for abandonment is attached as Exhibit A.

The line in question is coterminous with a segment of a longer line proposed for abandonment by Norfolk and Western Railway Company (N&W") in N&W Railway Company -- Abandonment, AB-290 (Sub-no. 139X), in 1994. The HR prepared by N&W is appended hereto as Exhibit D.

City of Venice acquired all of the interests in the land and fixtures (including McKinley Bridge, abutments, tracks and ties) in the rail line at issue in this proceeding from Illinois Terminal Railroad by quitclaim deed dated October 14, 1958. Under precedent established by the Interstate Commerce Commission, the City of Venice in acquiring all Illinois

Terminal Railroad's interests in the property in 1958 also automatically acquired a common carrier obligation as to the rail line. See, e.g., Southern Pacific Transportation Company - Abandonment Exemption -- Los Angeles County, 8 ICC2d 495 (served May 20, 1992). City of Venice has not heretofore taken any action to terminate that common carrier obligation. In order to ensure that the common carrier obligation is properly terminated, City of Venice has initiated this proceeding before the STB.

1. USGS map. A USGS topographic map is attached as Exhibit A.

2. Description. The right of way is generally 100 feet wide. The traversed area includes the Mississippi River and is otherwise largely industrial.

3. Photographs. Photographs of rail structures 50 years old or older and of the immediately surrounding area are attached as Exhibit E.

4. Bridges and structures more than 50 years. Such structures are summarized below:

McKinley Bridge

Venice High Line elevated structure (timber open deck)

5. Narrative history. City of Venice adopts by reference the discussion provided by N&W in its Historic Report in paragraph (5), attached as part of Exhibit D, supplemented by the following: N&W terminated its common carrier obligations upon this line of railroad in the mid-1990's. City of Venice

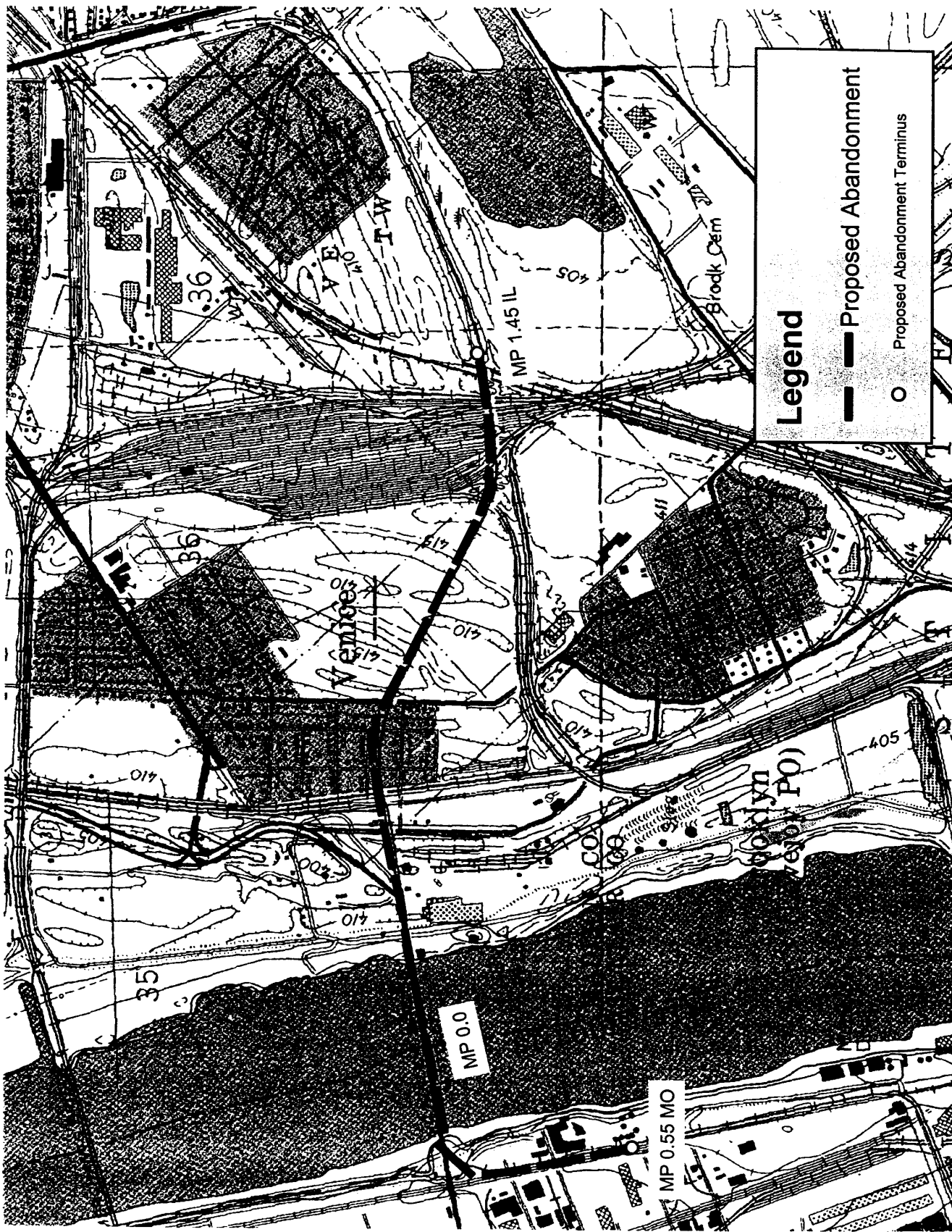
acquired the 2.00 mile line at issue in this proceeding, including rail structures, in 1958.

6. Summary of documents available for documenting structures. Plans are available for some structures.

7. Opinion regarding criteria for listing in the National Register of Historic Places. It is City of Venice's opinion that none of the structures on the line to be abandoned meets the criteria for listing in the National Register of Historic Places. The structures are bridges or open deck supports which are ordinary in design and construction. There is nothing that distinguishes them from similar structures in the region. The line is in an industrial area. City of Venice has no information leading it to believe that there are archeological resources or historic properties on the line.

8. Subsurface ground conditions that might affect archeological recovery. City of Venice is not aware of any prior subsurface ground disturbance or environmental conditions that would affect archeological recovery.

Exhibit A



Legend

- Proposed Abandonment
- Proposed Abandonment Terminus

Exhibit B

**ENVIRONMENTAL REPORT ON
PROPOSED RAIL LINE ABANDONMENT**

**NORFOLK & WESTERN RAILWAY COMPANY
(ST. LOUIS AREA ABANDONMENTS)**

**(MCKINLEY JCT - BRANCH ST YARD [2.97 MILES])
(TROY - BRIDGE JCT [16.54 MILES])
(WANDA - BLUFFS JCT [4.00 MILES])**

**NORFOLK & WESTERN RAILWAY COMPANY
ENVIRONMENTAL PROTECTION DEPARTMENT
110 FRANKLIN ROAD, SE
ROANOKE, VIRGINIA 24042-0013**

**7491C001.139
12-8-93**

**ENVIRONMENTAL REPORT ON
PROPOSED RAIL LINE ABANDONMENT**

Abandonment of: (a) 4.00 miles between Wanda and Bluffs Jct, IL;
(b) 16.54 miles between Troy and Bridge Jct, IL;
(c) 2.97 miles between McKinley Jct, IL and Branch
St. Yard, Mo.

1. PROPOSED ACTION AND ALTERNATIVES

Norfolk & Western Railway Company (hereinafter called N&W) proposes to abandon 23.51 miles of rail line located in the states of Illinois and Missouri in the vicinity of St. Louis. A map delineating the lines proposed for abandonment is attached as Appendix "A".

The alternatives to abandonment of these lines are not to abandon or to discontinue service on the lines and retain the trackage in place. Neither of these alternatives is economically feasible for N&W.

2. TRANSPORTATION SYSTEM

Effects of the proposed action on regional or local transportation systems and patterns are expected to be negligible. Within the last two years, no rail freight or passenger traffic has moved on the line segments proposed for abandonments. Consequently, no rail traffic will be diverted to the highway mode as a result of the abandonment.

.3. LAND USE

(i) Land Use Plans

The proposed abandonment involves about 23.51 miles of rail line located in Madison and St. Clair Counties, Illinois and the City of St. Louis, Missouri. Rail trackage on the McKinley Bridge, a span crossing the Mississippi River, is a part of the 23.51 mile abandonment. The land use in this part of metropolitan St. Louis is partly industrial with some residential, agricultural and commercial uses noted in the area. St. Louis is the largest city in the service area of the lines to be abandoned. However, a number of railroads are present in the St. Louis metropolitan area and the area will continue to be rail served by many rail lines after the proposed abandonment.

With respect to effects of the proposed rail line abandonment on land use, N&W believes any impact will be negligible. The absence of traffic on rail lines proposed for abandonment indicates a substantial lack of rail dependent land uses in the service area. Since no rail traffic move on the lines to be abandoned, the abandonment is not expected to have any effect on existing land use, future land use, land use plans, or the land use planning process. Due to this lack of impact, N&W considers the proposed abandonment to be consistent with any land use plans for the service area.

(ii) Prime Agricultural Lands

No effects on any prime agricultural land are anticipated as a result of the abandonment.

(iii) Coastal Zone

Not Applicable

(iv) Alternative Public Use

N&W does not own all of the right-of-way underlying the lines proposed for abandonment. In addition, N&W does not own McKinley Bridge. These factors precludes preservation of existing corridors presently occupied by the rail lines proposed for abandonment. These factors, together with considerations related to location, physical condition, and adjacent conditions, lead N&W to believe the right-of-way of the lines proposed for abandonment is not suitable for highways, other forms of mass transit, energy production related transportation facilities, conservation or recreation corridors, or other public use.

4. ENERGY

(i) Development and Transportation of Energy Resources

Development and transportation of energy resources will not be affected by the abandonment.

(ii) Movement/Recovery of Recyclable Commodities

Movement/recovery of recyclable commodities will not be affected by the abandonment.

(iii) Impact on Energy Efficiency

No rail traffic has moved on the lines proposed for abandonment in the past two years. Since no traffic moves on the involved rail lines, the proposed abandonment will have no effect on energy efficiency.

(iv) Diversion of Traffic to Motor Carriers

No traffic is expected to be diverted to motor carriers in connection with the proposed abandonment.

5. AIR

(i) Effects on Air Emissions

Not applicable. None of the established analysis thresholds will be exceeded as a result of the proposed abandonment.

(ii) Class I or Non-Attainment Area

N&W does not believe any Class I or non-attainment areas would be affected by the proposed abandonment.

(iii) Ozone Depleting Materials

Not applicable. Action proposed is abandonment.

6. NOISE

Not applicable. None of the established analysis thresholds will be exceeded as a result of the proposed abandonment.

7. SAFETY

(i) Public Health and Safety

Since no traffic is moving on the involved rail lines, abandonment of these lines will have no effect upon public health or safety.

(ii) Hazardous Materials Transport

Not applicable. Action proposed is abandonment.

(iii) Hazardous Waste or Hazmat Spill Sites

N&W has no knowledge of any hazardous waste sites or sites where there have been known hazardous materials spills on the right-of-way of the lines proposed for abandonment.

8. BIOLOGICAL RESOURCES

(i) Endangered Species/Critical Habitat

N&W is not aware of any critical habitat which would be destroyed or modified as a result of the proposed abandonment. Since salvage operations will be handled generally within the right-of-way, N&W does not believe that any endangered species which might be present would be adversely affected. N&W is willing to undertake reasonable mitigating actions to protect any endangered species which might be encountered in connection with abandonment activities.

(ii) Sanctuaries, Refuges and Parks

To the best of N&W's knowledge, line segments proposed for abandonment do not pass through any parks, forests, or wildlife sanctuaries. No adverse effects on any wildlife sanctuary, national park, or state park are anticipated.

9. WATER

(i) Water Quality Standards

N&W does not intend to either appreciably remove or alter the contour of the roadbed underlying the rail line to be abandoned. Regarding McKinley Bridge, removal of rail and other track materials from those portions of the bridge and approach structures not paved for highway traffic is the only work contemplated. Since there are no plans to undertake significant in-stream work (at most, some

bridge piles, posts, and piers may be removed down to stream bottom level), or dredge and/or fill any materials in connection with the proposed abandonment, no water quality impacts are expected in connection with the proposed action. Therefore, N&W considers the abandonment to be consistent with any applicable Federal, State, and/or local water quality standards.

(ii) Wetlands/100-Year Flood Plains

The rail line proposed for abandonment crosses the Mississippi River and several unnamed waterways. The Mississippi River crossing is via McKinley Bridge which will not be removed in connection with the proposed abandonment (The only potential abandonment work related to McKinley Bridge is removal of rail and other track materials from those portions of the bridge and approach structures not paved for highway traffic). While the line of railroad to be abandoned passes through 100-year flood plains and wetlands associated with the unnamed water courses, the existing roadbed will not be removed and the removal of rail and ties is not expected to produce any appreciable effect on the contours of the rail roadbed in these areas. Since the geometry of the roadbed will not be significantly altered and since the only in-stream work contemplated in connection with the abandonment would be at most removal of bridge piles, posts, and piers down to ground line or stream bottom level associated with the unnamed waterways, no discernible effects on either wetlands or 100-year flood plains are expected in connection with the proposed abandonment. Consequently, N&W does not believe a Section 404 permit will be required in connection with the proposed abandonment.

(iii) Section 402 Permit

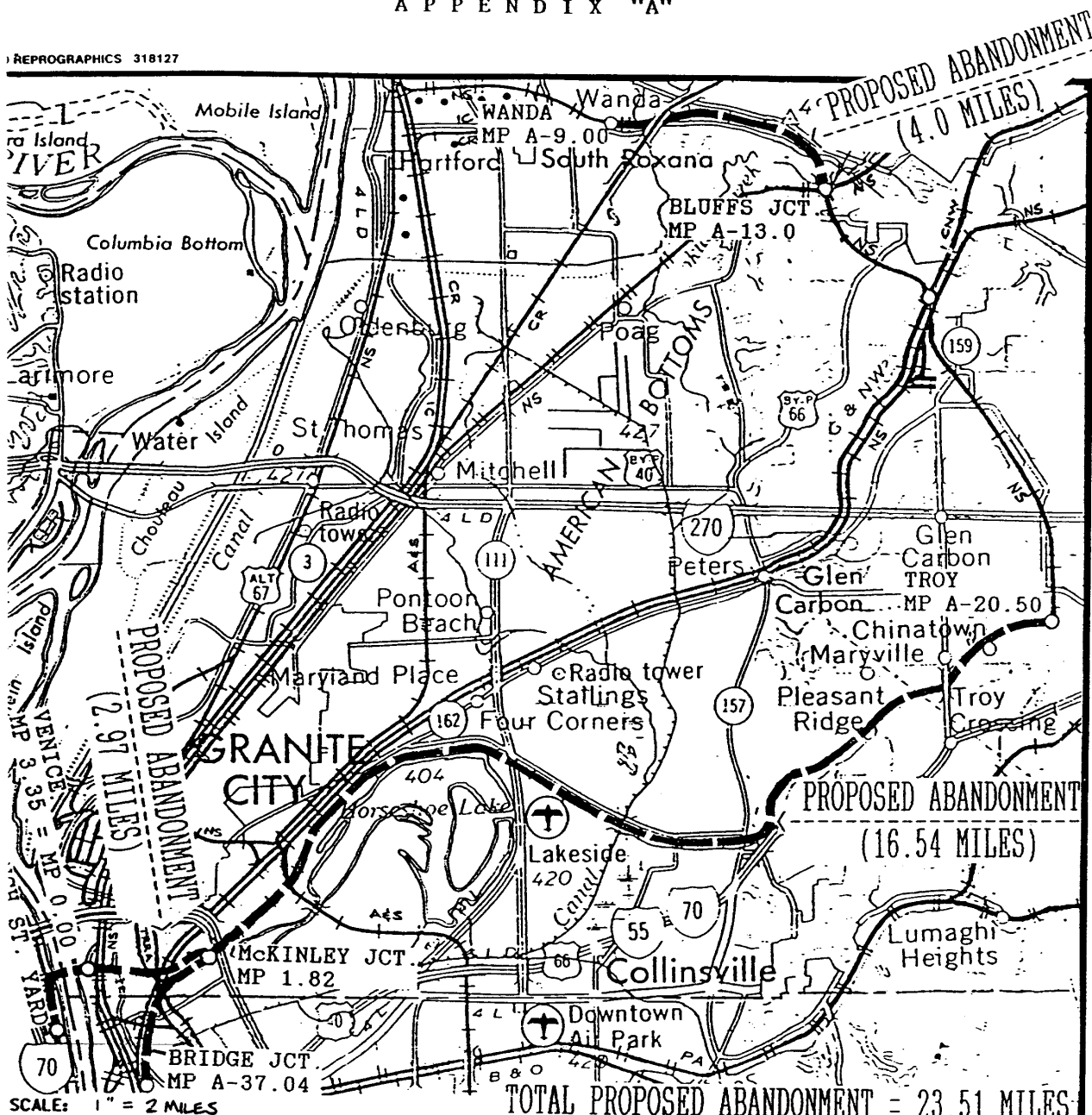
Inasmuch as McKinley Bridge will not be removed and since N&W does not intend to either appreciably remove or alter the contour of the roadbed underlying the rail line to be abandoned, undertake significant in-stream work, or dredge and/or fill any materials in connection with the proposed abandonment, water quality effects should be negligible. N&W does not believe that a permit under Section 402 of the Federal Water Pollution Control Act will be required.

10. PROPOSED MITIGATION

Abandonment of the involved rail lines in the St. Louis Metropolitan area is not expected to produce adverse environmental impacts. Only minimal physical activity associated with removal of rail, ties, and other railroad appurtenances will be produced by the proposed action. N&W will undertake all reasonable mitigation associated with these activities to assure that physical work associated with the abandonment does not produce adverse environmental impacts.

APPENDIX "A"

REPROGRAPHICS 318127



SCALE: 1" = 2 MILES



TOTAL PROPOSED ABANDONMENT = 23.51 MILES

REV	BY	DATE	DESCRIPTION
R-2	MKG	11/29/93	REVISE ENDPOINT TO BLUFFS JCT.
R-1	MKG	5/7/91	REMOVE IC TRACKAGE

NS NORFOLK SOUTHERN

NORFOLK AND WESTERN RAILWAY COMPANY
OWNING COMPANY

OFFICE OF CHIEF ENGINEER - DESIGN & CONSTRUCTION ATLANTA, GA.

LOCATION WANDA, ILLINOIS - ST. LOUIS, MISSOURI			
TITLE PROPOSED MAIN LINE ABANDONMENT			
DCN	VAL	SEC	MAP
DRW	MKG	FILE	197-230/117-18771
CHK	DATE	4-1-91	
MILE POST			SEE ABOVE
DRAWING NUMBER			TA 91-0113R-2



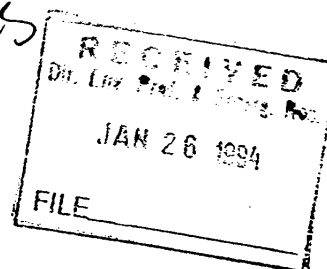
ATTACHMENT # 8

DEPARTMENT OF THE ARMY

ST. LOUIS DISTRICT, CORPS OF ENGINEERS
1222 SPRUCE STREET
ST. LOUIS, MISSOURI 63103-2833

REPLY TO
ATTENTION OF:

January 12, 1994



Regulatory Branch
File Number 199308970

Mr. H. B. Wyche, Jr.
Norfolk Southern Corporation
110 Franklin Road, S.E.
Roanoke, Virginia 24042-0013

Dear Mr. Wyche:

We have reviewed your letter and environmental report dated December 8, 1993, regarding your proposal to abandon 23.51 miles of rail line located in Madison and St. Clair Counties, Illinois.

We have determined that construction activities relative to your proposal does not require authorization from this office.

Section 404 of the Clean Water Act assigns responsibility to the Secretary of the Army to administer a permit program to regulate the placement of dredged or fill material into waters of the United States. The placement of any dredged or fill material into waters of the United States below ordinary high water elevation, or in wetlands adjacent to these waters, must be authorized by a Section 404 Permit.

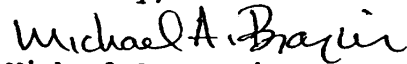
The activities you have proposed in association with your proposal to abandon 23.51 miles of rail line located in Madison and St. Clair Counties, Illinois will not involve the placement of any fill material into waters of the United States including wetlands. Therefore, no permit is required.

This determination is applicable only to the permit program administered by the Corps of Engineers. It does not eliminate the need to obtain other Federal, state or local approvals before beginning work.

You are reminded that although your proposal does not need a Section 404 permit based on submitted plans, any revisions to your proposal may be subject to Section 404 and require subsequent authorization from this office.

If you have any questions, please contact Mr. Keith McMullen, Project Manager, Illinois Permits Region, of the Regulatory Branch at (314) 331-8582. Please include the identification number 199308090 with any future inquiries regarding this project.

Sincerely,



Michael A. Brazier
Chief, Regulatory Branch

Copies Furnished:

Mr. Dennis Kennedy
Illinois Department of Transportation
Division of Water Resources
3215 Executive Park Drive
Post Office Box 19484
Springfield, Illinois 62794-9484

Mr. Bruce Yurdin
Illinois Environmental Protection Agency
DWPC, Permit Section, Watershed Unit
2200 Churchill Road
Springfield, Illinois 62794-9276

Exhibit D

HISTORIC REPORT
PROPOSED RAIL LINE ABANDONMENT

PROPOSED ACTION AND ALTERNATIVES

Norfolk and Western Railway Company (N&W) proposes to abandon 4.0 miles of rail line between Wanda and Bluffs Junction Illinois; 16.54 miles between Troy and Bridge Junction, Illinois; 1.15 miles between Branch Street Yard, Missouri, and Venice, Illinois, and 1.82 miles between Venice and McKinley Junction, Illinois; a total of 23.51 miles. A map delineating the lines proposed for abandonment is attached as Appendix "A".

The alternatives to abandonment of the lines are to not abandon or to discontinue service on the lines, retaining the trackage in place. Neither of these alternatives is economically feasible for N&W.

ADDITIONAL INFORMATION

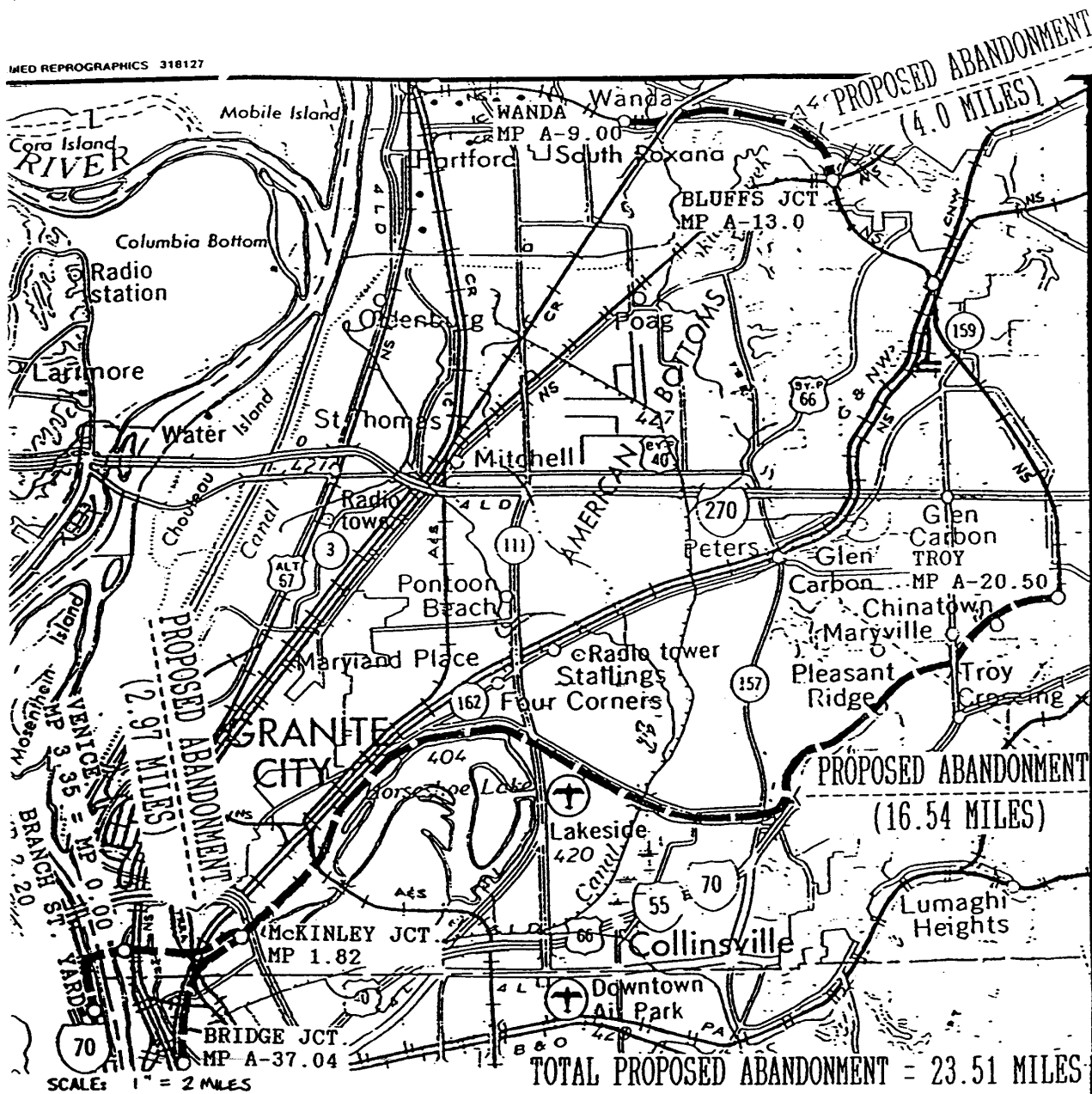
- (1) U.S.G.S. Topographic Map -- Maps were furnished to the Illinois Historic Preservation Agency and the Missouri State Department of Natural Resources.
- (2) Written Description of Right of Way -- The right of way is generally 100 feet wide on these line segments. The lines are located in the metropolitan St. Louis area in partly industrial with some residential and agricultural areas.

- (3) Photographs -- Photographs were furnished to the Illinois Historic Preservation Agency and the Missouri State Department of Natural Resources.
- (4) Date of Construction of Structures -- Bridges which are 50 years old or older are indicated on the Bridges and Structures Listing dated April 1, 1991, attached to this report.
- (5) History of Operations and Changes Contemplated -- The track from McKinley Bridge, St. Louis, MO to Troy, IL was the line owned by The St. Louis, Troy and Eastern Railroad Company, incorporated August 16, 1899. This railroad was controlled by Illinois Power and Light Corporation from February 1925 and leased to Illinois Terminal Company from January 1, 1928, when Illinois Power and Light Corporation also acquired control of that railroad. The remaining track included in this abandonment was part of the Illinois Terminal Company lines. Illinois Terminal Company was incorporated July 6, 1895 and opened February 22, 1896 as Illinois Terminal Railroad Company. The Illinois Terminal system lines served industrial areas of East St. Louis, IL, Granite City, IL, Alton, IL and Wood River, IL, among other nearby locations, and had a terminal close to the business center of St. Louis, MO. The terminal was reached using the McKinley Bridge over the Mississippi River. In June 1956, Illinois Terminal Company was acquired by The Baltimore and Ohio Railroad Company, Chicago & Eastern Illinois Railroad Company, Chicago,

Burlington & Quincy Railroad Company, Chicago, Rock Island and Pacific Railroad Company, Gulf, Mobile and Ohio Railroad Company, Litchfield and Madison Railway Company, Illinois Central Railroad Company, New York, Chicago & St. Louis Railroad Company, St. Louis-San Francisco Railway Company and Wabash Railroad Company. The McKinley Bridge was sold to the City of Venice, IL on November 21, 1958. On October 16, 1964, New York, Chicago & St. Louis Railroad Company merged into Norfolk and Western Railway Company, a major freight rail system serving the East, Mid-Atlantic and Midwest. Norfolk and Western Railway Company acquired 99.5% of the stock and leased the properties of Wabash Railroad Company on March 31, 1970. (Wabash Railroad Company merged into Norfolk and Western Railway Company, effective November 12, 1991.) On September 1, 1981, Norfolk and Western Railway Company acquired Illinois Terminal Company. On June 1, 1982, Norfolk and Western Railway Company and Southern Railway Company consolidated as subsidiaries of Norfolk Southern Corporation. Effective December 31, 1990, Norfolk and Western Railway Company became a wholly owned subsidiary of Norfolk Southern Railway Company (formerly known as Southern Railway Company). In recent years, business and industry in the area served by the lines of railroad track specified above declined or closed or changed in character so that there is no demand or need for rail transportation from the locations along these lines of track. The change contemplated in the operation of the lines

of railroad track specified above is to totally abandon these unused, unneeded and unproductive lines of railroad.

- (6) Summary of Documents In Carrier's Possession That Might Be Useful for Documenting a Structure That Is Found To Be Historic -- Bridge plans are available for some structures.
- (7) Opinion Regarding Criteria For Listing In The National Register Of Historic Places -- It is carrier's opinion that none of the structures on the lines to be abandoned meets the criteria for listing in the National Register of Historic Places. The structures are bridges which are ordinary in design and construction. There is nothing that distinguishes the bridges from others in the region. The lines run through industrial, residential and agricultural areas. Carrier has no reason to believe that there is any likelihood of finding archaeological resources or historic properties on the lines proposed for abandonment.
- (8) Subsurface Ground Conditions That Might Affect Archaeological Recovery -- Carrier is not aware of any prior subsurface ground disturbances or environmental conditions that would affect archaeological recovery.
- (9) Follow-Up Information -- Additional information will be provided as appropriate.



SCALE: 1" = 2 MILES



TOTAL PROPOSED ABANDONMENT = 23.51 MILES

R-2 MNG 11/29/93 REUSE ENDPOINT TO BLUFFS JCT.
E-1 MNG 5/7/91 REMOVE IC TRACKAGE

REV	BY	DATE	DESCRIPTION
R-2	MNG	11/29/93	REUSE ENDPOINT TO BLUFFS JCT.
E-1	MNG	5/7/91	REMOVE IC TRACKAGE
LOCATION WANDA, ILLINOIS - ST. LOUIS, MISSOURI			
TITLE PROPOSED MAIN LINE ABANDONMENT			
DCN	VAL SEC	MAP	FILE POST SEE ABOVE
DWN MNG	FILE 197-238 / 117-18771		DRAWING NUMBER
CHK	DATE 4-1-91		TA 91-0113R-2

NS NORFOLK SOUTHERN

NORFOLK AND WESTERN RAILWAY COMPANY
OWNING COMPANY

OFFICE OF CHIEF ENGINEER - DESIGN & CONSTRUCTION ATLANTA, GA.

CARD FILE N/A
FIELD BOOK N/A

SHEET 1 OF 1

DATE RUN: 04/01/91

NORFOLK SOUTHERN CORPORATION
BRIDGES & STRUCTURES LISTING
NW

PAGE 1

ILLINOIS DIVISION
ST LOUIS TERMINAL
T&E LINE

MILEPOST	OLDNO	CROSSING	TRK ST CO	NO SPNS STRUCTURE	DESCRIPTION DECK	TOTAL LENGTH	HGT FT	NO TKS	STRUCTURE DATES STEEL MASONRY CONST
A - 9.80		INDIAN CREEK	12 60	4	DECK PLTE GDR OPEN	181.00	20.5	1	
A - 10.06		WATERWAY	12 60	2	THRU PLTE GDR CONC BAL	100.00	20.8	1	
A - 10.70		WATERWAY	12 60	1	STEEL BEAM CONC BAL	19.00	14.4	1	
A - 11.90		US 50	12 60	4	THRU PLTE GDR OPEN	250.00	21.4	1	
A - 12.00		BOHM ROAD	12 60	1	THRU PLTE GDR CONC BAL	41.00	16.0	1	
A - 12.90		CAHOKIA CREEK	12 60	3	1 DECK PLTE GDR 50.00 2 DECK PLTE GDR 224.00	274.00	16.0	1	
A - 13.00		BROOKLYN DISTRICT MP D-467.63	12 60	1	THRU PLTE GDR STL BAL	102.00	16.0	1	

DATE RUN: 04/01/91

NORFOLK SOUTHERN CORPORATION
BRIDGES & STRUCTURES LISTING

PAGE 1

ILLINOIS DIVISION
ST LOUIS TERMINAL
T&E LINE

MILEPOST	OLDNO	CROSSING	TRK	ST	CO	NO	DESCRIPTION	DECK	TOTAL	HGT	NO	STRUCTURE	DATES
									LENGTH	FT	TKS	STEEL	MASONRY
													CONST
A - 20.70		WATERWAY	12			1	CONCRETE ARCH		10.00	11.0			
A - 22.20	04	NW RY	12			3	HWY-STEEL		132.00	21.3			
A - 23.00		WATERWAY	12			1	CONCRETE BOX		12.00				
A - 27.80		CAHOKIA CREEK	12			5	PILE TREESTLE	56.00	88.00				
						4	STEEL BEAM	32.00					
A - 34.90		ST ROUTE 203	12			1	DECK PLTE GDR OPEN		62.00		1		

DATE RUN: 04/01/91

NORFOLK SOUTHERN CORPORATION
BRIDGES & STRUCTURES LISTING

PAGE 1

ILLINOIS DIVISION
ST LOUIS TERMINAL
AGE LINE

MILEPOST	OLD NO	CROSSING	TRK ST CO	NO SPNS	DESCRIPTION STRUCTURE	DECK	TOTAL LENGTH FT	HGT FT	NO TKS	STRUCTURE DATES STEEL MASONRY CONST
*AE- 17 2.20	1.0	MCKINLEY	25	5	DECK PLTE GDR OPEN		95.00			

* NOTE: Approach to McKinley Bridge on Missouri side of Mississippi River
of which we own first 95' only.

VAIRCE HIGH LINE ELEVATED STRUCTURE ± 170 SPANS TIMBER GRD DECK ± 45 FT HIGH

A-9.8



A-9.8

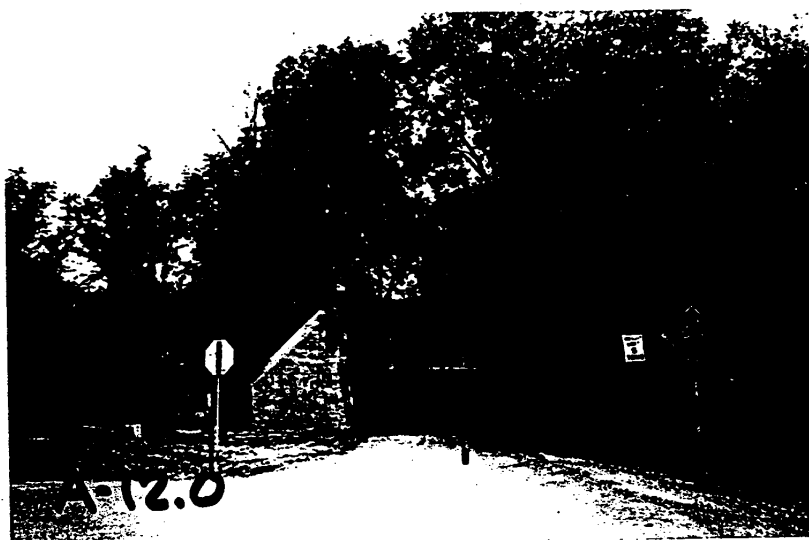
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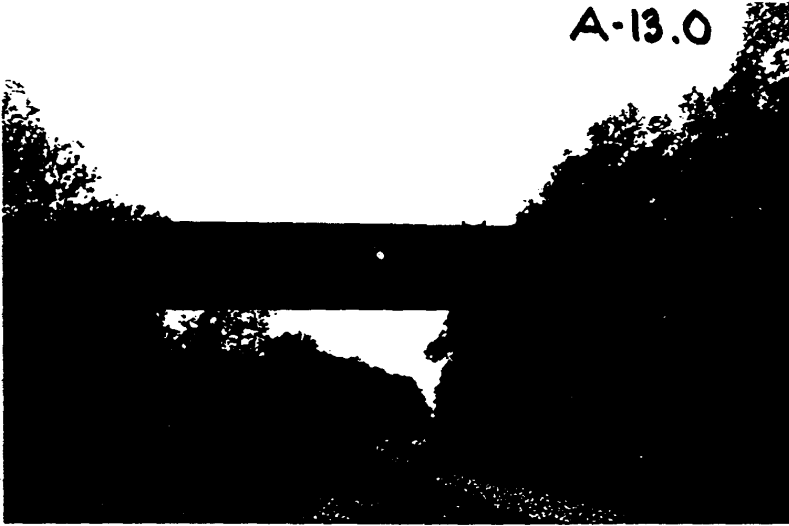
A-119



A-11.9

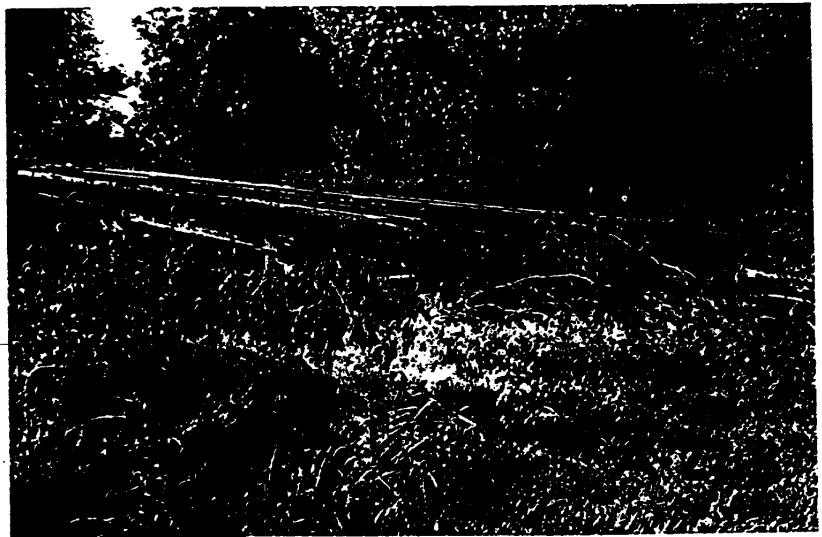
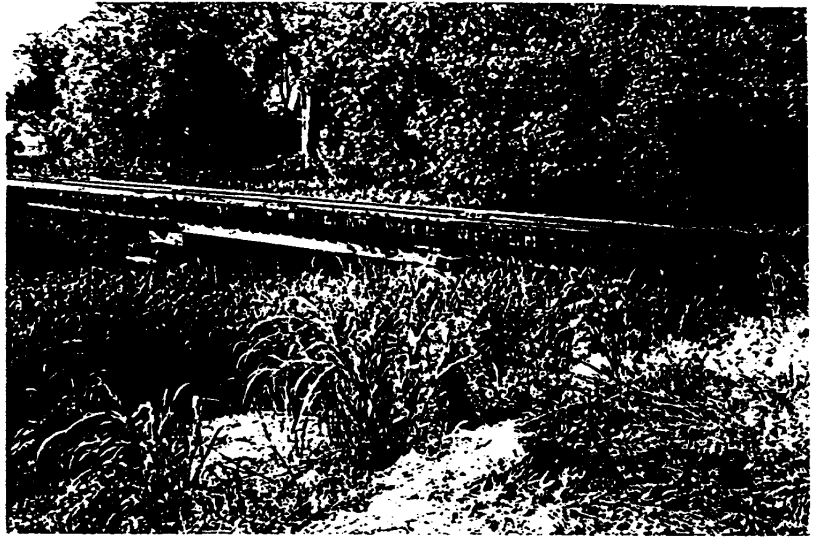


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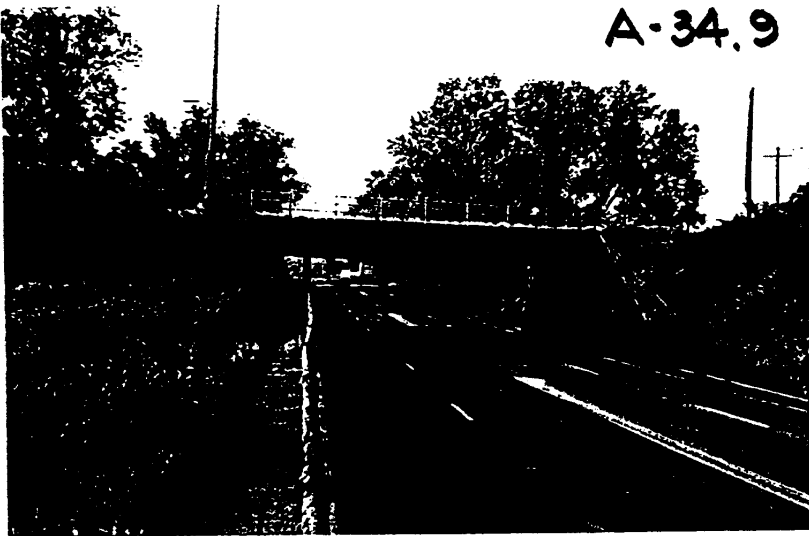


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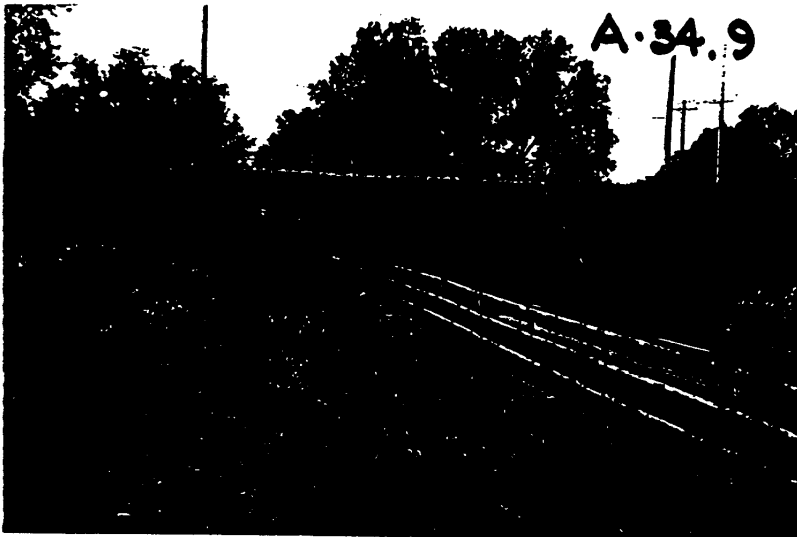




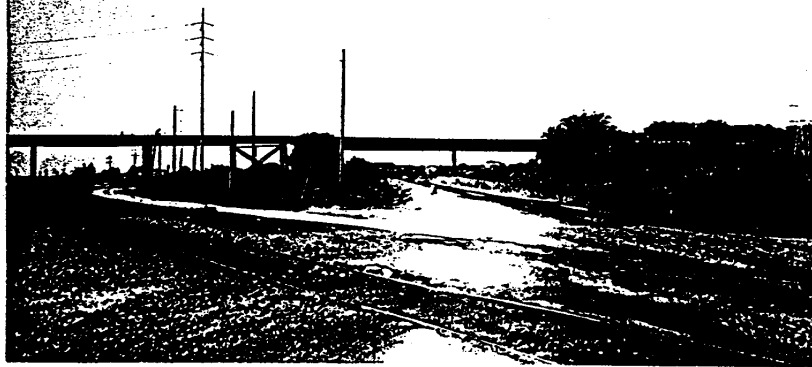
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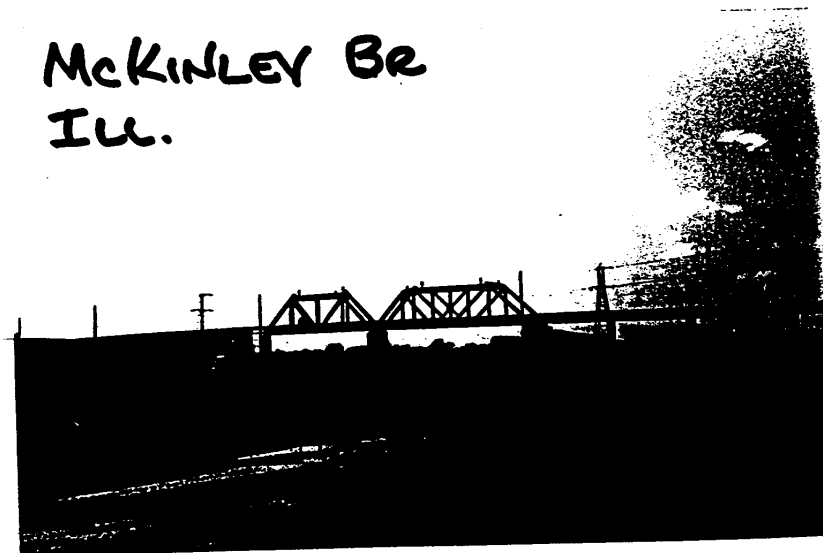
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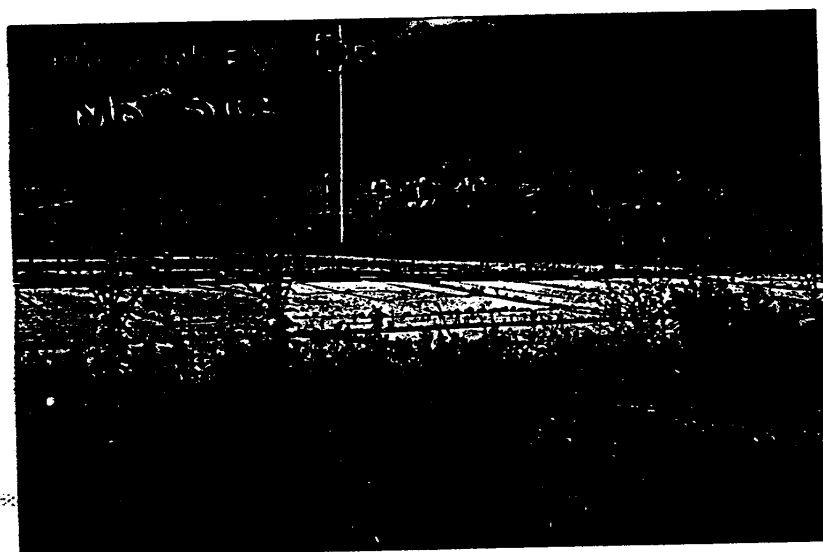


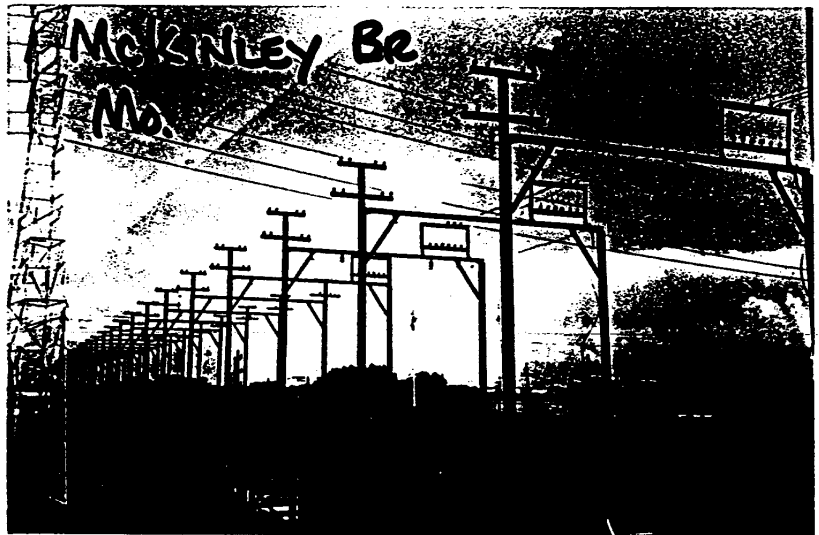
McKINLEY BR
ILL.



McKINLEY BR
ILL.







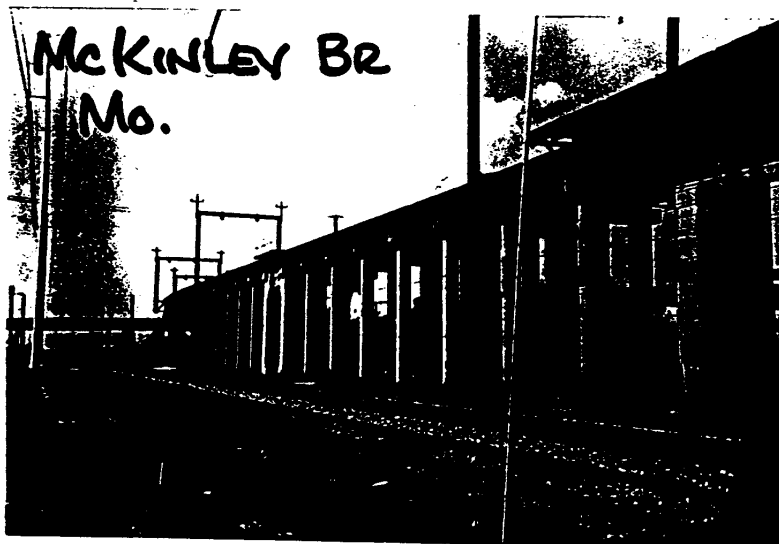
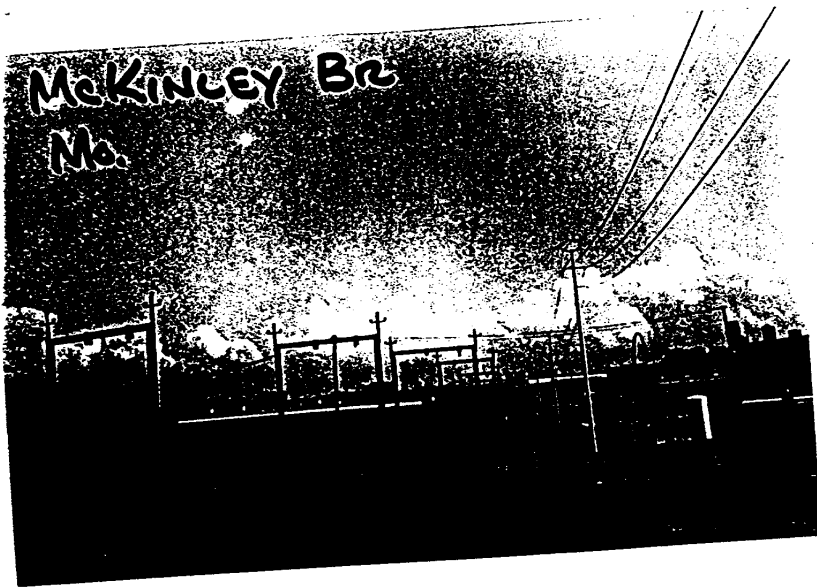
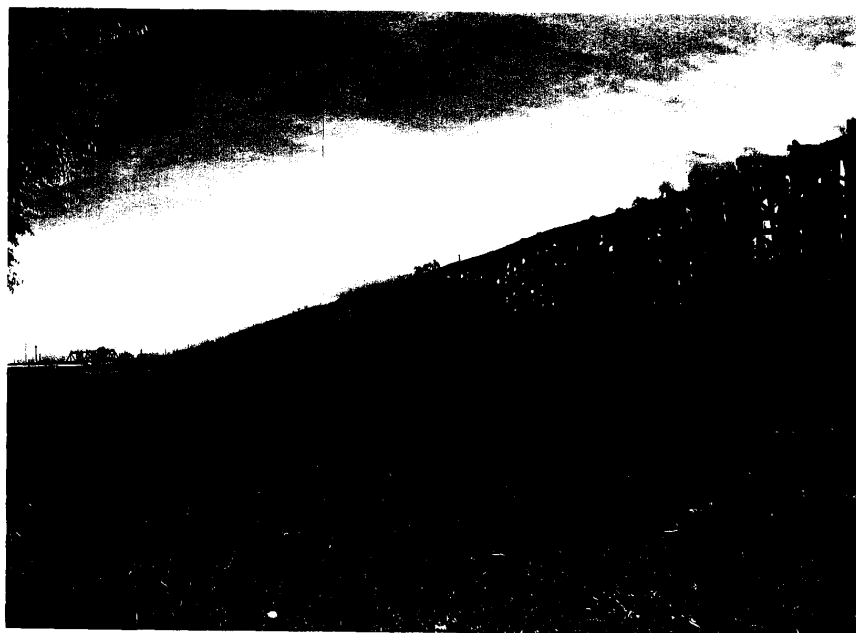


Exhibit E



Wood trestle east of Ill Rte 3



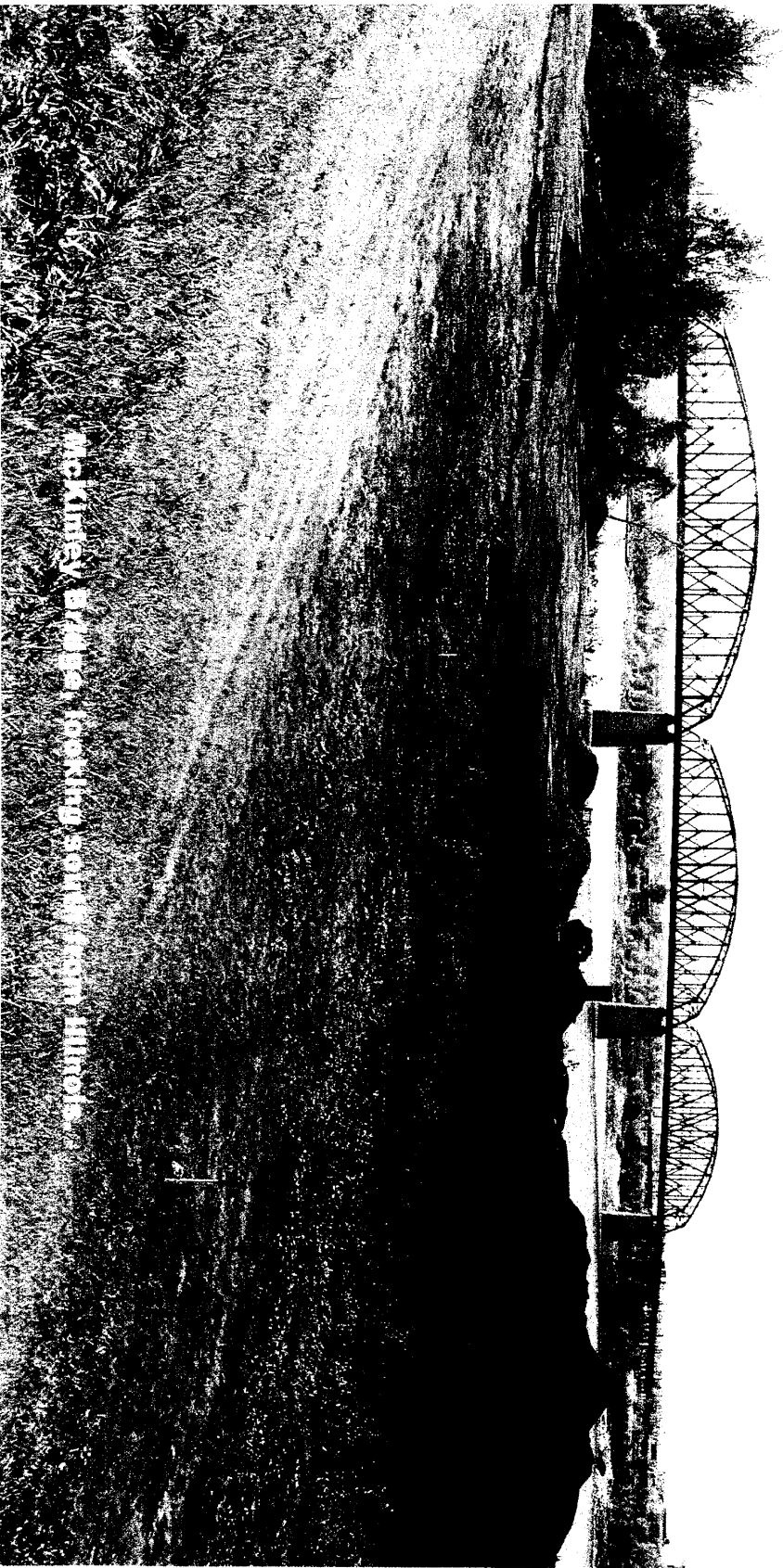
Same, from IL Rte. 3, Illinois Terminal Yard in distance



Trestle on MO side, looking south



location where wood trestle joins steel trestle, IL side



McKinley Bridge, looking south from Illinois.

Correspondence
Historic Report
(through 19 Nov. 2003)

1. Memo to Ill. His. Pres. Office and Mo. Office of His. Pres.,
29 Oct. 03, conveying information on McKinley Bridge

fil

CHARLES H. MONTANGE

ATTORNEY AT LAW
426 NW 162ND STREET
SEATTLE, WASHINGTON 98177

(206) 546-1936
FAX (206) 546-3739

29 October 2003
(for City of Venice, IL)

To:

Illinois Historic Preservation Office 1 Old State Capitol Springfield, IL 62701	Office of Historic Preservation 100 East High St. Jefferson City, MO 65102
--	---

Re: Surface Transportation Board
Docket No. AB 863, City of Venice --
Abandonment Exemption -- Branch St. Yard, MO
and McKinley Junction, IL -- Notice of Exemption

From: Chas. Montange 
counsel for City of Venice

Under cover letter of 28 October, I forwarded to your offices copies of the Environmental Report (ER) and Historic Report (HR) prepared on behalf of City of Venice for the above referenced abandonment exemption proceeding.

Since preparation of the ER and HR, I have received a copy of the No Adverse Effect determination by the Illinois Historic Preservation Agency with respect to Illinois Department of Transportation's proposed rehabilitation of the McKinley Bridge. Especially in light of the enclosed, City of Venice hopes that your agencies more readily can conclude that the City's proposed termination of common carrier obligations with respect to the bridge and its approaches will have no adverse effect and that the requirements of Section 106 are met for purposes of AB 863.

Att.

cc. Section on Environmental Analysis, STB (w/att.)



**Illinois Historic
Preservation Agency**

1 Old State Capitol Plaza • Springfield, Illinois 62701-1507 • (217) 782-4836 • TTY (217) 524-7128

Madison County

Venice

McKinley Bridge Rehabilitation
SN 060-6002 over the Mississippi River
IHPA LOG #0201090031WMS

May 2, 2002

Michael Hine
Illinois Department of Transportation
2300 S. Dirksen Parkway
Attn: John Walthall
Springfield, IL 62764

Dear Mr. Hine:

We have reviewed the preliminary design information regarding historic conditions for the above referenced project. In our opinion, these plans meet The Secretary of the Interior's "Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings".

Please retain this letter in your files as evidence of a No Adverse Effect determination and compliance with Section 106 of the National Historic Preservation Act of 1966, as amended.

If you have any further questions, please contact Cody Wright, Cultural Resource Manager, 1 Old State Capitol Plaza, Springfield, IL 62701, 217/785-3977.

Sincerely,

Anne E. Haaker

Anne E. Haaker
Deputy State Historic
Preservation Officer

ARH:CW:ly

